

NORTH I-25
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Technical Memorandum BICYCLE AND PEDESTRIAN FACILITIES

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INTRODUCTION

Bicycle and pedestrian (bike/ped) facilities include sidewalks, marked and unmarked bicycle routes, bicycle lanes, and a variety of trail types. On-street bicycle routes typically include signing and striping to separate bicycles from vehicular traffic, or they may exist informally, established by consistent use by bicyclists. On-street bicycle routes are designed to promote local trips, regional commuting, and connections to off-street trails. Off-street bikeways, trails, or paths are typically physically separated from vehicular traffic through the use of barriers or by following separate routes. These off-street bikeways can provide regional links for bicyclists, pedestrian, equestrians, or other recreational users.

This technical memorandum is prepared in support of the North I-25 Final Environmental Impact Statement (FEIS). The analysis that follows documents bike/ped facilities within the regional study area and evaluates the potential for impacts to these resources.

REGULATORY BACKGROUND

Recent legal and regulatory changes reflect an increased emphasis on the planning and protection of bike/ped facilities. Related requirements include:

- ▶ **23USC 109(m) Protection of Non-motorized Transportation Traffic.** States the Secretary of Transportation shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for non-motorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists.
- ▶ **Section 5304 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).** Requires Departments of Transportations (DOTs) through their plans and programs to "...provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the State and an integral part of and intermodal transportation system for the United States". A Federal Highway Administration (FHWA) policy issued in 1999 entitled *Design Guidance, Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* states, "...bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."

METHODOLOGY

The regional study area includes numerous communities, each having varying degrees of existing and planned bike/ped facilities. To document the bike/ped facilities within the regional study area, Geographic Information Systems (GIS) data, public bicycle/trail maps, comprehensive plans, and a variety of planning maps were collected from local jurisdictions and state agencies. The mapping included trails, paths, bicycle lanes, and bicycle routes. Due to the size and complexity of the study area, sidewalks were not included as bike/ped

facilities unless specifically designated on a locally approved plan or map as being for the sole purpose of recreation. Bike/ped facilities within approximately 750 feet of proposed improvements are included in the analysis.

EXISTING CONDITIONS

Regional Bicycle and Pedestrian Facilities

Three major regional trails are located in the regional study area (**Figure 3**). These trails represent collaboration and planning efforts within and between municipalities and other state agencies. The American Discovery Trail (ADT) corridor is comprised of both on- and off-street facilities. This trail is part of a larger, national system that allows bicyclists a route across the United States. The Colorado Front Range Trail (CFRT) corridor is a collaborative effort that is being overseen by Colorado State Parks. The CFRT corridor has existing and proposed sections from numerous municipalities that allow for non-motorized vehicles to travel along the Front Range from New Mexico to Wyoming. The Saint Vrain Valley (SVV) corridor is a portion of the CFRT; however, this is a loop trail that connects many communities within the center of the regional study area.

Local Bicycle and Pedestrian Facilities

Most of the trails in the study area can be categorized as local. They provide opportunities to go from one place to another but usually in the same community and not for long distances.

Existing Bicycle and Pedestrian Facilities

There are numerous existing bike/ped facilities within the regional study area. **Table 1**, Comments received

Table 2 and **Table 3** include the facilities that are within approximately 750 feet on each side of the corridors identified for improvements or station and maintenance facility locations. On-street facilities represent sidewalks identified by locally approved plans as being solely for recreation. Bike lanes are designated bike lanes located within the roadway edge of pavement. For the purposes of this study, some facilities were provided names that may differ from what they are referred to by others. Some facilities may have been added or changed since data collection occurred.

Figure 1 Bicycle and Pedestrian Facilities within the Regional Study Area

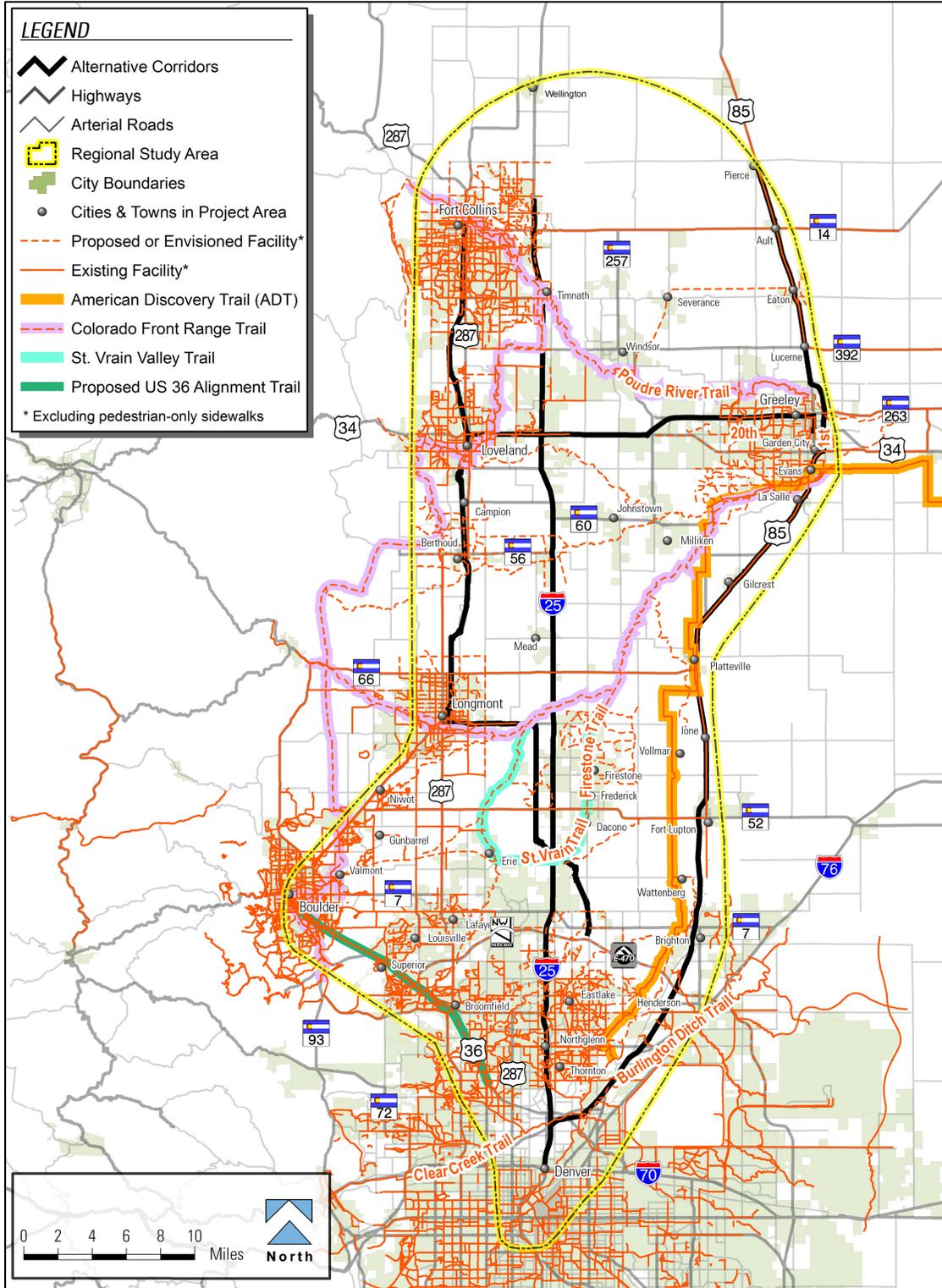


Table 1 Existing Bicycle and Pedestrian Facilities Along the North I-25 Corridor

Name/Reference	Description	Municipality/Agency	Location/ Orientation to I-25
Richards Lake Road	On-street facility	Larimer County	Perpendicular along Richards Lake Road
Frontage Road (Richards Lake Road to Mountain Vista Drive)	On-street facility	Larimer County	Parallel between Richards Lake Road and Mountain Vista Drive
Mountain Vista Drive	On-street facility	City of Fort Collins	Perpendicular along Mountain Vista Drive
Vine Drive	Bike lane	City of Fort Collins	Perpendicular along Vine Drive
Frontage Road (Mountain Vista Drive to Mulberry Street)	On-street facility	City of Fort Collins	Parallel east of I-25 between Mountain Vista Drive and Mulberry Street
Southeast Frontage Road	On-street facility	City of Fort Collins	Parallel west of I-25 between Prospect Street and Mulberry Street
Harmony Road (SH 68)	Bike lane	City of Fort Collins	Perpendicular along Harmony Road
Highway 392 West (32 Road)	On-street improvement	Larimer County	Perpendicular along Highway 392
30 Road	Bike lane	City of Loveland	Perpendicular along CR 30
Crossroads (26 Road)	Lane improvement	City of Loveland	Perpendicular along Crossroads Boulevard
Clydesdale	On-street facility	City of Loveland	Parallel east of I-25 just south of Crossroads Boulevard
McWhinney Boulevard	On-street facility	City of Loveland	Perpendicular just north of Highway 34
Highway 34	Bike lane	City of Loveland	Perpendicular along Highway 34
Hillsborough Ditch Trail	Off-street facility	Towns of Johnstown and Milliken	Perpendicular just north of Highway 402
SH 66	On-street facility	Weld County	Perpendicular along SH 66
Colorado Front Range Trail (Saint Vrain Trail)	Underpass	Colorado State Parks	Perpendicular just north of Highway 119
Highway 52	On-street facility	Town of Frederick	Perpendicular along Highway 52
Big Dry Creek	Underpass	Cities of Thornton and Westminster	Parallel just north of 128th Avenue
128th Avenue	On-street facility	City of Thornton	Perpendicular along 128th Avenue
120th Transit Station	Underpass	City of Northglenn	Perpendicular just south of 120th Avenue
Community Center Drive	On-street facility	City of Westminster	Parallel just south of 120th Avenue
Farmers Highline Canal Trail	Off-street facility	City of Westminster	Parallel just south of 120th Avenue

Table 1 Existing Bicycle and Pedestrian Facilities Along the North I-25 Corridor

Name/Reference	Description	Municipality/Agency	Location/ Orientation to I-25
Kennedy Street	On-street facility	City of Northglenn	Perpendicular just north of 104th Avenue
Lincoln Street (Northglenn Drive)	On-street facility	City of Northglenn	Parallel east of I-25 just north of 104th Avenue
104th Avenue	On-street facility	City of Northglenn	Perpendicular along 104th Avenue
Thornton Parkway	On-street facility	City of Thornton	Parallel along Thornton Parkway
Coronado Parkway Trail	Off-street facility	City of Thornton	Parallel around 88th Avenue
88th Avenue	On-street facility	City of Federal Heights	Perpendicular along 88th Avenue

Table 2 Existing Bicycle and Pedestrian Facilities Along the US 287/BNSF Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 287/BNSF Corridor
Howes Street	Bike lane	City of Fort Collins	Parallel along Howes Street
LaPorte Avenue	Bike lane	City of Fort Collins	Perpendicular along LaPorte Avenue
Mason Street (Cherry Street to Laurel Street)	Bike lane	City of Fort Collins	Parallel along Mason Street
Olive Street	Bike route	City of Fort Collins	Perpendicular along Olive Street
East Drive	Bike lane	City of Fort Collins	Parallel just north of University Avenue on the CSU Campus
West Drive	Bike lane	City of Fort Collins	Parallel just north of University Avenue on the CSU Campus
University Avenue	Bike lane	City of Fort Collins	Perpendicular along University Avenue
CSU Campus	Underpass	City of Fort Collins	Perpendicular just east of University Avenue
Pitkin Street	Bike lane	City of Fort Collins	Perpendicular along Pitkin Street
Lake Street	Bike lane	City of Fort Collins	Perpendicular along Lake Street
Spring Creek Trail	Underpass and trail	City of Fort Collins	Perpendicular just south of Prospect Street

Table 2 Existing Bicycle and Pedestrian Facilities Along the US 287/BNSF Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 287/BNSF Corridor
Drake Road	Bike lane	City of Fort Collins	Perpendicular along Drake Road
West Harvard Street	Bike route	City of Fort Collins	Perpendicular just south of Drake Road
Swallow Road	Bike lane	City of Fort Collins	Perpendicular along Swallow Road
Manhattan Drive	Bike lane	City of Fort Collins	Parallel just south of Horsetooth Road
Horsetooth Road	Bike lane	City of Fort Collins	Perpendicular along Horsetooth Road
Mason Street (Horsetooth Road to Harmony Road)	Bike lane	City of Fort Collins	Parallel along Mason Street
Boardwalk Drive	Bike lane	City of Fort Collins	Perpendicular just south of Horsetooth Road
Troutman Parkway	Bike route	City of Fort Collins	Perpendicular just north of Harmony Road
Harmony Road	Bike lane	City of Fort Collins	Perpendicular along Harmony Road
Fossil Creek Trail	Off-street facility	City of Fort Collins	Perpendicular just south of Harmony Road
Trilby Road	Bike lane	City of Fort Collins	Perpendicular along Trilby Road (US 34)
Shield Street (parallel to railroad)	Bike lane	City of Fort Collins	Parallel along Shields Street (turns into Taft Avenue)
37th Street	Bike lane	City of Loveland	Perpendicular along 37th Street
29th Street	Bike lane	City of Loveland	Perpendicular along 29th Street
Lake Drive (parallel to railroad)	Bike route	City of Loveland	Parallel along the east side of Lake Loveland
Garfield Avenue (parallel to railroad)	Bike route	City of Loveland	Parallel just east of Lake Loveland
US 34	Bike lane	City of Loveland	Perpendicular along US 34
US 287	Bike route	City of Loveland	Parallel along US 287
1st Street	Bike lane	City of Loveland	Perpendicular along 1st Street
Big Thompson River	Underpass and trail	City of Loveland, Colorado State Parks	Perpendicular just south of 1st Street

Table 2 Existing Bicycle and Pedestrian Facilities Along the US 287/BNSF Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 287/BNSF Corridor
Roosevelt Avenue	Bike lane	City of Loveland	Parallel just south of 14th Street
14th Southwest Street	Bike lane	City of Loveland	Perpendicular along 14th Street
Welch Avenue	On-street facility	Town of Berthoud	Perpendicular just south of Mountain Avenue
21st Avenue	On-street facility	City of Longmont	Perpendicular just south of Highway 66
Mountain View Avenue	On-street facility	City of Longmont	Perpendicular along Mountain Avenue
Longs Peak Avenue	On-street facility	City of Longmont	Perpendicular just south of 9th Avenue
4th Avenue	On-street facility	City of Longmont	Perpendicular just north of 3rd Avenue
Collyer Street	On-street facility	City of Longmont	Parallel just east of US 287
Main Street	On-street facility	City of Longmont	Parallel along Main Street
Alpine Street	On-street facility	City of Longmont	Perpendicular west of Pace Street north of 3rd Avenue

Table 3 Existing Bicycle and Pedestrian Facilities Along US 85

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 85
Rogers Road	On-street facility	City of Longmont	Parallel just south of 3rd Avenue
119th Street	On-street facility	City of Longmont	Perpendicular just east of the intersection of 3rd Avenue and Ken Pratt Boulevard
SH 119	On-street facility	City of Longmont	Parallel along SH 119
Ken Pratt Boulevard	On-street facility	City of Longmont	Parallel along Ken Pratt Boulevard
Highway 85	Existing on-street facility	City of Evans	Parallel along Highway 85 around the City of Evans
American Discovery Trail	Existing on-street facility	City of Evans	Parallel generally follows Highway 85
US 85	Existing on-street facility	Town of Platteville	Parallel along Highway 85 around the Town of Platteville

Table 3 Existing Bicycle and Pedestrian Facilities Along US 85

Name/Reference	Description	Municipality/Agency	Location/ Orientation to US 85
SH 66	Existing on-street facility	Town of Platteville	Perpendicular along SH 66
Denver Avenue	Existing on-street facility	City of Fort Lupton	Parallel just south of SH 66 along Denver Avenue
Colorado Front Range Trail	Existing on-street facility	City of Fort Lupton	Parallel to the east of US 85

Potential Future Bicycle and Pedestrian Facilities

There are numerous proposed bike/ped facilities in the regional study area. **Table 4** and **Table 5** include the potential future bicycle facilities that are within 750 feet of the corridor identified for the alignments. In addition to the proposed facilities included in the tables, there is one potential future facility near the US 85 station areas: Evans has proposed an on-street facility along 31st Street. **Figure 1** graphically shows the bike and pedestrian facilities with the regional facilities highlighted.

Table 4 Potential Future Facilities Along the North I-25 Corridor

Name/Reference	Description	Municipality/ Agency	Location/ Orientation to I-25
Box Elder Creek	Proposed off-street facility	Town of Wellington	Parallel just south of Wellington
Douglas Road	Proposed on-street facility	Larimer County	Perpendicular just south of Wellington along CR 54
Mountain Vista Drive	Proposed on-street facility	City of Fort Collins	Perpendicular along Mountain Vista Drive
Vine Drive	Proposed bike lane improvements	City of Fort Collins	Perpendicular along Vine Drive
Frontage Road (Mountain Vista Drive to Mulberry Street)	Proposed on-street facility	City of Fort Collins	Parallel east of I-25 between Mountain Vista Drive and Mulberry Street
Weicker Drive	Proposed on-street facility	City of Fort Collins	Perpendicular just north of Mulberry Street
Mulberry Street (SH 14)	Proposed bike lane improvements	City of Fort Collins	Perpendicular along Mulberry Street
Frontage Road (Prospect Street to Mulberry Street)	Proposed bike lane improvements	City of Fort Collins	Parallel west of I-25 between Prospect Street and Mulberry Street
Southeast Frontage Road	Proposed on-street facility	City of Fort Collins	Parallel west of I-25 between Prospect Street and Mulberry Street
Timnath Bike Route	Proposed on-street facility	Town of Timnath	Parallel east of I-25 south of Prospect Street
Baker Lake Trail	Proposed off-street facility	City of Fort Collins	Parallel east of I-25 around Mulberry Street

Table 4 Potential Future Facilities Along the North I-25 Corridor

Name/Reference	Description	Municipality/ Agency	Location/ Orientation to I-25
Prospect Road	Proposed bike lane improvements	City of Fort Collins	Perpendicular along Prospect Street
Poudre River Trail	Proposed trail improvements	City of Fort Collins, Colorado State Parks, Town of Timnath	Parallel west of I-25 south of Prospect Street
Box Elder Ditch	Proposed trail	City of Fort Collins	Parallel east of I-25 south of Harmony Road
Frontage Road (36 Road to 38 Road)	Proposed bike lane improvements	City of Fort Collins	Parallel east of I-25 south of Harmony Road
36 Road	Proposed on-street improvements	City of Fort Collins, Town of Timnath	Perpendicular along Kechter Road (US 36)
Timnath #1	Proposed off-street facility	Town of Timnath	Parallel east of I-25 just south of Kechter Road (US 36)
Colorado Front Range Trail	Proposed trail improvement	Larimer County, Colorado State Parks	Parallel west of I-25 north of Highway 32
Frontage Road (SH 392 West to 36 Road)	Proposed bike lane improvements	City of Fort Collins	Parallel west of I-25 south of Kechter Road (US 36)
SH 392 West (32 Road)	Proposed on-street improvements	Larimer County	Perpendicular along SH 392
Crossroads (26 Road)	Proposed lane improvements	City of Loveland	Perpendicular along Crossroads Boulevard
Loveland #1	Proposed off-street facility	City of Loveland	Parallel east of I-25 south of Crossroads Boulevard
Loveland and Greeley Canal	Proposed underpass and trail	City of Loveland, Town of Johnstown	Perpendicular north of US 34
20E	Proposed lane improvements	City of Loveland	Perpendicular south of US 34
Big Thompson River Trail	Proposed path improvement	City of Loveland, Town of Johnstown	Perpendicular south of US 34
402/18	Proposed lane improvements	Towns of Johnstown and Milliken	Perpendicular along SH 402
Ditch/Creek (South of 402/18)	Proposed trail improvement	Towns of Johnstown and Milliken	Parallel south of SH 402
Johnstown #1	Proposed on-street facility	Towns of Johnstown and Milliken	Parallel east of I-25 just north of SH 56
46 Road (SH 60)	Proposed on-street improvement	Towns of Berthoud, Johnstown, Milliken	Perpendicular along 46 Road
SH 56	Proposed on-street improvement	Towns of Berthoud, Milliken, Johnstown	Perpendicular along SH 56
Little Thompson River	Proposed trail improvement	Towns of Berthoud, Milliken, Johnstown	Perpendicular just south of SH 56
Colorado Front Range Trail (Saint Vrain Trail)	Proposed trail improvement	Colorado State Parks	Perpendicular just north of SH 119

Table 4 Potential Future Facilities Along the North I-25 Corridor

Name/Reference	Description	Municipality/ Agency	Location/ Orientation to I-25
Idaho Creek Trail	Proposed off-street facility	Town of Frederick	Parallel approximately one mile east of I-25 north of SH 56
Lower Boulder Ditch Trail (West)	Proposed off-street facility	Town of Frederick	Parallel west of I-25 just north of SH 52
Lower Boulder Ditch Trail (East)	Proposed off-street facility	Town of Frederick	Parallel east of I-25 just north of SH 52
CR 15	Proposed trail improvement	Town of Frederick	Perpendicular just north of SH 52
Erie #2	Proposed trail	Town of Erie	Parallel west of I-25 just south of SH 52
Dacono #2	Proposed off-street facility	City of Dacono	Parallel east of I-25 just south of SH 52
Union Pacific railroad alignment	Proposed off-street facility	Cities of Broomfield, Dacono, Thornton	Perpendicular just north of Leon A Wurl Parkway
Stanly Ditch	Proposed off-street facility	Cities of Broomfield, Dacono, Thornton	Parallel just south of Leon A Wurl Parkway
Dacono #3	Proposed off-street facility	Cities of Dacono and Broomfield	Perpendicular east of I-25 just south of Leon A Wurl Parkway
Broomfield Trail	Proposed off-street facility	City of Broomfield	Perpendicular just north of SH 7
Regional Trail 5	Proposed off-street facility	City of Broomfield	Perpendicular just north of SH 7
Leon Wurl Parkway (Saint Vrain Legacy Trail)	Proposed on-street facility	Town of Erie, City of Dacono	Perpendicular along Leon A Wurl Parkway
SH 7	Proposed on-street facility	City of Thornton	Parallel east of I-25 along SH 7
Bull Ditch	Proposed off-street facility	City of Thornton	Parallel east of I-25 just south of SH 7
160th Avenue	Proposed on-street facility	City of Thornton	Perpendicular along 160th Avenue
Thornton #1	Proposed off-street facility	City of Thornton	Parallel just north of E-470
E-470	Proposed off-street facility	City and County of Broomfield	Perpendicular along E-470
Westminster #1	Proposed trail	City of Westminster	Perpendicular west of I-25 just north of 144th avenue
Westminster #2	Proposed off-street facility	City of Westminster	Parallel east of I-25 just north of 128th Avenue
Big Dry Creek	Existing trail	Cities of Thornton and Westminster	Parallel just north of 128th Avenue
Westminster #3	Proposed trail	City of Westminster	Parallel around 128th Avenue
Thornton #2	Proposed trail	City of Thornton	Perpendicular north of 128th Avenue

Table 4 Potential Future Facilities Along the North I-25 Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to I-25
120th Avenue	Proposed on-street facility	City of Westminster	Perpendicular along 120th Avenue
Tuck Lateral	Proposed off-street facility	Cities of Thornton and Northglenn	Parallel west of I-25 south of 104th Avenue
Civic Center Park	Proposed off-street facility	City of Thornton	Parallel east of I-25 just north of Thornton Parkway

Table 5 Potential Future Facilities Along the Highway 287/BNSF Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 287/BNSF Corridor
Mountain Avenue	Proposed bike lane	City of Fort Collins	Perpendicular along Mountain Avenue
Mason Street (Laurel Street to Fossil Creek Drive)	Proposed off-street multi-use path	City of Fort Collins	Parallel along Mason Street
Fossil Creek Drive	Proposed on- and off-street facility	City of Fort Collins	Perpendicular just south of Harmony Road
Midway Drive to Skyway Drive	Proposed multi-use path	City of Fort Collins	Perpendicular just north of Trilby Road
Railroad alignment (57th Street and northward)	Planned path	City of Loveland	Parallel east of I-25 just north of Trilby Road
57th Street	Planned trail	City of Loveland	Perpendicular along 57th Street
7th Street	Proposed bike route	City of Loveland	Perpendicular just north of 1st Street
Heron Lakes Trail	Proposed bike trail	Town of Berthoud	Perpendicular just north of Berthoud Reservoir
Berthoud Reservoir	Proposed bike trail	Town of Berthoud	Perpendicular just north of Berthoud Reservoir
49th Street (west of railroad)	Proposed major bike trail	Town of Berthoud	Parallel just east of Sunnyslope Reservoir
Railroad alignment (Little Thompson to Heron Lakes)	Proposed major bike trail	Town of Berthoud	Parallel just north of CR 6C
CR E-10	Proposed major bike trail	Town of Berthoud	Perpendicular just south of Berthoud Reservoir
US 287 bypass	Proposed on-street facility	Town of Berthoud	Parallel just north of SH 56
Bunyan Avenue	Proposed major bike trail	Town of Berthoud	Perpendicular just north of SH 56
Mountain Avenue	Proposed on-street facility	Town of Berthoud	Perpendicular along Mountain Avenue (SH 56)

Table 5 Potential Future Facilities Along the Highway 287/BNSF Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 287/BNSF Corridor
Neilson Trail	Proposed major bike trail	Town of Berthoud	Perpendicular just south of SH 56
First Street (at railroad)	Proposed major bike trail	Town of Berthoud	Parallel just south of SH 56
Little Thompson River	Proposed major bike trail	Towns of Berthoud, Johnstown, Milliken	Perpendicular just south of SH 56
Vermillion Road	Proposed on-street facility	City of Longmont	Perpendicular along Vermillion Road
Park Ridge Avenue (proposed road extension)	Proposed on-street facility	City of Longmont	Perpendicular just north of SH 66
SH 66	Proposed on-street facility	City of Longmont	Perpendicular along SH 66
Railroad alignment (21st Avenue to Highway 66)	Proposed off-street facility	City of Longmont	Parallel just south of SH 66
Lanyon Park Trail	Proposed off-street facility	City of Longmont	Parallel just south of SH 66
17th Avenue	Proposed on-street facility	City of Longmont	Perpendicular along 17th Avenue
11th Avenue	Proposed on-street facility	City of Longmont	Perpendicular just south of Mountain View Avenue
9th Avenue	Proposed on-street facility	City of Longmont	Perpendicular along 9th Avenue
Collyer Street	Proposed on-street facility	City of Longmont	Parallel just east of US 287
Coffman Street	Proposed on-street facility	City of Longmont	Parallel just west of US 287
2nd Avenue	Proposed on-street facility	City of Longmont	Parallel just south of SH 119
1st Avenue	Proposed on-street facility	City of Longmont	Parallel just south of SH 119
Martin Street Trail	Proposed on-street facility	City of Longmont	Perpendicular just east of US 287
Sugar Mill Road	Proposed on-street facility	City of Longmont	Parallel just south of SH 119
County Line Road	Proposed on-street facility	City of Longmont	Perpendicular along County Line Road
Colorado Front Range Trail (Saint Vrain Trail)	Proposed trail	Colorado State Parks	Perpendicular just east of I-25 and SH 119
Idaho Creek Trail	Proposed off-street facility	Town of Frederick	Parallel just north of SH 52
Cottonwood Extension Ditch	Proposed off-street facility	Towns of Frederick and Erie	Parallel just south of SH 52
Community Ditch	Proposed off-street facility	Town of Erie	Parallel just south of SH 52

Table 5 Potential Future Facilities Along the Highway 287/BNSF Corridor

Name/Reference	Description	Municipality/Agency	Location/Orientation to US 287/BNSF Corridor
SH 52 (Mineral Road)	Proposed on-street facility	Towns of Erie and Frederick	Perpendicular along SH 52
Erie #1	Proposed off-street facility	Town of Erie	Parallel just east of the intersection of I-25 and CR 10
Erie #2	Proposed off-street facility	Town of Erie	Parallel just east of the intersection of I-25 and CR 10
Union Pacific Railroad	Proposed off-street facility	Town of Erie, Cities of Dacono and Broomfield	Parallel along the proposed commuter rail alignment just north of Leon A Wurl Parkway
Dacono #1	Proposed off-street facility	City of Dacono	Perpendicular just north of Leon A Wurl Parkway
Stanly Ditch	Proposed trail	Town of Erie, Cities of Dacono and Broomfield	Perpendicular just north of Leon A Wurl Parkway
Leon A Wurl Parkway (Saint Vrain Legacy Trail)	Proposed on-street facility	Town of Erie, City of Dacono	Perpendicular along Leon A Wurl Parkway
Dacono #2	Proposed off-street facility	City of Dacono	Perpendicular just south of Leon A Wurl Parkway
Little Dry Creek	Proposed off-street facility	City of Dacono	Perpendicular just south of Leon A Wurl Parkway
Bull Ditch	Proposed off-street facility	Cities of Dacono and Broomfield	Parallel just south of SH 7
168th Avenue	Proposed on-street facility	City of Thornton	Perpendicular along 168th Avenue
Big Dry Creek Ditch	Proposed off-street facility	Cities of Thornton and Westminster	Perpendicular just north of SH 7
SH 7	Proposed on-street facility	City of Thornton	Perpendicular along SH 7
German Ditch	Proposed off-street facility	City of Thornton	Parallel around SH 7

ENVIRONMENTAL CONSEQUENCES

No-Action Alternative

The No-Action Alternative generally would not affect bike/ped facilities along the I-25 corridor. However, programmed safety improvements to interchanges and standard maintenance to existing structures may result in minor effects.

The No-Action Alternative includes several projects that would provide traffic signals at existing interchange areas to improve safety. This would improve circulation to the following existing and proposed bike/ped facilities:

- ▶ Mountain Vista Drive
- ▶ Prospect Street
- ▶ Crossroads Boulevard
- ▶ 402/18
- ▶ SH 60
- ▶ SH 56
- ▶ WCR 34

Also, the Colorado Department of Transportation (CDOT) plans to rehabilitate several existing structures along I-25, which could result in temporary closure or nuisance impacts (e.g., increased construction noise) to several bike/ped facilities during construction. SH 52 and SH 66 are existing bike/ped facilities near this proposed structure work. Proposed facilities that could be affected (if they exist during time of construction) include: Lower Boulder Ditch Trail (West); Lower Boulder Ditch Trail (East); and Colorado Front Range Trail (St Vrain Trail).

Under the No-Action Alternative, traffic congestion would worsen, and increased vehicle emissions would continue to deteriorate regional air quality. This could affect bike/ped users, particularly near heavily-used roadways.

Package A

Package A includes construction of additional general purpose lanes on I-25, and the implementation of commuter rail and bus service (see **Chapter 2** of the DEIS). **Table 6** through **Table 10** present the consequences of each Package A component to the bike/ped facilities previously described. The following sections summarize these impacts.

Component A-H1: Safety Improvements: SH 1 to SH 14

Safety improvements along I-25 between SH 1 and SH 14 would directly and indirectly impact bike/ped facilities (see **Table 6**). Overall, these improvements would facilitate future bike/ped travel. Component A-H1 would involve reconstruction of two roads at their I-25 crossings where bike/ped facilities are planned—Mountain Vista Drive and Vine Drive. The reconstructed roadways would include sidewalks and 10-foot shoulders to accommodate bicycle travel. This component also would require realignment of two I-25 frontage roads where bike/ped facilities are planned. The reconstructed frontage roads would include 10-foot shoulders to accommodate bicycle use.

Table 6 Component A-H1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Box Elder Creek	Proposed off-street facility	Extending box culvert	*Temporary Closure
Douglas Road	Proposed on-street facility	Trail would go under I-25	No impact
Richards Lake Road	On-street facility	Proposed bridge would include sidewalk and shoulders.	Direct—Beneficial
Frontage Road (Richards Lake Road to Mountain Vista Drive)	Proposed on-street facility	Improvements would require some realignment of road where facility is proposed. Proposed frontage road would include 10-foot shoulders. Construction impacts.	Temporary Closure Direct—Beneficial
Mountain Vista Drive	Proposed on-street facility	Proposed bridge would include sidewalk and shoulders	Direct—Beneficial
Vine Drive	Proposed bike lane improvements	Proposed bridge would include sidewalk and shoulders	Direct—Beneficial
Frontage Road (Mountain Vista Drive to Mulberry St.)	Proposed on-street facility	Improvements would require realignment of road where facility is proposed south of Vine Drive. Proposed frontage road would include 10-foot shoulders	Temporary Closure Direct—Beneficial
Weicker Drive	Proposed on-street facility	Interior roads proposed to improve circulation in NW quadrant of interchange. Roads would include 110-foot shoulders.	Indirect—Potentially Beneficial

*It is assumed that any proposed trail that would cross I-25 at an existing culvert location would use that culvert, the widening of that culvert, or proposed culvert as an I-25 underpass.

Component A-H2: General Purpose Improvements: SH 14 to SH 60

Component A-H2 would add one general purpose lane to northbound and southbound I-25 between SH 14 and SH 60. Several existing bike/ped facilities would experience temporary impacts during construction, including possible temporary closure (see **Table 7**).

This component includes a number of new structures over I-25. These new highway bridges would include sidewalks and 10-foot shoulders. A modified bridge over I-25 at Harmony Road would include sidewalks and 10-foot shoulders which would connect to and extend the existing bike/ped facility that exists to the west of I-25.

Table 7 Component A-H2: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Mulberry Street (SH 14)	Proposed bike lane improvements	Interchange improvements would improve bike/ped circulation since proposed trail would be grade-separated over SH 14	Direct—Beneficial
Frontage Road (Mulberry Street to Prospect Street)	Proposed bike lane improvements	Interior roads proposed to improve circulation in SW quadrant of interchange. Roads would include 10-foot shoulders.	Indirect—Beneficial
Southeast Frontage Road	Proposed on-street facility	Realignment of proposed bike/ped facility. Proposed frontage road would include 10-foot shoulders. Construction impacts.	Temporary Closure Direct— Potentially Beneficial
Timnath Bike Route	Proposed on-street facility	Improvements would require some realignment of road where facility is proposed. Proposed frontage road would include 10-foot shoulders	Temporary Closure Direct—Beneficial
Baker Lake Trail	Proposed off-street facility	No crossing of I-25 currently. Highway widening would increase length of any future structure	No Impact
Prospect Road	Proposed bike lane improvements	Proposed bridge over I-25 would include sidewalk and shoulders	Direct—Beneficial
Poudre River Trail	Proposed trail improvements	Proposed structures over Cache La Poudre and over Harmony would provide greater clearance for future bike/ped	Direct—Beneficial
Harmony Road (SH 68)	Bike lane	Proposed bridge over I-25 would include sidewalk and bike lanes	Direct—Beneficial
Box Elder Ditch	Proposed trail	Proposed frontage road south of LCR 40 would cross proposed trail.	Direct—Potentially Adverse
Frontage Road (36 Road to 38 Road)	Proposed bike lane improvements	Improvements would require realignment of road where facility is proposed. Proposed frontage road would include 10-foot shoulders	Temporary Closure Direct—Beneficial

Table 7 Component A-H2: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
36 Road	Proposed on-street improvements	Proposed bridge over I-25 would include sidewalk and shoulders	Direct—Beneficial
Timnath #1	Proposed off-street facility	Proposed culvert would provide potential I-25 crossing where one does not exist.	Direct—Potentially Beneficial
Colorado Front Range Trail	Proposed trail improvement	LCR 40 to 36—no impact, CR 36 to SH 392—improvements would require realignment of road where facility is proposed.	No impact—LCR 40 to 36, Temporary Closure—CR 36 to SH 392
Frontage Road (SH 392 to 36 Road)	Proposed bike lane improvements	Improvements would require realignment of road where facility is proposed. Proposed frontage road would include 10-foot shoulders	Temporary Closure Direct—Beneficial
SH 392 West (32 Road)	On-street improvement	Interchange improvements will be constructed as part of the No Action Alternative.	No impact
30 Road	Bike lane	Highway improvements would have temporary impacts to existing facility during construction; Proposed interior road west of I-25 would include 10-foot shoulder; provide connectivity to existing trail.	Temporary
Crossroads (26 Road)	Lane improvement	Highway improvements would have temporary impacts to existing facility during construction; Proposed interior road west of I-25 would include 10-foot shoulder; provide connectivity to existing trail.	Temporary Adverse; Direct—Beneficial
Clydesdale	On-street facility	Existing trail to remain	No impact
Loveland #1	Proposed off-street facility	Realignment of proposed facility due to hwy widening and reconfiguration of interchange (I-25 & Hwy 34)	Temporary Closure Direct—Beneficial
Loveland and Greeley Canal	Proposed underpass and trail	Proposed culvert would increase opening for potential I-25 crossing.	Indirect—Potentially Beneficial
McWhinney Boulevard	On-street facility	I-25 widening would impact small portion of existing bike/ped facility.	Temporary Closure
US 34	Bike lane	Temporary impacts to existing facility during construction	Temporary Closure

Table 7 Component A-H2: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
20E	Proposed lane improvements	Proposed bridge over I-25 would include sidewalk and shoulders	Direct—Beneficial
Big Thompson River Trail	Proposed path improvement	Proposed bridge would provide greater clearance for future bike/ped	Direct—Beneficial
Hillsborough Ditch Trail	Off-street facility	Temporary impacts to existing facility during construction	Temporary Closure
402/18	Proposed lane improvements	Proposed bridge over I-25 would include sidewalk and shoulders- Carpool lot could increase traffic	Direct—Beneficial Indirect—Adverse
Ditch/Creek (South of 402/18)	Proposed trail improvement	Proposed culvert would increase opening for potential I-25 crossing.	Indirect—Potentially Beneficial

As with Component A-H1, the highway widening associated with this component would require realigning several frontage roads along I-25. The new frontage roads would include 10-foot shoulders.

New drainage structures are proposed in several locations. Two proposed culverts would be larger than the existing ones, which could provide an opportunity and potential I-25 crossing for planned bike/ped facilities. One culvert would be constructed where one does not currently exist. Several new bridges over waterways would provide adequate area underneath to accommodate planned future trails.

Component A-H3: General Purpose Improvements: SH 60 to E-470

Component A-H3 would add one general purpose lane to northbound and southbound I-25 between SH 60 and E-470. As shown in **Table 8**, these improvements would not adversely affect existing bike/ped facilities. Of the estimated 23 proposed facilities in this area, 15 would not be affected by this component. Two proposed facilities are located along frontage roads that would need to be realigned; the reconstructed frontage roads will include 10-foot shoulders. Two reconstructed roads under and over I-25 would accommodate future bike/ped use.

Table 8 Component A-H3: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Johnstown #1	Proposed on-street facility	Realignment of road where facility is proposed. Proposed frontage road would include 10-foot shoulders	Temporary Closure Direct—Beneficial
46 Road (SH 60)	Proposed on-street improvement	Improvements to SH 60 under I-25 would include sidewalk and bike lanes	Direct—Beneficial
SH 56	Proposed on-street improvement	Realignment of road where facility is proposed. Proposed frontage road would include 10-foot shoulders	Temporary Closure Direct—Beneficial
Little Thompson River	Proposed trail improvement	Proposed bridge would provide greater clearance for future bike/ped	Direct—Potentially Beneficial
SH 66	Proposed on-street facility	Existing overpass to remain	No Impact
Colorado Front Range Trail (Saint Vrain Trail)	Proposed trail improvement	Existing underpass to remain	No Impact
Idaho Creek Trail	Proposed off-street facility	Outside of Impact Area	No Impact
Lower Boulder Ditch Trail (West)	Proposed off-street facility	Existing culvert to remain	*No impact
Lower Boulder Ditch Trail (East)	Proposed off-street facility	Existing culvert to remain	*No Impact
CR 15	Proposed trail improvement	Trail connection to Lower Boulder Ditch	No Impact
SH 52	On-street facility	Improved facility would include new sidewalk	Direct-Beneficial
Erie #2	Proposed trail	Outside of Impact Area	No Impact
Dacono #2	Proposed off-street facility	Proposed trail terminates at existing culvert	*No Impact
Union Pacific railroad alignment	Proposed off-street facility	Trail would cross I-25 at existing underpass	No Impact
Stanley Ditch Trail	Proposed off-street facility	Existing culvert to remain	*No Impact
Dacono #3	Proposed off-street facility	Proposed trail terminates at existing frontage road	No Impact
Broomfield Trail	Proposed off-street facility	Existing culvert to remain	*No Impact
Regional Trail 5	Proposed off-street facility	Proposed culvert would provide potential I-25 crossing where one does not exist.	Direct—Potentially Beneficial
Leon Wurl Parkway (Saint Vrain Legacy Trail)	Proposed on-street facility	Proposed access road to park and ride would cross proposed trail	Indirect-Adverse

Table 8 Component A-H3: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
SH 7	Proposed on-street facility	Improvements to SH 7 would include sidewalk and bike lane	Direct—Beneficial
Bull Ditch Trail	Proposed off-street facility	Interchange modifications might require some realignment of proposed trail	Temporary Closure
160 th Avenue	Proposed on-street facility	Existing overpass to remain	No Impact
Thornton #1	Proposed off-street facility	Outside of Impact area	No Impact
E-470	Proposed off-street facility	Existing structure to remain	No Impact

Component A-H4: Structure Upgrades: E-470 to US 36

Component A-H4 would involve upgrading structures on I-25 between E-470 and US 36. As shown in **Table 9**, these upgrades should not affect any existing or proposed bike/ped facilities in this area, except for the existing trail at Big Dry Creek which may require temporary closure during construction.

Table 9 Component A-H4: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Westminster #1	Proposed trail	Outside of Impact area	No Impact
Westminster #2	Proposed off-street facility	Outside of Impact area	No Impact
Big Dry Creek	Proposed off-street facility	Existing underpass to be lengthened	Temporary Closure
Westminster #3	Proposed trail	Trail connection to Big Dry Creek	No Impact
Thornton #2	Proposed trail	Existing underpass to remain (connection to Big Dry Creek)	No Impact
128 th Avenue	On-street facility	Existing overpass to remain	No Impact
120 th Avenue	Proposed on-street facility	Existing overpass to remain	No Impact
120 th Transit Station	Underpass	Existing underpass to be lengthened	Temporary Closure
Community Center Drive	On-street facility	Existing underpass to remain	No Impact
Farmers Highline Canal Trail	Off-street facility	Existing underpass to be lengthened	Temporary Closure
Kennedy Street	On-street facility	Existing overpass to be replaced	No Impact
Lincoln Street (Northglenn Drive)	On-street facility	Outside of Impact area	No Impact
104 th Avenue	On-street facility	Existing overpass to remain	No Impact

Table 9 Component A-H4: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Tuck Lateral	Proposed off-street facility	Outside of Impact area	No Impact
Civic Center Park	Proposed off-street facility	Outside of Impact area	No Impact
Thornton Parkway	On-street facility	Existing overpass to remain	No Impact
Coronado Parkway Trail	Off-street facility	Existing underpass be replaced	No Impact
88th Avenue	On-street facility	Existing overpass to remain	No Impact
Clear Creek Trail	Off-street facility	Existing underpass to remain	No Impact

* It is assumed that any proposed trail that would cross I-25 at an existing culvert location would use that culvert, the widening of that culvert, or proposed culvert as an I-25 underpass.

Component A-T1: Commuter Rail: Fort Collins to Longmont

This component would involve providing a commuter rail line and facilities along the existing Burlington Northern Santa Fe (BNSF) alignment from Fort Collins to Longmont. Component A-T1 is not expected to impact 14 of the 44 existing bike/ped facilities within this portion of the BNSF corridor. Approximately 22 existing facilities currently cross the BNSF railroad tracks, and this component would add an additional track these facilities would need to cross. Bike/ped traffic at these at-grade crossings currently must wait for freight trains using the BNSF line to pass. The proposed commuter trains would result in similar delays to bike/ped travel, although these trains generally would be shorter than the freight trains. The at-grade facilities would be temporarily impacted during construction. Similarly, two existing trails that cross under the BNSF (Spring Creek and Big Thompson River) may require temporary closure during construction, but would not experience long-term impacts.

Component A-T1 is not anticipated to impact 5 of the 25 proposed bike/ped facilities within this portion of the BNSF corridor (see **Table 10**). This component would add an additional rail track that would have to be crossed by 16 proposed facilities if they are constructed at-grade.

Table 10 Component A-T1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Howes Street	Bike lane	Outside of Impact Area	No Impact
LaPorte Avenue	Bike lane	One additional railroad track at existing crossing	Direct
Mason Street (Cherry Street to Laurel Street)	Bike lane	Commuter rail station, additional rail track along corridor	Direct
Mountain Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Olive Street	Bike route	One additional railroad track at existing crossing	Direct

Table 10 Component A-T1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Mason Street (Laurel Street to Fossil Creek Drive)	Existing/proposed off-street multi-use path	Additional rail track along corridor	Direct
East Drive	Bike lane	Outside of Impact Area	No Impact
West Drive	Bike lane	Outside of Impact Area	No Impact
CSU Campus	Underpass	Existing underpass to remain	No Impact
Pitkin Street	Bike lane	One additional railroad track at existing crossing	Direct
Lake Street	Bike lane	One additional railroad track at existing crossing	Direct
Spring Creek Trail	Underpass and trail	Proposed bridge construction may require temporary closure of trail	Temporary Closure
Drake Road	Bike lane	One additional railroad track at existing crossing	Direct
West Harvard Street	Bike route	One additional railroad track at existing crossing	Direct
Swallow Road	Bike lane	One additional railroad track at existing crossing	Direct
University Avenue	Bike lane	One additional railroad track at existing crossing	Direct
Manhattan Drive	Bike lane		No Impact
Horsetooth Road	Bike lane	One additional railroad track at existing crossing	Direct
Mason Street (Horsetooth Road to Harmony Road)	Bike lane	Additional rail track along corridor	Direct
Boardwalk Drive	Bike lane	Outside of Impact Area	No Impact
Troutman Parkway	Bike route	One additional railroad track at existing crossing	Direct
Harmony Road	Bike lane	One additional railroad track at existing crossing	Direct
Fossil Creek Drive	Proposed on- and off-street facility	One additional railroad track at crossing	Direct
Fossil Creek Trail	Off-street facility	Outside of Impact Area	No Impact
Midway Drive to Skyway Drive	Proposed multi-use path	One additional railroad track at existing crossing	Direct
Trilby Road	Bike lane	One additional railroad track at existing crossing	Direct
Shields Street (parallel to railroad)	Bike lane	Outside of Impact Area	No Impact
Railroad alignment (57 th Street and northward)	Planned path	Outside of Impact Area	No Impact
57 th Street	Planned trail	One additional railroad track at existing crossing	Direct

Table 10 Component A-T1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
37 th Street	Bike lane	One additional railroad track at existing crossing	Direct
29 th Street	Bike lane	One additional railroad track at existing crossing	Direct
Lake Drive (parallel to railroad)	Bike route	Outside of Impact Area	No Impact
Garfield Avenue (parallel to railroad)	Bike route	One additional railroad track at existing crossing	Direct
US 34	Bike lane	One additional railroad track at existing crossing	Direct
7 th Street	Proposed bike route	One additional railroad track at existing crossing	Direct
US 287	Bike route	Outside of Impact Area	No Impact
1 st Street	Bike lane	One additional railroad track at existing crossing	Direct
Big Thompson River	Underpass and trail	Proposed bridge construction may require temporary closure of trail	Temporary Closure
Roosevelt Avenue	Bike lane	Outside of Impact Area	No Impact
14 th Southwest Street	Bike lane	One additional railroad track at existing crossing	Direct
Heron Lakes Trail	Proposed bike trail	Connection to railroad alignment (Little Thompson to Heron Lakes))	No Impact
Berthoud Reservoir	Proposed bike trail	Connection to railroad alignment (Little Thompson to Heron Lakes))	No Impact
49 th Street (west of railroad)	Proposed major bike trail	One additional railroad track at existing crossing	Direct
Railroad alignment (Little Thompson to Heron Lakes)	Proposed major bike trail	Proposed trail follows commuter rail alignment; proposed trail may need to be realigned	Direct
CR E-10	Proposed major bike trail	One additional railroad track at existing crossing	Direct
US 287 Bypass	Proposed on-street facility	Outside of Impact Area	No Impact
Bunyan Avenue	Proposed major bike trail	One additional railroad track at existing crossing	Direct
Mountain Avenue	On-street facility	One additional railroad track at existing crossing	Direct
Welch Avenue	On-street facility	One additional railroad track at existing crossing	Direct
Neilson Trail	Proposed major bike trail	Connection to railroad alignment (Little Thompson to Heron Lakes))	No Impact

Table 10 Component A-T1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
First Street (at railroad)	Proposed major bike trail	One additional railroad track at existing crossing	Direct
Little Thompson River	Proposed major bike trail	Proposed bridge would provide greater clearance for future trail; construction may require temporary closure of trail	Temporary Closure Direct—Beneficial
Vermillion Road	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Park Ridge Avenue (proposed road extension)	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Highway 66	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Railroad alignment (21 st Avenue to SH 66)	Proposed off-street facility	Proposed trail follows commuter rail alignment; proposed trail will need to be realigned	No Impact
21 st Avenue	On-street facility	One additional railroad track at existing crossing	Direct
Lanyon Park Trail	Proposed off-street facility	Construction could require trail closure.	Temporary Closure
17 th Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Mountain View Avenue	On-street facility	One additional railroad track at existing crossing	Direct
11 th Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
9 th Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Longs Peak Avenue	On-street facility	One additional railroad track at existing crossing	Direct
4 th Avenue	On-street facility	One additional railroad track at existing crossing	Direct
Collyer Street	On-street facility	Outside of Impact Area	No Impact
Main Street	On-street facility	One additional railroad track at existing crossing	Direct
Coffman Street	Proposed on-street facility	One additional railroad track at existing crossing	Direct
2 nd Avenue	Proposed on-street facility	Outside of Impact Area	No Impact
1 st Avenue	Proposed on-street facility	Proposed trail follows commuter rail alignment; proposed trail will need to be realigned	Direct
Martin Street Trail	Proposed on-street facility	One additional railroad crossing, one additional track at existing crossing	Direct
Alpine Street	On-street facility	To the north of rail line	No Impact

Table 10 Component A-T1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Rogers Road	On-street facility	To the north of rail line	No Impact
119 th Street	On-street facility	One additional railroad track at existing crossing	Direct
Sugar Mill Road	Proposed on-street facility	Outside of Impact area	No impact
SH 119	On-street facility	Commuter rail would span existing trail	No Impact
Ken Pratt Boulevard	On-street facility	Outside of Impact area	No Impact
County Line Road	Proposed on-street facility	Additional crossing (2 tracks)	Direct
Colorado Front Range Trail (St. Vrain Trail)	Proposed trail	Proposed bridge would accommodate future bike/ped; construction may require temporary closure of trail	Temporary Closure Direct—Beneficial
Idaho Creek Trail	Proposed off-street facility	Proposed bridge would accommodate future bike/ped; construction may require temporary closure of trail	Temporary Closure Direct—Beneficial
Cottonwood Extension Ditch	Proposed off-street facility	Additional crossing (2 tracks)	Direct
Community Ditch	Proposed off-street facility	Outside of Impact area	No Impact
SH 52 (Mineral Road)	Proposed on-street facility	Commuter rail would span existing trail	No Impact
Erie #1	Proposed off-street facility	New culvert proposed.	Temporary Closure
Erie #2	Proposed off-street facility	Outside of Impact area	No Impact
Union Pacific railroad	Proposed off-street facility	Proposed trail follows commuter rail alignment but proposed outside of BNSF right-of-way; proposed trail may need realignment.	Direct
Dacono #1	Proposed off-street facility	Proposed bridge over Stanley Ditch could accommodate future bike/ped	Direct—Beneficial
Stanley Ditch	Proposed trail	Proposed bridge could accommodate future bike/ped (intersects with Dacono #1)	Direct—Beneficial
Leon a Wurl Parkway (Saint Vrain Legacy Trail)	Proposed on-street facility	Proposed access road to park and ride would cross proposed trail	Indirect—Adverse
Dacono #2	Proposed off-street facility	Trail terminates at commuter rail alignment, proposed trail may need slight realignment	Temporary Closure
Little Dry Creek	Proposed off-street facility	Proposed bridge could accommodate future bike/ped	Direct—Beneficial

Table 10 Component A-T1: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Bull Ditch	Proposed off-street facility	Proposed bridge could accommodate future bike/ped	Direct—Beneficial
168 th Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Big Dry Creek Ditch	Proposed off-street facility	Existing bridge could accommodate future bike/ped	Indirect—Beneficial
SH 7	Proposed on-street facility	To the south of rail line	No Impact
German Ditch	Proposed off-street facility	Outside of Impact Area	No Impact

A proposed trail along the Little Thompson River may require temporary closure during construction if the trail exists when construction occurs, but would not have permanent adverse impacts.

Fort Collins recently constructed a bike lane extending from along Mason Street from the Fossil Creek Trail north to Cherry Street. Construction of the South Transit Center as part of Package A station would include a pedestrian overpass to avoid conflicts with transit and trail users. The trail would be relocated directly east of the east platform to avoid impacts; the pedestrian bridge would span the trail and connect the platforms with the parking/bus facility.

A future trail is planned north of Prospect Avenue as part of the Mason Transportation Corridor. The commuter rail line proposed as part of Package A would impact approximately 3,000 feet of the trail, as it's currently planned. If Package A is identified as the Preferred Alternative, CDOT would work with the City of Fort Collins to avoid and minimize impacts.

The railroad alignment between Little Thompson and Heron Lakes is shown on mapping received from the City of Berthoud as running along the BNSF corridor. However, since the city plans for this proposed trail to be constructed as part of future development in the area, it would be located parallel to but outside of the BNSF right-of-way. Impacts to this trail would depend on its future location.

The three feeder bus routes from 1) Greeley to Windsor to Fort Collins, 2) Greeley to Loveland, and 3) Milliken to Johnstown to Berthoud would not noticeably affect bike/ped facilities, other than providing an incentive and transportation option for bicyclists and pedestrians to access commuter rail via the bus service. Other indirect effects are described below.

Component A-T2: Commuter Rail: Longmont to FasTracks North Metro

This component would involve providing a commuter rail line and facilities from Longmont along a new alignment parallel to SH 119 to WCR 7, then south to the existing UP line to North Metro Denver (Longmont/North Metro Connection). Along this corridor, six existing bike/ped facilities exist. The improvements would not impact four of these, but would add an additional track at two existing trail crossings.

A number of facilities are proposed along this corridor. The improvements would result in no impact to seven of these, but would add one or two additional tracks at five proposed trail crossings (see **Table 11**). The Town of Erie’s Master Plan includes a future trail running along the Union Pacific railroad alignment north of Broomfield to Highway 52. Since this facility is proposed to be built as development occurs in the area, it is assumed this trail would run on private property outside of the existing railroad right-of-way where improvements would occur. Any impact to this trail would depend on its future location.

A number of new bridges would be constructed as part of this component. Since these new bridges would increase the horizontal and vertical clearances associated with these waterway crossings, they would provide added room for any future bike/ped facility.

The proposed feeder bus service would not directly affect bike/ped facilities, but would provide an incentive and transportation option for bicyclists and pedestrians to access commuter rail via the bus service. These features could add to noise levels experienced by bicyclists and pedestrians.

Table 11 Component A-T2: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Coffman Street	Proposed on-street facility	One additional railroad track at existing crossing	Direct
2 nd Avenue	Proposed on-street facility		No impact
1 st Avenue	Proposed on-street facility	Proposed trail follows commuter rail alignment; proposed trail will need to be realigned	Direct
Martin Street Trail	Proposed on-street facility	One additional railroad crossing, one additional track at existing crossing	Direct
Sugar Mill Road	Proposed on-street facility		No impact
County Line Road	Proposed on-street facility	Additional crossing (2 tracks)	Direct

Table 11 Component A-T2: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Colorado Front Range Trail (St. Vrain Trail)	Proposed trail	Proposed bridge could accommodate future bike/ped; construction may require temporary closure of trail	Temporary closure Direct—Beneficial
Idaho Creek Trail	Proposed off-street facility	Proposed bridge could accommodate future bike/ped; construction may require temporary closure of trail	Temporary closure Direct—Beneficial
Cottonwood Extension Ditch	Proposed off-street facility	Additional crossing (2 tracks)	Direct
Community Ditch	Proposed off-street facility		No Impact
SH 52 (Mineral Road)	Proposed on-street facility	Commuter rail would span existing trail	No Impact
Erie #1	Proposed off-street facility	New culvert proposed.	Indirect
Erie #2	Proposed off-street facility		No Impact
Union Pacific railroad	Proposed off-street facility	Proposed trail follows commuter rail alignment; proposed trail will need to be realigned	Direct
Dacono #1	Proposed off-street facility	Proposed bridge over Stanley Ditch could accommodate future bike/ped	Indirect—Potentially Beneficial
Stanley Ditch	Proposed trail	Proposed bridge could accommodate future bike/ped (intersects with Dacono #1)	Direct—Beneficial
Leon a Wurl Parkway (Saint Vrain Legacy Trail)	Proposed on-street facility	Proposed access road to park and would cross proposed trail	Indirect—Adverse
Dacono #2	Proposed off-street facility	Trail terminates at commuter rail alignment, proposed trail may need slight realignment	Temporary Closure
Little Dry Creek	Proposed off-street facility	Proposed bridge could accommodate future bike/ped	Direct—Beneficial

Table 11 Component A-T2: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Bull Ditch	Proposed off-street facility	Proposed bridge could accommodate future bike/ped	Direct—Beneficial
168 th Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Big Dry Creek Ditch	Proposed off-street facility	Existing bridge could accommodate future bike/ped	Direct—Beneficial
SH 7	Proposed on-street facility		No Impact
German Ditch	Proposed off-street facility		No Impact

Components A-T3 and A-T4: Commuter Bus: Greeley to Denver and DIA

Component A-T3 would provide commuter bus service along US 85 between Greeley and Denver Union Station, while Component A-T4 would provide commuter bus service along E-470 between US 85 and Denver International Airport. As with Component A-T2, neither Components A-T3 nor A-T4 would directly affect bike/ped facilities, but would provide an incentive and transportation option for bicyclists and pedestrians.

Package A: General Indirect Effects

As discussed in the *Land Use Technical Memorandum*, commuter rail proposed in Package A would facilitate a shift in growth toward urban centers within the study area, particularly along the BNSF rail line. Increasing development densities in these urban areas would help facilitate bike/ped travel since denser development is more conducive to these transportation modes. It would also focus investment in future bike/ped facilities within these areas.

Commuter rail would increase noise levels for users of nearby bike/ped facilities. Other transportation improvements, including the I-25 widening, could increase noise levels along some bike/ped facilities. Also, as previously discussed, commuter rail would increase delays for users of facilities that cross the BNSF line at-grade.

Overall, Package A is expected to improve regional air quality over the No-Action Alternative, resulting in corresponding benefits to bicyclists and pedestrians. However, transportation improvements associated with Package A (e.g., I-25 widening, new stations, park and rides) would move vehicles closer to bike/ped facilities in some areas. Since mobile source air pollutants are more concentrated near the edge of roadways and dissipate further from the roadway, these improvements could result in localized adverse effects.

Construction activities would result in temporary nuisance impacts to bicyclists and pedestrians, including construction noise and dust. As described above, some bike/ped facilities would require closure during construction.

Package B

Package B consists of four highway components and three transit components (see **Chapter 2** of the DEIS. **Table 12** and **Table 13** present the consequences of each Package B component to the bike/ped facilities identified under Existing Conditions. The following sections summarize these impacts.

Impacts for Component B-H1 (Safety Improvements) would be the same as those described for Package A: Component A-H1. Similarly, Component B-H2 (Tolled Express Lanes) and Component B-H3 (Tolled Express Lanes) would have the same impacts as Components A-H2 and A-H3, respectively. As discussed below, impacts would differ between Components B-H4 and A-H4 (see **Table 12**).

Component B-H4: Tolled Express Lanes: E-470 to US 36

This component would add one additional northbound and southbound tolled express lane on I-25 between E-470 and US 36. It is not expected to impact six of the existing bike/ped facilities in this area. Three of the facilities likely would experience temporary construction impacts, including possible trail closure. Impacts to proposed trails would not be anticipated.

Table 12 Component B-H4: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
Big Dry Creek	Underpass	Existing underpass to be lengthened	Temporary Closure
128 th Avenue	On-street facility	Existing overpass to be replaced	No Impact
120 th Transit Station	Underpass	Existing underpass to be lengthened	Temporary Closure
Community Center Drive	On-street facility	Existing underpass to remain	No Impact
Farmers Highline Canal Trail	Off-street facility	Existing underpass to be lengthened	Temporary Closure
Kennedy Street	On-street facility	Existing overpass to be replaced	Temporary Closure
Lincoln Street (Northglenn Drive)	Trail	Outside of Impact Area	No Impact
104 th Avenue	On-street facility	Proposed bridge over I-25 would include sidewalk and bike lanes	Direct—Beneficial
Thornton Parkway	On-street facility	Existing overpass to remain	No Impact
Coronado Parkway Trail	Off-street facility	New pedestrian overpass, improved pedestrian circulation	Direct—Beneficial

Table 12 Component B-H4: Bicycle and Pedestrian Facility Impacts

Name	Type of Facility	Comments	Impacts
88th Avenue	On-street facility	Proposed bridge over I-25 would include sidewalk and bike lanes; improved pedestrian circulation	Direct—Beneficial
Clear Creek Trail	Existing off-street facility	Possible trail closure during construction of BMPs	Temporary Closure
Westminster #1	Proposed trail	Trail is to the west of I-25	No Impact
Westminster #2	Proposed off-street facility	Trail is to the west of I-25	No Impact
Westminster #3	Proposed trail	Trail connection to Big Dry Creek	No Impact
Thornton #2	Proposed trail	Existing underpass to remain (connection to Big Dry Creek)	No Impact
120 th Avenue	Proposed on-street facility	Existing underpass to be lengthened	Temporary Closure
Tuck Lateral	Proposed off-street facility	Trail is to the west of I-25	No Impact
Civic Center Park	Proposed off-street facility	Trail is to the east of I-25	No Impact

*It is assumed that any proposed trail that would cross I-25 at an existing culvert location would use that culvert, the widening of that culvert, or proposed culvert as an I-25 underpass.

Component B-T1: Bus Rapid Transit: Fort Collins/Greeley to Denver

The proposed BRT service mostly would occur within existing right-of-way and therefore would not directly impact bike/ped facilities. However, proposed queue jumps along US 34 (see **Chapter 2** of the DEIS) would require acquisition of some new right-of-way within Greeley. **Table 13** shows potential impacts to facilities near this proposed right-of-way. The improvements would require realigning roughly seven existing facilities. These facilities would be affected by construction-related noise, dust, detours, and temporary closures.

Components B-T2: BRT: Fort Collins/Greeley to DIA

Components B-T2 would not directly affect bike/ped facilities.

Table 13 Impacts from Queue Jumps: US 34

Name	Type of Facility	Comments	Impacts
10th Street (Hwy34)	Existing and proposed on street facility	Realignment of trail required at queue jump locations	Direct
71st Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct
Hunters Cove West	Existing and proposed off street facility	Outside of Impact Area	No Impact
63rd Avenue	Existing bike lane/bike route	Outside of Impact Area	No Impact
59th Avenue	Existing and proposed on street facility	Realignment of trail required at queue jump location	Direct
54th Avenue	Proposed on street facility	Outside of Impact Area	No Impact
47th Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct
43rd Avenue	Existing and proposed on street facility	Realignment of trail required at queue jump locations	Direct
35th Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct
28th Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct

Package B: General Indirect Effects

As discussed in the *Land Use Technical Memorandum*, the introduction of BRT along the I-25 corridor would represent a more modest improvement in transit than commuter rail and would not spur the denser development along the BNSF line envisioned under Package A. Consequently, the benefits to bike/ped travel associated with denser development, discussed for Package A, Indirect Effects, would not be realized. Since growth would continue to be focused along the I-25 corridor, construction of future bike/ped facilities would be concentrated along this corridor. Localities would continue to look to developers to provide many of these facilities as part of their development plans.

Similar to Package A, proposed improvements under Package B would improve regional air quality and therefore generally benefit bicyclists and pedestrians. However, as with Package A, moving vehicles closer to bike/ped facilities in some areas could create localized adverse effects. Package B improvements would increase noise levels for users of nearby bike/ped facilities.

For example, since mobile source air pollutants are more concentrated near the edge of roadways and dissipate further from the roadway, these improvements could result in localized adverse effects.

Construction activities would result in temporary nuisance impacts to bicyclists and pedestrians, including construction noise and dust. As described above, some bike/ped facilities would require closure during construction.

Preferred Alternative

The Preferred Alternative is a combination of components presented in Package A and B in the DEIS (see **Chapter 2** of the FEIS). **Table 14** presents the consequences of the Preferred Alternative to the bike/ped facilities identified under Existing Conditions. The following sections summarize these impacts.

Preferred Alternative Safety and General Purpose Improvements

Safety improvements along I-25 between SH 1 and SH 14 would directly and indirectly impact bike/ped facilities (see **Table 14**). Overall, these improvements would facilitate future bike/ped travel. Mountain Vista Drive and Vine Drive are to be reconstructed at the I-25 crossings where bike/ped facilities are planned. The reconstructed roadways would include sidewalks and 10-foot shoulders to accommodate bicycle travel. Two I-25 frontage roads would require realignment where bike/ped facilities are planned. The reconstructed frontage roads would include 10-foot shoulders to accommodate bicycle use.

One general purpose lane and one buffer-separated toll expressed lane would be added to northbound and southbound I-25 between SH 14 and SH 66. Several existing bike/ped facilities would experience temporary impacts during construction, including possible temporary closure (see **Table 14**). The highway widening would require realigning several frontage roads along I-25. The new frontage roads would include 10-foot shoulders. A number of new structures are proposed over I-25 between SH 14 and SH 66. These new highway bridges would include sidewalks and 10-foot shoulders. A modified bridge over I-25 at Harmony Road would include sidewalks and 10-foot shoulders which would connect to and extend the existing bike/ped facility that exists to the west of I-25. In close proximity to proposed bike/ped facilities, four underpasses that run adjacent to water ways are being replaced. The underpasses and several new bridges over waterways would provide adequate area underneath to accommodate planned future trails.

One buffer-separated toll expressed lane would be added to northbound and southbound I-25 between SH 66 and E-470. As shown in **Table 14** these improvements would not adversely affect existing bike/ped facilities. Six proposed facilities are located along frontage roads that would need to be realigned; the reconstructed frontage roads would include 10-foot shoulders. Eleven reconstructed roads under and over I-25 would accommodate future bike/ped use.

One buffer-separated toll expressed lane would be added to northbound and southbound I-25 between E-470 and US 36. Overall, these improvements would facilitate future bike/ped travel. (See **Table 14**) It is not expected to impact five of the existing bike/ped facilities in this area. Three of the facilities likely would experience temporary construction impacts, including possible trail closure. Two of the trails would require some realignment due to I-25 widening.

Table 14 I-25 Highway Improvements

Name	Type of Facility	Comments	Impacts
Box Elder Creek	Proposed off-street facility	Proposed trail would go under I-25. Existing culvert is being lengthened due to highway widening.	No Impact
Douglas Road	Proposed on-street facility	Trail would go under I-25	No impact
Richards Lake Road	On-street facility	Proposed bridge would include sidewalks and shoulders.	Direct—Beneficial
Frontage Road (Richards Lake Road to Mountain Vista Drive)	Proposed on-street facility	Improvements would require some realignment of connection where facility is proposed. Proposed frontage road would include 10-foot shoulders.	Direct—Beneficial
Mountain Vista Drive	Proposed on-street facility	Proposed bridge would include sidewalks and shoulders.	Direct—Beneficial
Vine Drive	Proposed bike lane improvements	Proposed bridge would include sidewalks and shoulders.	Direct—Beneficial
Frontage Road (Mountain Vista Drive to Mulberry St.)	Proposed on-street facility	Improvements would require realignment of connection where facility is proposed south of Vine Drive. Proposed frontage road would include 10-foot shoulders	Direct—Beneficial
Weicker Drive	Proposed on-street facility	Interior roads proposed to improve circulation in the northwest quadrant of interchange. Roads would include 10-foot shoulders.	Direct—Beneficial
Mulberry Street (SH 14)	Proposed bike lane improvements	Interchange improvements would improve bike/ped circulation since proposed trail would be grade-separated over SH 14	Direct—Beneficial
Frontage Road (Mulberry Street to Prospect Street)	Proposed bike lane improvements	Realignment of proposed bike/ped facility. Proposed frontage road would include 10-foot shoulders	Direct—Beneficial
Southeast Frontage Road	Proposed on-street facility	Realignment of proposed bike/ped facility. Proposed frontage road would include 10-foot shoulders.	Direct—Beneficial

Table 14 I-25 Highway Improvements

Name	Type of Facility	Comments	Impacts
Timnath Bike Route	Proposed on-street facility	Improvements would require some realignment of connection where facility is proposed. Proposed frontage road would include 10-foot shoulders.	Direct—Beneficial
Baker Lake Trail	Proposed off-street facility	Connection would need realignment due to frontage road extension. No crossing of I-25 currently. Highway widening would increase length of any future structure	No Impact
Prospect Road	Proposed bike lane improvements	Proposed bridge over I-25 would include sidewalks and shoulders.	Direct—Beneficial
Poudre River Trail	Proposed trail improvements	Crossing distance of Harmony Road. would increase due to roadway improvements. Express Bus station conflicts with proposed trail alignment.	Direct
Harmony Road (SH 68)	Bike lane	Proposed bridge over I-25 would include sidewalks and shoulders.	Temporary—Closure
Box Elder Ditch	Proposed trail	Proposed frontage road south of LCR 40 would cross proposed trail.	Direct—Potentially Adverse
Frontage Road (36 Road to 38 Road)	Proposed bike lane improvements	Outside of Impact area.	No Impact
36 Road	Proposed on-street improvements	Proposed bridge over I-25 would include sidewalks and shoulders.	Direct—Beneficial
Timnath #1	Proposed off-street facility	Proposed trail terminates at I-25.	No Impact
Colorado Front Range Trail	Proposed trail improvement	Trail would require realignment due to frontage road improvements.	Direct
SH 392 West (32 Road)	Proposed on-street improvement (to be built as part of No Action Alternative)	No existing connection across I-25.	No Impact
30 Road	Bike lane	Reconstruction of frontage road would require temporary closure of facility.	Temporary—Closure

Table 14 I-25 Highway Improvements

Name	Type of Facility	Comments	Impacts
Crossroads (26 Road)	Lane improvement	Crossroads Boulevard. currently goes under I-25 there is potential that a road closure may be needed to accommodate improvements.	Temporary—Closure
Clydesdale	On-street facility	Outside of Impact area.	No impact
Loveland #1	Proposed off-street facility	Realignment of proposed facility due to highway widening and reconfiguration of interchange (I-25 & US 34)	Direct
Loveland and Greeley Canal	Proposed underpass and trail	Proposed trail would go under I-25. Existing culvert is being lengthened due to highway widening.	No Impact
McWhinney Boulevard	On-street facility	I-25 widening would impact small portion of existing bike/ped facility. Closure may be required during construction.	Temporary—Closure
US 34	Bike lane	May require realignment due to intersection improvements.	Direct
20E	Proposed lane improvements	Proposed bridge over I-25 would include sidewalks and shoulders.	Direct—Beneficial
Big Thompson River Trail	Proposed path improvement	Proposed trail would go under I-25. Underpass is being replaced.	No Impact
Hillsborough Ditch Trail	Off-street facility	Culvert is being replaced. Temporary impacts to existing facility during construction.	Temporary—Closure
402/18	Proposed lane improvements	Proposed bridge over I-25 would include sidewalks and shoulders. Carpool lot could increase traffic.	Direct—Beneficial—Adverse
Ditch/Creek (South of 402/18)	Proposed trail improvement	Proposed trail would go under I-25. Underpass is being replaced.	No Impact
Johnstown #1	Proposed on-street facility	Realignment of connection where facility is proposed. Proposed frontage road would include 10-foot shoulders	Direct—Beneficial
46 Road	Proposed on-street improvement	Improvements to SH 60 under I-25 would include sidewalks and shoulders.	Direct—Beneficial

Table 14 I-25 Highway Improvements

Name	Type of Facility	Comments	Impacts
SH 56	Proposed on-street improvement	Improvements to SH56 under I-25 would include 10-foot shoulders and sidewalk.	Direct—Beneficial
Little Thompson River	Proposed trail improvement	Proposed trail would go under I-25. Underpass is being replaced.	No Impact
SH 66	Proposed on-street facility	Existing overpass to remain	No Impact
Colorado Front Range Trail (Saint Vrain Trail)	Proposed trail improvement	Existing underpass to remain	No Impact
Idaho Creek Trail	Proposed off-street facility	Outside of Impact Area	No Impact
Lower Boulder Ditch Trail (West)	Proposed off-street facility	Existing culvert to remain	No impact
Lower Boulder Ditch Trail (East)	Proposed off-street facility	Existing culvert to remain	No Impact
CR 15	Proposed trail improvement	Outside of impact area. Trail connection to Lower Boulder Ditch	No Impact
SH 52	On-street facility	Improved facility would include new sidewalks and shoulders.	Direct-Beneficial
Erie #2	Proposed trail	Outside of Impact Area	No Impact
Dacono #2	Proposed off-street facility	Proposed trail terminates at existing culvert	No Impact
Union Pacific railroad alignment	Proposed off-street facility	No existing crossing of I-25.	No Impact
Stanley Ditch Trail	Proposed off-street facility	Trail is proposed under I-25. Existing culvert will remain.	No Impact
Dacono #3	Proposed off-street facility	Outside impact area.	No Impact
Broomfield Trail	Proposed off-street facility	Existing culvert to remain	No Impact
Regional Trail 5	Proposed off-street facility	Proposed trail would go under I-25. At existing culvert. Culvert is being extended.	No Impact
Leon Wurl Parkway	Proposed on-street facility	Proposed connection would go over I-25.	No Impact
SH 7	Proposed on-street facility	Improvements to SH 7 would include sidewalks and shoulders.	Direct—Beneficial
Bull Ditch Trail	Proposed off-street facility	Trail is proposed under I-25. Existing culvert will remain.	No Impact
160 th Avenue	Proposed on-street facility	Existing overpass to remain	No Impact

Table 14 I-25 Highway Improvements

Name	Type of Facility	Comments	Impacts
Thornton #1	Proposed off-street facility	May require realignment due to improvements to frontage road.	Direct
E-470	Proposed off-street facility	Connection is located under I-25.	No Impact
Westminster #1	Proposed trail	Trail terminates prior to crossing I-25.	No Impact
Westminster #2	Proposed off-street facility	Trail terminates prior to crossing I-25.	No Impact
Big Dry Creek	Proposed off-street facility	Trail would go under I-25. Existing underpass is being replaced.	No Impact
Westminster #3	Proposed trail	Outside of impact area.	No Impact
Thornton #2	Proposed trail	Connection to Big Dry Creek. Will share a crossing at underpass that is being replaced.	No Impact
128 th Avenue	On-street facility	Existing overpass to remain	No Impact
120 th Avenue	Proposed on-street facility	Existing overpass to remain	No Impact
120 th Transit Station	Underpass	Existing underpass to be lengthened	Temporary Closure
Community Center Drive	On-street facility	Existing underpass to remain.	No Impact
Farmers Highline Canal Trail	Off-street facility	Existing underpass to be lengthened	Temporary Closure
Kennedy Street	On-street facility	Existing overpass is being replaced.	Temporary Closure
Lincoln Street (Northglenn Drive)	On-street facility	Will require minor changes in alignment due to I-25 widening.	Direct
104 th Avenue	On-street facility	Existing overpass to remain	No Impact
Tuck Lateral	Proposed off-street facility	Will require some changes in alignment due to I-25 widening.	Direct
Civic Center Park	Proposed off-street facility	Outside of Impact area	No Impact
Thornton Parkway	On-street facility	Existing overpass to remain	No Impact
Coronado Parkway Trail	Off-street facility	New pedestrian overpass, improved pedestrian circulation. Trail will require some realignment due to I-25 Widening.	Direct—Beneficial
88th Avenue	On-street facility	Proposed bridge over I-25 would include sidewalks and bike lanes; improved pedestrian circulation.	Direct—Beneficial
Clear Creek Trail	Off-street facility	Existing underpass to remain	No Impact

Express Bus Service: Fort Collins/Greeley to Denver

The proposed express bus service mostly would occur within existing right-of-way and therefore would not directly impact bike/ped facilities. At stations, a proposed pedestrian overpass would connect land uses and trail systems on the east and west sides of I-25. The proposed overpasses would provide a safe pedestrian connection across I-25. However, proposed queue jumps along US 34 (see **Chapter 2** of the FEIS) would require acquisition of some new right-of-way within Greeley. **Table 15** shows potential impacts to facilities near this proposed right-of-way. The improvements would require realigning roughly seven existing facilities. These facilities would be affected by construction-related noise, dust, detours, and temporary closures.

Table 15 Impacts from Queue Jumps: US 34

Name	Type of Facility	Comments	Impacts
10th Street (Hwy34)	Existing and proposed on street facility	Realignment of trail required at queue jump locations	Direct
71st Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct
Hunters Cove West	Existing and proposed off street facility	Outside of Impact Area	No Impact
63rd Avenue	Existing bike lane/bike route	Outside of Impact Area	No Impact
59th Avenue	Existing and proposed on street facility	Realignment of trail required at queue jump location	Direct
54th Avenue	Proposed on street facility	Outside of Impact Area	No Impact
47th Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct
43rd Avenue	Existing and proposed on street facility	Realignment of trail required at queue jump locations	Direct
35th Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct
28th Avenue	Existing on street facility	Realignment of trail required at queue jump location	Direct

Commuter Rail: Fort Collins to North Metro

This component would involve providing a commuter rail line and facilities along the existing Burlington Northern Santa Fe (BNSF) alignment from Fort Collins to Longmont and a new alignment parallel to SH 119 to WCR 7, then south to the existing Union Pacific Railroad (UPRR) line to North Metro Denver (Longmont/North Metro Connection) Commuter Rail is not expected to impact 33 of the 47 existing bike/ped facilities. Approximately 18 existing facilities currently cross the BNSF railroad tracks. The Preferred Alternative would add an additional track and/or maintenance road that these facilities would need to cross. Bike/ped

traffic at these at-grade crossings currently must wait for freight trains using the BNSF line to pass. The proposed commuter trains would result in similar delays to bike/ped travel, although these trains generally would be shorter than the freight trains. (see **Table 16**).

A new track between Longmont and the North Metro Connection would cross three existing trails and seven proposed trails (see **Table 16**). The Town of Erie’s Master Plan includes a future trail running along the UPRR alignment north of Broomfield to SH 52. Since this facility is proposed to be built as development occurs in the area, it is assumed this trail would run on private property outside of the existing railroad right-of-way where improvements would occur. Any impact to this trail would depend on its future location.

At two of the rail stations, a pedestrian overpass would provide a safe pedestrian connection over the rail. At rail stations where there is no pedestrian pass, pedestrians would be directed to the nearest local road. At-grade ped/bike facilities would be temporarily impacted during construction. A number of new bridges are proposed to be constructed between Longmont and the North Metro Connection. Since these new bridges would increase the horizontal and vertical clearances associated with these waterway crossings, they would provide added room for any future bike/ped facility.

The railroad alignment between The Little Thompson River and Heron Lakes is shown on mapping received from the City of Berthoud as running along the BNSF corridor in a segment that is proposed to have passing track. Since the city plans for this proposed trail to be constructed as part of future development in the area, it would be located parallel to but outside of the BNSF right-of-way. Impacts to this trail would depend on its future location.

The five feeder bus routes from 1) SH 257 to Windsor, 2) Johnstown to SH 257, 3) Berthoud to SH 56 and I-25 and 4) Longmont to Fort Lupton and 5) Erie to SH 7 would not noticeably affect bike/ped facilities, other than providing an incentive and transportation option for bicyclists and pedestrians to access commuter rail and express bus via the bus service. These features could add to noise levels experienced by bicyclists and pedestrians.

Table 16 Commuter Rail (Fort Collins to North Metro)

Name	Type of Facility	Comments	Impacts
Howes Street	Bike lane	Outside of Impact Area	No Impact
LaPorte Avenue	Bike lane	Outside of Impact Area.	No Impact
Mason Street (Cherry Street to Laurel Street)	Bike lane	Commuter rail station. Mason Street between Maple Street and LaPorte Avenue would be converted into a bus only road with dedicated bike lanes and sidewalks on both sides of Mason Street.	Direct—Beneficial
Mountain Avenue	Proposed on-street facility	Outside of Impact area.	No impact
Olive Street	Bike route	Outside of impact area.	No Impact

Table 16 Commuter Rail (Fort Collins to North Metro)

Name	Type of Facility	Comments	Impacts
Mason Street (Laurel Street to Fossil Creek Drive)	Existing/proposed off-street multi-use path	Proposed commuter rail stations would not impact trails.	No Impact
East Drive	Bike lane	Outside of Impact Area	No Impact
West Drive	Bike lane	Outside of Impact Area	No Impact
CSU Campus	Underpass	Existing underpass to remain	No Impact
Pitkin Street	Bike lane	Outside of Impact Area.	No Impact
Lake Street	Bike lane	Outside of Impact Area.	No Impact
Spring Creek Trail	Underpass and trail	Outside of Impact Area.	No Impact
Drake Road	Bike lane	Outside of Impact Area.	No Impact
West Harvard Street	Bike route	Outside of Impact Area.	No Impact
Swallow Road	Bike lane	Outside of Impact Area.	No Impact
University Avenue	Bike lane	Outside of Impact Area.	No Impact
Manhattan Drive	Bike lane	Outside of Impact Area.	No Impact
Horsetooth Road	Bike lane	Outside of Impact Area.	No Impact
Mason Street (Horsetooth Road to Harmony Road)	Bike lane	Commuter rail station.	Direct
Boardwalk Drive	Bike lane	Outside of Impact Area	No Impact
Troutman Parkway	Bike route	Outside of Impact Area.	No Impact
Harmony Road	Bike lane	Outside of Impact Area.	No Impact
Fossil Creek Drive	Proposed on- and off-street facility	One additional crossing for maintenance road.	Direct
Fossil Creek Trail	Off-street facility	Outside of Impact Area	No Impact
Midway Drive to Skyway Drive	Proposed multi-use path	Outside of Impact Area.	No Impact
Trilby Road	Bike lane	Outside of Impact Area.	No Impact
Shields Street (parallel to railroad)	Bike lane	Outside of Impact Area	No Impact
Railroad alignment (57 th Street and northward)	Planned path	Outside of Impact Area	No Impact
57 th Street	Planned trail	Outside of Impact Area.	No Impact
37 th Street	Bike lane	One additional railroad track at existing crossing	Direct
29 th Street	Bike lane	Commuter rail station; one additional railroad track at existing crossing.	Direct
Lake Drive (parallel to railroad)	Bike route	Outside of Impact Area	No Impact

Table 16 Commuter Rail (Fort Collins to North Metro)

Name	Type of Facility	Comments	Impacts
Garfield Avenue (parallel to railroad)	Bike route	One additional railroad track at existing crossing.	Direct
US 34	Bike lane	Outside of Impact Area.	No Impact
7 th Street	Proposed bike route	Outside of Impact Area.	No Impact
US 287	Bike route	Outside of Impact Area	No Impact
1 st Street	Bike lane	Outside of Impact Area.	No Impact
Big Thompson River	Underpass and trail	Outside Impact Area.	No Impact
Roosevelt Avenue	Bike lane	Outside of Impact Area	No Impact
14 th Southwest Street	Bike lane	Outside of Impact Area.	No Impact
Heron Lakes Trail	Proposed bike trail	One additional railroad crossing, one additional crossing for maintenance road.	Direct
Berthoud Reservoir	Proposed bike trail	One additional railroad crossing, one additional crossing for maintenance road.	Direct
49 th Street (west of railroad)	Proposed major bike trail	Outside of Impact Area.	No Impact
Railroad alignment (Little Thompson to Heron Lakes)	Proposed major bike trail	Proposed trail follows commuter rail alignment; proposed trail may need to be realigned	Direct
CR E-10	Proposed major bike trail	One additional railroad crossing, one additional crossing for maintenance road.	Direct
US 287 Bypass	Proposed on-street facility	Outside of Impact Area	No Impact
Bunyan Avenue	Proposed major bike trail	One additional railroad track at existing crossing	Direct
Mountain Avenue	On-street facility	One additional railroad track at existing crossing	Direct
Welch Avenue	On-street facility	One additional railroad track at existing crossing	Direct
Neilson Trail	Proposed major bike trail	One additional crossing for maintenance road.	Direct
First Street (at railroad)	Proposed major bike trail	One additional railroad crossing, one additional crossing for maintenance road.	Direct
Little Thompson River	Proposed major bike trail	Existing underpass will remain.	No Impact
Vermillion Road	Proposed on-street facility	Outside of Impact Area.	No Impact
Park Ridge Avenue (proposed road extension)	Proposed on-street facility	One additional crossing for maintenance road.	Direct

Table 16 Commuter Rail (Fort Collins to North Metro)

Name	Type of Facility	Comments	Impacts
SH 66	Proposed on-street facility	Out of Impact Area.	No Impact
Railroad alignment (21 st Avenue to SH 66)	Proposed off-street facility	Proposed trail follows commuter rail alignment; proposed trail will need to be realigned	Direct
21 st Avenue	On-street facility	Outside of Impact Area.	No Impact
Lanyon Park Trail	Proposed off-street facility	One additional railroad crossing, one additional crossing for maintenance road, crossing design will need to accommodate for retaining walls.	Direct
17 th Avenue	Proposed on-street facility	One additional railroad track at existing crossing	Direct
Mountain View Avenue	On-street facility	One additional railroad track at existing crossing	Direct
11 th Avenue	Proposed on-street facility	Outside of Impact Area.	No Impact
9 th Avenue	Proposed on-street facility	Two additional railroad tracks at existing crossing	Direct
Longs Peak Avenue	On-street facility	Two additional railroad tracks at existing crossing	Direct
4 th Avenue	On-street facility	Two additional railroad tracks at existing crossing	Direct
Collyer Street	On-street facility	Outside of Impact Area	No Impact
Main Street	On-street facility	One additional railroad track at existing crossing	Direct
Coffman Street	Proposed on-street facility	Outside of Impact Area	No Impact
2 nd Avenue	Proposed on-street facility	Outside of Impact Area	No Impact
1 st Avenue	Proposed on-street facility	Outside of Impact Area.	No Impact
Martin Street Trail	Proposed on-street facility	One additional railroad crossing, one additional track at existing crossing	Direct
Alpine Street	On-street facility	Outside of Impact Area.	No Impact
Rogers Road	On-street facility	Commuter rail station.	Direct.
119 th Street	On-street facility	Outside of Impact Area.	No Impact
Sugar Mill Road	Proposed on-street facility	New railroad crossing, crossing design will need to accommodate for retaining walls.	Direct
SH 119	On-street facility	Outside of Impact Area.	No Impact
Ken Pratt Boulevard	On-street facility	Rail line will go over Ken Pratt Boulevard. A temporary closure may be needed.	Temporary Closure
County Line Road	Proposed on-street facility	New railroad crossing.	Direct

Table 16 Commuter Rail (Fort Collins to North Metro)

Name	Type of Facility	Comments	Impacts
Colorado Front Range Trail (St. Vrain Trail)	Proposed trail	Proposed rail line will be on a bridge at this location.	No Impact
Idaho Creek Trail	Proposed off-street facility	Two New Railroad Crossings.	Direct
Cottonwood Extension Ditch	Proposed off-street facility	Outside of Impact Area.	No impact
Community Ditch	Proposed off-street facility	Outside of Impact area	No Impact
SH 52 (Mineral Road)	Proposed on-street facility	Railroad will be located on a bridge in this area.	No Impact
Erie #1	Proposed off-street facility	Two new railroad crossings at two locations.	Direct
Erie #2	Proposed off-street facility	Outside of Impact Area	No Impact
Union Pacific railroad	Proposed off-street facility	Proposed trail follows commuter rail alignment but proposed outside of BNSF right-of-way; proposed trail may need realignment.	Direct
Dacono #1	Proposed off-street facility	Outside of Impact Area.	No impact
Stanley Ditch	Proposed trail	One new railroad crossing.	Direct
Leon a Wurl Parkway (Saint Vrain Legacy Trail)	Proposed on-street facility	Outside of Impact Area.	No Impact
Dacono #2	Proposed off-street facility	Outside of Impact Area.	No Impact
Little Dry Creek	Proposed off-street facility	One new railroad crossing.	Direct
Bull Ditch	Proposed off-street facility	Outside of Impact Area.	No Impact
168 th Avenue	Proposed on-street facility	Outside of Impact Area.	No Impact
Big Dry Creek Ditch	Proposed off-street facility	Outside of Impact Area.	No Impact
SH 7	Proposed on-street facility	Outside of Impact Area.	No Impact
German Ditch	Proposed off-street facility	Outside of Impact Area.	No Impact

US 85 Commuter Bus

The Preferred Alternative would provide commuter bus service along US 85 between Greeley and Denver Union Station. Commuter bus service would not directly effect bike/ped facilities along the US 85 corridor, but would provide an incentive and transportation option for bicyclists and pedestrians.

Preferred Alternative: General Indirect Effects

As discussed in the *Land Use Technical Memorandum*, commuter rail would facilitate a shift in growth toward urban centers within the study area, particularly along the BNSF rail line. Increasing development densities in these urban areas would help facilitate bike/ped travel since denser development is more conducive to these transportation modes. It would also focus investment in future bike/ped facilities within these areas. Commuter rail would increase noise levels for users of nearby bike/ped facilities. The new passing track and maintenance road create additional crossings for the pedestrian and bicyclist. These additional crossings require the pedestrian and bicyclist to slow down and potentially stop for the freight rail or commuter rail trains. By eliminating the double track that was proposed in Package A and providing passing track and maintenance road at limited locations, the delays to ped/bike facilities would be less in the Preferred Alternative than Package A.

The introduction of express bus along the I-25 corridor would represent a more modest shift in growth than commuter rail. Since growth would continue to be focused along the I-25 corridor, construction of future bike/ped facilities would be concentrated along this corridor. Localities would continue to look to developers to provide many of these facilities as part of their development plans. Express bus would improve connectivity across I-25 by providing a pedestrian overpass that connects the east and west side of I-25 at five of the proposed stations. Express bus would improve regional air quality and therefore generally benefit bicyclists and pedestrians. However, moving vehicles closer to bike/ped facilities in some areas could create localized adverse effects. Express bus improvements would increase noise levels for users of nearby bike/ped facilities. Mobile source air pollutants would be more concentrated near the edge of roadways and dissipate further from the roadway, these improvements could result in localized adverse effects. The Preferred Alternative impacts to ped/bike facilities are similar to those presented in Package B.

Transportation improvements, including the I-25 widening and crossings of I-25 could increase noise levels along some bike/ped facilities and would require the relocation of some trails. Construction activities would result in temporary nuisance impacts to bicyclists and pedestrians, including construction noise and dust. As described above, some bike/ped facilities would require closure during construction.

Overall, the Preferred Alternative is expected to improve regional air quality over the No-Action Alternative, Package A and Package B resulting in corresponding benefits to bicyclists and pedestrians. However, transportation improvements associated with the Preferred Alternative would move vehicles closer to bike/ped facilities in some areas. Since mobile source air pollutants are more concentrated near the edge of roadways and dissipate further from the roadway, these improvements could result in localized adverse effects.

MITIGATION

CDOT and FHWA prioritized accommodating bike/ped movement early in the project development process. Consequently, new frontage roads along I-25 and grade-separated highways crossing I-25 will include features to accommodate bike/ped travel. Also, proposed drainage structures will provide opportunities for bike/ped crossings under I-25 and other roadways. Despite some adverse effects discussed above, the Preferred Alternative will provide net benefits to existing and proposed bike/ped travel. Therefore, no specific mitigation measures are identified. Measures to minimize construction impacts are discussed in **Section 3.23 Construction** of the Final EIS.

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