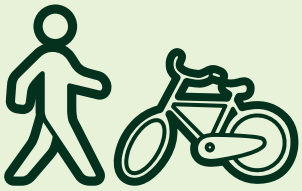
FORT COLLINS
ACTIVE MODES PLAN

City of Fort Collins

July 25, 2022 // Draft for Public Review

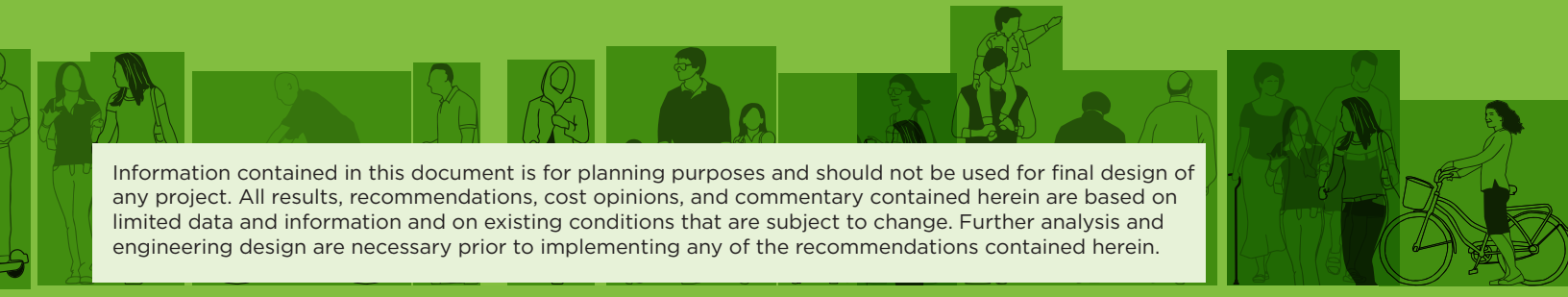
Done right, improving the active modes environment can help our city become happier, healthier, sustainable, safer, and put people first. By 2032, the CIty of Fort Collins will



Achieve 20 percent active mode share

Eliminate active modes traffic fatalities and serious injuries

The Active Modes Plan was developed around advancing mode shift and safety in Fort Collins and serves as a blueprint for realizing these central goals within the next 10 years.



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Bicycle Advisory Committee

Dial-A-Ride Transit Advisory Committee

Disability Advisory Board

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Land Conservation and Stewardship Board

Natural Resources Advisory Board

Parks and Recreation Board

Planning and Zoning Commission

Senior Advisory Board

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Corridor Committee

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Foothills Campus

Parking and Transportation Services

School of Public Health

Veterinary Teaching Hospital (VTH)

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Bike Fort Collins

Brave New Wheel

CARE Housing

Food Bank for Larimer County

Fort Collins Bike Co-op

Fort Collins Running Club

Fort Follies

Fuerza Latina

Gnar Runners

Health District of Northern Larimer County

Launch Skate

New Belgium Brewing

Northern Colorado Equality

Northern Colorado Intertribal Powwow Association

Overland Mountain Bike Association

Partnership for Age Friendly Communities

Poudre School District

SPLASH Youth of Northern Colorado

SummitStone Health Partners

The Arc of Larimer County

UCHealth

Visit Fort Collins

Thank you to the over 2,000 community members, City staff members, businesses, organizations, and partners who shared their feedback and contributed to this plan!

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SHAMBHALA
Fort Collins
Meditation Center
126 A
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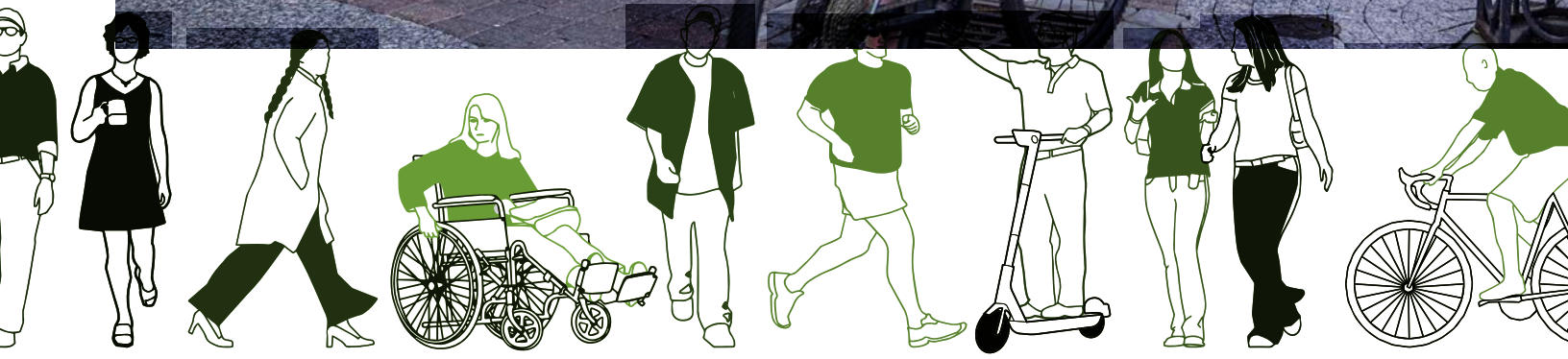


CHAPTER 1: INTRODUCTION

For many years, transportation plans across the United States focused narrowly on motor vehicle travel and mitigating congestion. This approach does not include the many people who travel by walking or using a wheelchair, bicycling, and using other forms of micromobility and active travel such as scooters, skateboards, and rollerblades (herein referred to as "rolling"). Over the past decade, there has been a shift in focus toward planning for places that are walkable, bikeable, and more human scale. This is often referred to as active transportation, an umbrella term for these human-powered, active modes of transportation that do not include personal motorized vehicles-such as cars, trucks, and SUVs-or transit such as bus and train services.

An Active Modes Plan (AMP) focuses on how communities can better accommodate and improve safety for these smaller, slower, and more vulnerable modes as an integral and welcome part of the overall transportation system. AMPs consider trips made for any purpose, including commuting,utility, school, recreation, or leisure trips, and use that information to identify opportunities for improved access to amenities and transit options to make traveling by active modes as easy and attractive as using a personal vehicle. Focusing efforts and funding toward building a transportation network that makes it easy and safe to use all modes makes communities stronger, more resilient, more inclusive, and healthier. Supporting active modes in community planning efforts reinforces that these modes are valid forms of transportation, and not just forms of recreation.

Why Fort Collins Needs an Active Modes Plan

The City of Fort Collins has intentionally worked to shift focus to improve active modes, build a more human-scale environment, and enhance sustainability outcomes. As evidenced by its Platinum-Level Bicycle-Friendly Community and Silver-Level Walk-Friendly Community designations, the City's infrastructure, programs, and policies have prioritized engagement, safety, access, and equity.

The 2014 Bicycle Master Plan, 2011 Pedestrian Plan, City Plan, and the Transportation Master Plan set the stage for creating a better network of bikeways and pedestrian-friendly streets, and they represent planning efforts that put people first. The City has made significant strides to implement the recommendations of those plans by constructing or providing wayfinding and protected bikeways, downtown alleyways, connections to Colorado State University (CSU), increased micromobility (small human-powered or electric vehicles that travel under 30 mph) options, and the creation and expansion of active modes-focused programs such as the Bicycle Friendly Driver program and Safe Routes to School (SRTS). Due to the success of these plans and societal changes that have taken place over many years, it is time to reevaluate strategies for elevating walking, bicycling, and rolling to substantially amplify active modes in Fort Collins. This 2022 Fort Collins Active Modes Plan (AMP) provides a framework for addressing citywide goals related to:

CLIMATE Reducing emissions, improving energy efficiency,and achieving zero waste.

SAFETY Reducing crashes and the severity of crashes.

MODE SHIFT Increasing the percentage of trips taken by walking or bicycling.

AMP actions and strategies will play key roles in achieving these existing goals. Active modes help connect people of all ages and abilities to their jobs, schools, health care services, recreation, neighbors, and communities without the need for a personal vehicle. By focusing on expanding and improving access to active transportation options, the lives of people throughout Fort Collins can be improved, and significant health, safety, equity, economic, and livability benefits across the community will be realized.

How the Active Modes Plan Came to Be

With the support of City leadership and staff, Fort Collins has become nationally known for its advancements in active transportation. Through a number of progressive planning projects and initiatives over the past three decades, Fort Collins has remained dedicated to creating a community that is walkable and bikeable for all.

1995

Fort Collins Bicycle Program Plan
The Fort Collins Bicycle Program Plan was created to center all future bicycle-related projects around engineering, education, enforcements, and encouragement.

1996

Pedestrian Level of Service
The Pedestrian Level of Service (LOS) booklet acts as a "user's guide" to assist in analyzing Fort Collins existing conditions, proposed public, and private improvement projects. Fort Collins was one of the first cities to create a pedestrian Level of Service (LOS).

2008

Fort Collins Bike Library (FCBL) Launch
Located in Old Town and offered rentable bicycles available from one hour rentals up to multiple day rentals.

2010

Bicycle Safety Education Plan
City Council directs City staff to prepare a Bicycle Safety Education Plan (BSEP) that provides programs to improve bicycle safety.

2011

Pedestrian Plan
The Pedestrian Plan addresses citywide pedestrian needs, like gaps in the sidewalk, safer ways to cross, outlines issues, and proposes strategies for making pedestrian travel safe, easy, and convenient.

2013

Fort Collins becomes a Platinum-Level Bicycle Friendly Community, and Colorado State University (CSU) becomes a Platinum-Level Bicycle Friendly University
Achieved through the League of American Bicyclists by demonstrating commitment to improving the bicycle environment.

2014

Bicycle Master Plan adopted by City Council
The Bicycle Master Plan sets goals for the year 2020 that include reducing bicycle-related crashes and increasing bicycle mode share.

2016

Moving Toward Vision Zero
Fort Collins is the first public local entity to join the Colorado Department of Transportation (CDOT) initiative to eliminate traffic-related deaths.

2017

Our Climate Future
Our Climate Future is a comprehensive plan to address climate, energy, and waste goals.

2018

Zagster "PACE" Bike Share Launch
FCBL is replaced by PACE bike share that offers a larger fleet of dockless bicycles and bike share stations accessible through a smartphone app.

Fort Collins becomes a Silver-Level Walk Friendly Community
Achieved through the Walk Friendly Communities program by demonstrating commitment to expanding opportunities for walking.

2019

Transportation Master Plan
The Transportation Master Plan establishes a vision for mobility in Fort Collins, achieved through a safe and reliable multimodal transportation network.

Bike Share Business Plan
Presents a model for scaling, phasing, operations, and funding for a new bike share program in Fort Collins.

City Plan
Guidance for supporting land use and transportation over the next two decades as Fort Collins grows.

2021

Micromobility Program Launch
Spin launches e-bike and e-scooter share program in Fort Collins.

2022

The Active Modes Plan

Building Upon Current and Past Plans

Fort Collins has a strong planning foundation that has informed many of the recommendations contained in the Fort Collins AMP. Several themes emerged from existing plans, as presented in the following table. These themes influenced the development of this Plan from the creation of its goals to the development of the project recommendations and implementation strategy.

Plan	Equity	Safety	Accessibility	Mobility	Health	Education
Statewide Bicycle and Pedestrian Plan (amended 2015)	X	X		X	X	X
NFRMPO Regional Active Transportation Plan (2021)	X	X	X	X	X	
Pedestrian Plan (2011)		X	X	X	X	
Bicycle Master Plan (2014)		X	X	X	X	X
Downtown Plan (amended 2017)	X	X	X	X		
2040 City Plan (2019)	X	X	X	X	X	
Transportation Master Plan (2019)	X	X	X	X	X	
Transit Master Plan (2019)	X		X	X	X	
Fort Collins Strategic Plan (2020)	X	X	X	X	X	
Equity Indicators Report (2021)	X			X	X	

Table 1: Past plans and their key themes

X = Key theme of plan

In addition to adopted plans and initiatives, this Plan considers information related to existing walking-, bicycling-, and micromobility-related policies and programs to inform its recommendations:

Policy	Description	Infrastructure	Operations	Development
Land Use Code	Establishes zoning rules and districts, including permitted uses, provision of parking facilities, and guidelines for the built environment	X		X
Traffic Code	Sets traffic laws, vehicle regulations, and provision of traffic control devices on all public streets in the City	X	X	
Municipal Code	Enables all other codes and ordinances, and sets law for the City including for land use and transportation system	X	X	X
Larimer County Urban Area Street Standards (LCUASS)	Adopted engineering design and construction standards for streets in Growth Management Areas of Larimer County, Fort Collins, and Loveland	X	X	X
Transportation Capital Expansion Fee Program	Sets fees applied to new development applications to support infrastructure costs	X		X
Engineering Permits	Contractors performing work in public ROW are required to seek and comply with permits issued by FC Engineering, including encroachments, placement of signs, driveways, developments, and outdoor seating	X	X	X
Work Area Traffic Control Policies	Policies and procedures for safely managing traffic during completion of work in the ROW		X	X
Speed Limit-Setting Policy	Policy establishing Traffic Operations' approach to setting posted speed limits on City roadways	X	X	

Table 2: Existing policies and their key themes

X = Key theme of program

Program	Description	Infrastructure	Education	Encouragement	Enforcement
Safe Routes to School	The City SRTS program leads youth skills classes, hosts encouragement events, and identifies infrastructure projects near schools	X	X	X	
Adult Bicycle Education	Classes taught by Bicycle Ambassadors include Winter Cycling, Bike-Friendly Driver, Maintenance, and Traffic Skills		X		
Bicycle Ambassador Program	Trained community members who lead classes and outreach and encourage new riders		X	X	
Bike-Friendly Driver Program	An interactive curriculum on safety and rules of the road		X	X	
Learn-from-Home Classes	A collection of multi-lingual educational resources about bicycle commuting, safety, and maintenance		X		
Ride Smart Drive Smart outreach	Brochure created by FC Bikes and Police Services to outreach about laws and safety tips		X	X	X
Bike to Work Day	Annual special event to encourage workers to commute by bicycle			X	
Open Streets	Special event days to close major streets and activate with community programs			X	
Shift Your Ride	TDM program offering resources for alternative commute modes			X	
Bike Parking Program	Program managing rack requests in public ROW and providing developer guidance	X	X		
Neighborhood Traffic Mitigation Program	Focused on reducing speeding on local streets by distributing free collateral, enforcement actions, and traffic calming treatments	X	X		X

Table 3: Existing programs and their key themes

X = Key theme of program

Engaging with the Community

Engaging diverse groups of stakeholders and community members during the development of the Fort Collins AMP was crucial to identifying aspirations, needs, and opportunities for the future of active modes projects, programs, and policies. Engagement was also important for understanding community values and locating barriers and gaps that exist today in Fort Collins' active transportation network. The engagement process had four key objectives for achieving holistic outreach and creating an AMP that was driven by the entire Fort Collins community:

- **Inclusive**: Engagement activities should be accessible and welcoming to people of various diversity characteristics.
- **Equitable**: Outreach strategies must intentionally elevate the voices of historically underrepresented people and groups.
- **Flexible**: Engagement events need to be adaptable to COVID-related guidelines and public comfort.
- **Transparent**: Fort Collins AMP's development must ensure an open and transparent engagement that inspires trust in the process.

To achieve these objectives during the development of the Fort Collins AMP, engagement included comprehensive and thoughtful strategies for reaching businesses, employers, employees, individuals, and community groups, including low-income and BIPOC populations of Fort Collins, who are most often left out of important conversations. Fort Collins AMP outreach activities met people where they already were to have meaningful conversations and gather input. Engagement strategies also included hosting focus groups at a number of Fort Collins schools, meeting with Disability Advisory Groups, and partnering with local organizations such as Community Connectors, who surveyed mobile home community residents. Additionally, the engagement strategy ensured all project materials including surveys were also available in Spanish and distributed to non-English speaking community members.

Public and stakeholder engagement informed every step of the Fort Collins AMP's development including the creation of vision and goals, the identification of key issues and opportunities, the development of project recommendations, and the framework for scoring and

ranking project recommendations. Outreach activities included stakeholder meetings, online maps and surveys, pop-up events and workshops, and focus group interviews with various departments and interested parties within the City of Fort Collins and CSU (see **Appendix D** for more details about engagement at CSU).

During engagement events, the public imparted fundamental information that helped define active modes user needs and provided an initial understanding of existing conditions in Fort Collins. For example, AMP engagement early-on in the planning process revealed significant differences in trends found in the survey results of the Spanish language surveys versus English language surveys. English-speaking respondents felt that using active modes is more difficult because of network gaps and safety of existing infrastructure. Spanish-speaking respondents felt that using active modes is most difficult because of the far distances to destinations and an overall lack of knowing where safe routes exist.

In response to the COVID-19 pandemic and to comply with public health guidelines, engagement activities were performed virtually and in person. Key engagement strategies included:

50 STAKEHOLDER MEETINGS

- **2** Visioning workshops
- **4** Technical Advisory Committee (TAC) meetings
- **4** Community Advisory Committee (CAC) meetings
- **3** Transportation Board presentations
- **6** Bicycle Advisory Committee presentations
- **18** Presentations to other City Boards and Commissions
- **13** Presentations to other community organizations

5 ONLINE MAPS AND SURVEYS

- **2** Public online map exercises (offered in English and Spanish)
- **3** Questionnaires (online and print; offered in English and Spanish)

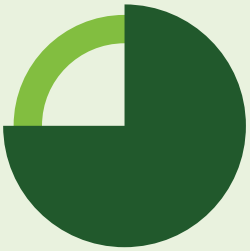
6 POP-UP EVENTS AND INTERCEPT SURVEYING

29 FOCUS GROUPS

with various organizations, departments, schools, and interested parties within the City of Fort Collins and CSU

3 CITY COUNCIL PRESENTATIONS

Survey and mapping input from members of the Fort Collins community emphasized the following themes:



Over 70% of people would like to walk, bike, or roll more than they currently do

Many community members who bike identify as "enthused and confident" bicyclists.

The majority of survey participants believe that active modes projects that advance network connectivity should be the highest priority.

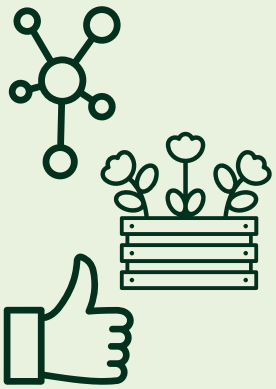
Northeast and **Central Fort Collins** were identified as the areas where most people find it difficult to use active modes. People would enjoy using active modes to reach **City Park**, the **South Lemay Walmart Supercenter**, and **North College Ave**.

Top 3 Challenges for using active modes in Fort Collins:

1. Safety concerns with existing Intersections, crossings, and bicycling in mixed traffic
2. Key destinations are too far away
3. There are gaps or disconnects in the existing sidewalk network

Top 3 active modes priorities in Fort Collins:

1. Better connecting and expanding the pedestrian and bicycle networks
2. Increasing the available protected infrastructure, physically separated from vehicle traffic
3. Improving the quality and safety of sidewalks, intersections, and crossings



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CHAPTER 2: FORT COLLINS TODAY

Fort Collins is a nationally recognized leader in bicycling and walking. From engagement and visioning activities emerged consistent themes in the realities of active transportation in Fort Collins today and provided an understanding of the starting line for the Fort Collins AMP. Based on what the community shared, current conditions, and detailed data, the following primary lessons and themes guided planning and analysis:

1. **Adapting for Growth**
   Fort Collins has had rapid population growth over the last three decades. For people to continue to move reliably and affordably while meeting the City's Climate Action Goals, Fort Collins will require a robust multi-modal transportation system with a large share of travel by active modes.

2. **Different Identities Have Different Travel Needs**
   Within the population, the residents and workers of Fort Collins have diverse identities—characteristics from age to race and gender to family status each inform how people decide to move. To meet the City's goals for an equitable and just Fort Collins, the transportation system must enable reliable and accessible mobility.

3. **Many Current Driving Trips Can Be Made by Walking or Bicycling**
   The City of Fort Collins is setting aggressive goals for itself to make walking, bicycling, and rolling possible and attractive for more people and more trips.

4. **Safety Concerns are a Barrier to Active Modes**
   To increase the number of people walking and bicycling, the City must reduce or eliminate the number of traffic crashes resulting in fatalities or serious injuries, and improve the experience of walking and bicycling to ensure people feel safe and comfortable.

5. **Fort Collins has Multiple Distinctive Planning Contexts**
   From downtown to suburban periphery, the city is made up of multiple distinct land use contexts. Unlocking active transportation requires context-sensitive approaches, ranging from managing conflicts in activity centers to closing network gaps and barriers.

Adapting to Fort Collins' Growth

Like many communities along Colorado's Front Range, Fort Collins has attracted many new residents in recent decades. Since 1990, the city's population has nearly doubled in size, adding more than 2,700 residents per year on average over the past thirty years.

Year	Population	Population Change (10 years)
2020	169,810	+25,824
2010	143,986	+25,334
2000	118,652	+30,894
1990	87,758	

Table 4: Population Change, City of Fort Collins (source: Decennial Census, 1990 – 2020)

While the population growth has been continuous in the areas around downtown and CSU's Main Campus, new development in the northeast and southern areas of the city have begun to urbanize previously pastoral landscapes. This population expansion has introduced new demands for mobility, and with that the challenges of managing congestion and access.

Additionally, it is notable that the fastest growing age group by percent change is people over the age of 65:

Year	Population	Under 18	18-24	25-64	65 & over
2020	166,069	29,804	36,397	81,727	18,141
2010	140,082	28,297	30,678	69,341	11,767
Change	25,987	1,507	5,719	12,386	6,374
% Change	19%	5%	19%	18%	54%

Table 5: Population Change by Age Group, City of Fort Collins (source: Decennial Census, 2020 and 2010)

While the student- and working-age populations have grown quickly, the proportion of older adults has jumped quickly, suggesting a population that is aging and will have changing mobility and access needs in the coming years, with greater emphasis on access to goods and services than on commute trips. Additionally, the population of children has grown, but much more slowly than other age groups. Walking, bicycling, and rolling infrastructure that is accessible and comfortable will be key to helping Fort Collins grow while providing a safe, reliable, and sustainable transportation system.

Different Identities Have Different Travel Needs

A key lesson from both demographic analysis and the public engagement conducted for this Fort Collins AMP is that diverse demographic groups have diverse travel needs and desires.

Whether by age, race and ethnicity, or income and poverty status, identity informs how people move and how the City should develop a relevant and equitable plan for expanding walking, bicycling, and rolling.

To understand Fort Collins' active transportation conditions, the city is shown in comparison to two jurisdictions: Larimer County (the county in which Fort Collins is located) and Boulder (a comparable Colorado city with a large public university and a developed active transportation network).

By age, Fort Collins has a significantly larger population aged 18 – 24 due to the presence of CSU (Table 6). Excluding CSU's student population, Fort Collins has a slightly larger child and working age population (64 and under) than surrounding Larimer County and Boulder.

	Fort Collins (city)	Larimer County (all)	Boulder (city)
Population, 2020	169,810	359,066	108,250
Under 18	18%	20%	12%
18-24	22%	14%	29%
25-61	49%	51%	47%
65 & Over	11%	16%	12%

Table 6: Population by Age Comparison (source: Decennial Census, 2020)

By race and ethnicity, Fort Collins is comparable to Larimer County and Boulder

	Fort Collins	Larimer County	Boulder
Population, 2020	169,810	359,066	108,250
White alone	81%	82%	79%
Asian alone	4%	2%	6%
Black alone	1%	1%	1%
American Indian and Alaska Native alone	0.8%	0.8%	0.6%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.1%	0.1%
Some other race	5%	5%	5%
Two or more races	10%	9%	8%
Hispanic / Latino	12%	12%	10%

Table 7: Population by Race/Ethnicity Comparison (source: Decennial Census, 2020)

While the large majority of the population identifies as white alone, there is increased racial diversity in the area around CSU's Main Campus (Table 6).

Race and ethnicity informed the Fort Collins AMP's development for both recommendations and prioritization of infrastructure.

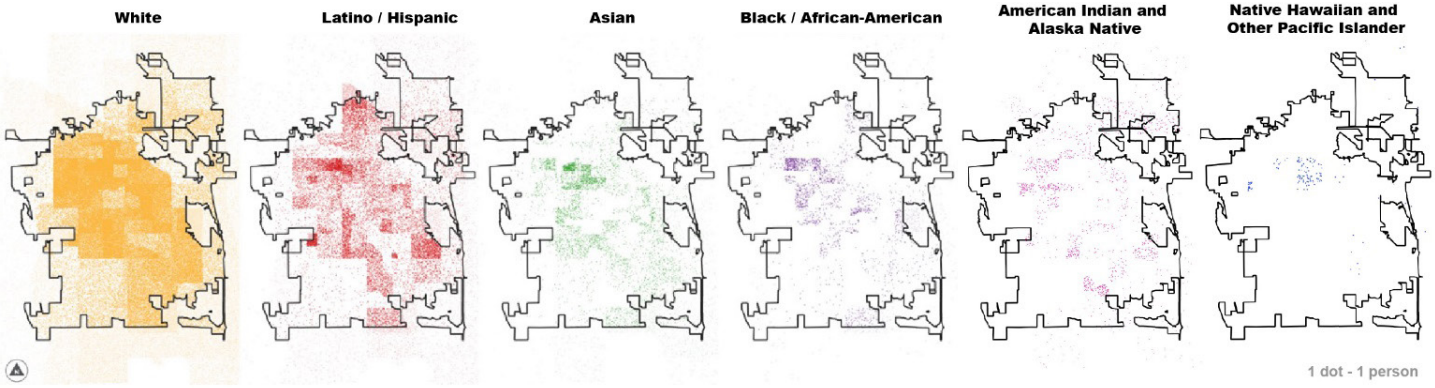


Figure 1: Population Density by Race/Ethnicity (source: ACS 5-Year Estimates 2020, Block Groups)

Many Current Driving Trips Can Be Made by Walking or Bicycling

Fort Collins' residents are more than four times as likely to bicycle to work or school ("Commute Trips") than the state of Colorado, and nearly twice as likely to walk to work or school (Table 8).

Means of Transportation to Work	Fort Collins	Colorado (Statewide)
Walk	4.2%	2.8%
Bike	4.9%	1.1%
Motor Vehicle	76.4%	81.4%
Public Transit	2.0%	2.8%

Table 8: Means of Travel for Commute Trips (source: US Census Bureau (2020 5-Year Estimates.)

A higher bicycle commute share in Fort Collins is a testament to the city's bicycling culture. Stakeholders across Fort Collins—residents, businesses, City leaders—recognize the economic, environmental, and social benefits of bicycling, and how building a low-stress bicycle network is critical to achieving larger citywide goals.

Investments in infrastructure supporting safe and comfortable mobility for active modes contributes significantly to decisions regarding mode of travel. However, since the adoption of Fort Collins' 2014 Bicycle Plan, bicycle commuting has fallen slightly from 6.5% to 4.9% of commuters (ACS 5-year estimates, 2014 and 2020). Decreases in bicycle commuting can be attributed in part to the COVID-19 pandemic. Fort Collins has not only seen a decrease in bicycle commuting, but has also found that fewer people are commuting by motor vehicle (previously 81.3%). Also, more people are working from home, 11.6% of commuters in 2020 compared to 6.3% in 2014. However, commute trips only tell part of the story.

Shifting Focus from Commute Trips to Short Trips

Across the state of Colorado, commute trips (i.e., trips between home and place of work in either direction) account for just 14% of all trips (NHTS, 2017). Additionally, commute trip distances are generally longer than other types of trips.

To unlock walking, bicycling, and rolling for more people and more trips, the City of Fort Collins is focusing its efforts on shifting short trips—specifically those less than 15 minutes by any travel mode—to active transportation.

For instance, errands and shopping trips, social or recreational trips, medical appointments, and other activities may be within a comfortable walking or bicycling distance if the infrastructure provides comfortable and low-stress conditions. Additionally, low-stress connections to transit and shared micromobility can further extend trip range and provide redundant travel options for those not using personal vehicles.

Means of Transportation for Commute Trips vs All Trips (State of Colorado)	% of Commuting Trips (2017)	% of All Trips (2017)
Walk	3%	12%
Bike	1%	3%
Motor Vehicle	91%	84%
Public Transit	4%	2%

Table 9: State of Colorado Means of Travel for Commute Trips vs All Trips. Source: National Household Travel Survey (2017) and US Census Bureau (2017 5-Year Estimates, Commute Trips exclude 8.5% who work from home)

Due to the sample size of the National Household Travel Survey—a large diary-based study conducted every eight years—this Fort Collins AMP uses the state of Colorado as representative to understand travel patterns for all trips. The Fort Collins AMP also reviewed the Fort Collins Travel Diary Study (2017) to understand how trip statistics in Fort Collins compare when looking statewide—which includes both urban and rural contexts— nearly 12% of all trips are pedestrian trips, and 3% are by bicycle, compared with 3% and 1% of commute trips done by walking or biking (Table 9). Statewide data indicates that the percentage of trips done by bicycling increases for shopping activities and the percentage of trips done by walking increases for social/recreational activities (Figure 3). Moreover, as the distance of trips decreases, the likelihood of walking, bicycling, and rolling increases (Table 10).

National Household Travel Survey data at the state level indicates that trips done by walking, bicycling, and rolling are more likely for non-commute trips and for short-range trips. Results of the Fort Collins Travel Diary Study similarly show that Fort Collins residents are more likely to use active modes for shorter trips on average (Figure 2). However, trips done by bicycling at the local

level are far more likely to be commute trips (Figure 4). Activating greater use of active modes for those trip types and short distances can be enabled through investments in safe and comfortable infrastructure for people walking, bicycling, and rolling.

Means of Transportation by Distance in Colorado	Walk	Bike	Motor Vehicle	Public Transit
% of all Person Trips	12%	3%	84%	1.5%
% of Trips < 0.5 miles	61%	4%	35%	0.0%
% of Trips < 2.5 miles	25%	5%	69%	0.8%
% of Trips < 3.5 miles	21%	4%	74%	1.2%
% of Trips ≥ 3.5 miles	0.3%	0.4%	97%	1.7%

Table 10: State of Colorado Means of Travel by Distance (source: National Household Travel Survey,2017)

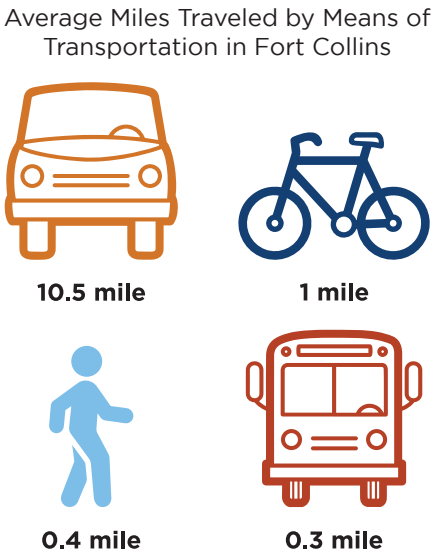


Figure 2: Trip Characteristics by Mode (source: Fort Collins Travel Diary Study, 2017).

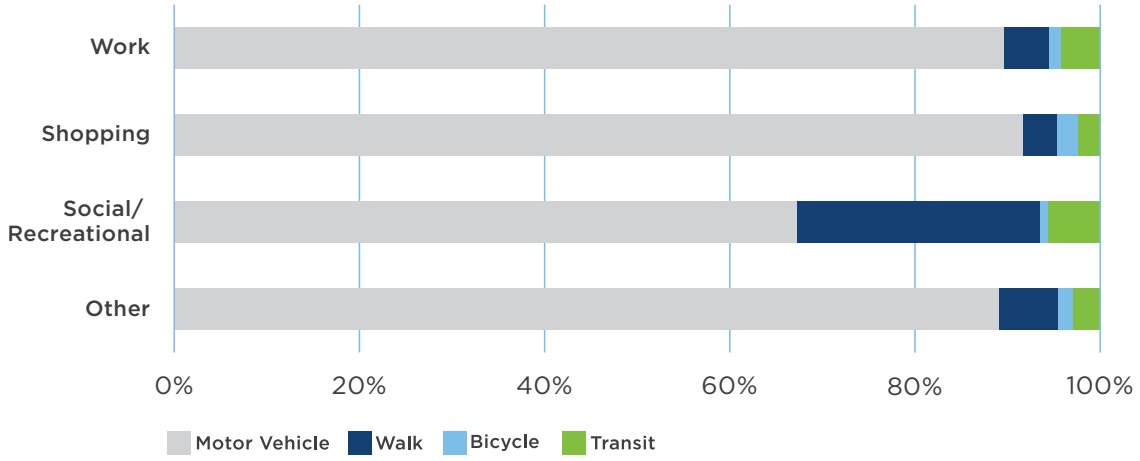


Figure 3: State of Colorado Means of Travel by Trip Purpose (source: National Household Travel Survey, 2017)

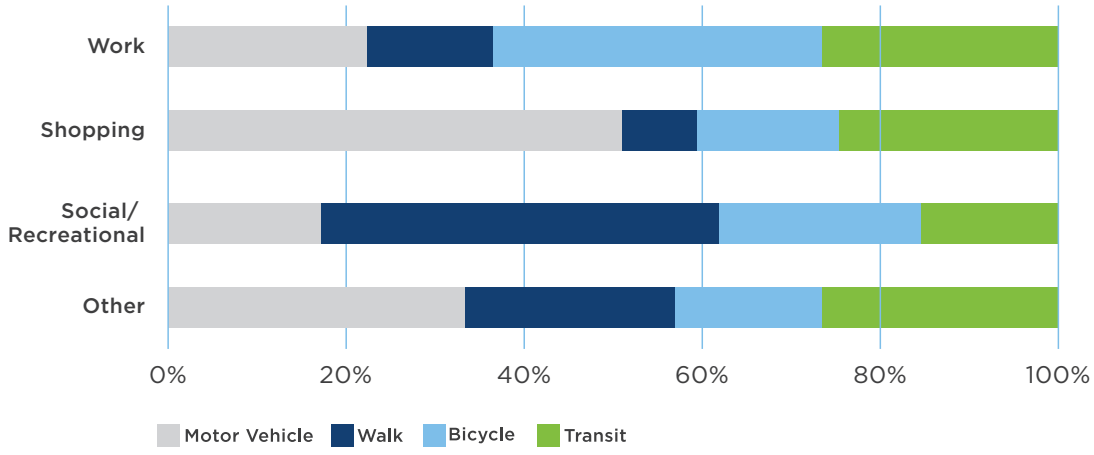


Figure 4: City of Fort Collins Means of Travel by Trip Purpose (source: Fort Collins Travel Diary Study, 2017).

Safety Concerns are a Barrier to Active Modes

Between 2017 and 2021, there were 15,747 total crashes in Fort Collins, including 706 (4.5%) involving people walking, bicycling, and rolling. Of the 15,747 crashes, 261 resulted in a fatality or serious injury (a KSI crash), with 84 of those involving bicyclists or pedestrians. Despite only accounting for 4.5% of total collisions, people walking, bicycling, and rolling account for one-third of KSI crashes.

People walking, bicycling, and rolling in Fort Collins face significantly increased risk of death or serious injury during crashes, indicating a need to focus consideration on protecting people outside of motor vehicles.

Additionally, a disproportionate share of crashes—especially serious crashes—take place on a small share of streets in Fort Collins. Specifically, streets classified as major and minor arterial streets constitute only 21% of the centerline mileage. but have 71% of the crashes where people are killed or seriously injured (KSI crashes), and 67% of the bicycle and pedestrian KSI crashes. Because these streets have higher travel speeds and volumes, arterials have more frequent conflicts, and those conflicts have greater consequences.

A Geospatial Crash Analysis was conducted to identify which street segments have had the greatest share of pedestrian and bicycle crashes per mile, weighted by severity. While the results of that analysis are illustrated in Map 1 and Map 2, the following street segments were identified as having the highest crash risk for active users:

- Mulberry Street from S Whitcomb Street to Lilac Lane
- S College Avenue from E Stuart Street to Yale Avenue
- Remington Street from E Mountain Avenue to E Myrtle Street
- Mason Street from Maple Street to W Myrtle Street
- S Shields Street from Mantz Place to W Pitkin Street
- N College Avenue from Jefferson Street to E Vine Drive
- Harmony Road from Hinsdale Drive to S College Avenue
- S Taft Hill Road from W Elizabeth Street to W Prospect Road

This analysis, alongside community feedback about safety and comfort issues, has guided development of both the walking, bicycling, and rolling recommendations, with the goal of making Fort Collins' most stressful streets and intersections feel substantively safer and more inviting for active use.

The Evolution of Micromobility in Fort Collins and Beyond

Micromobility usage in the United States over the past decade has flourished. It has proven that micromobility is a viable transportation alternative that provides people who do not have access to a personal vehicle and people who do not desire to own a personal vehicle a means to get where they need to go efficiently. From 2011 to 2019, shared micromobility ridership in the country, including trips using shared bicycles and scooters, increased from 35 million to 136 million.

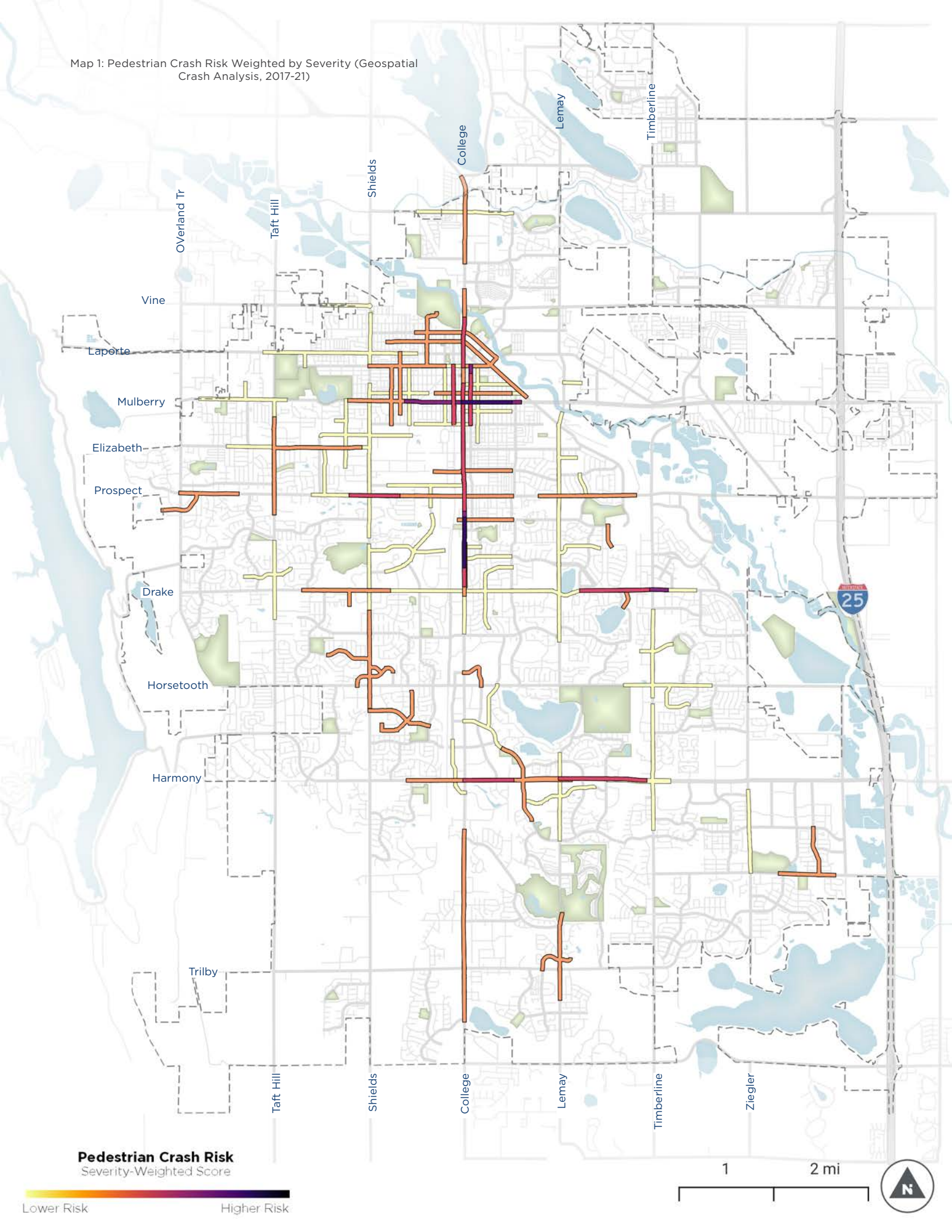
Many Colorado communities offer shared micromobility programs that have introduced innovative pilot programs including apaptive device rentals, bike libraries, and dockless bikeshare. Since 2010, when the City and County of Denver introduced one of the country's first station-based bikesharing programs, shared micromobility has become commonplace in Colorado.

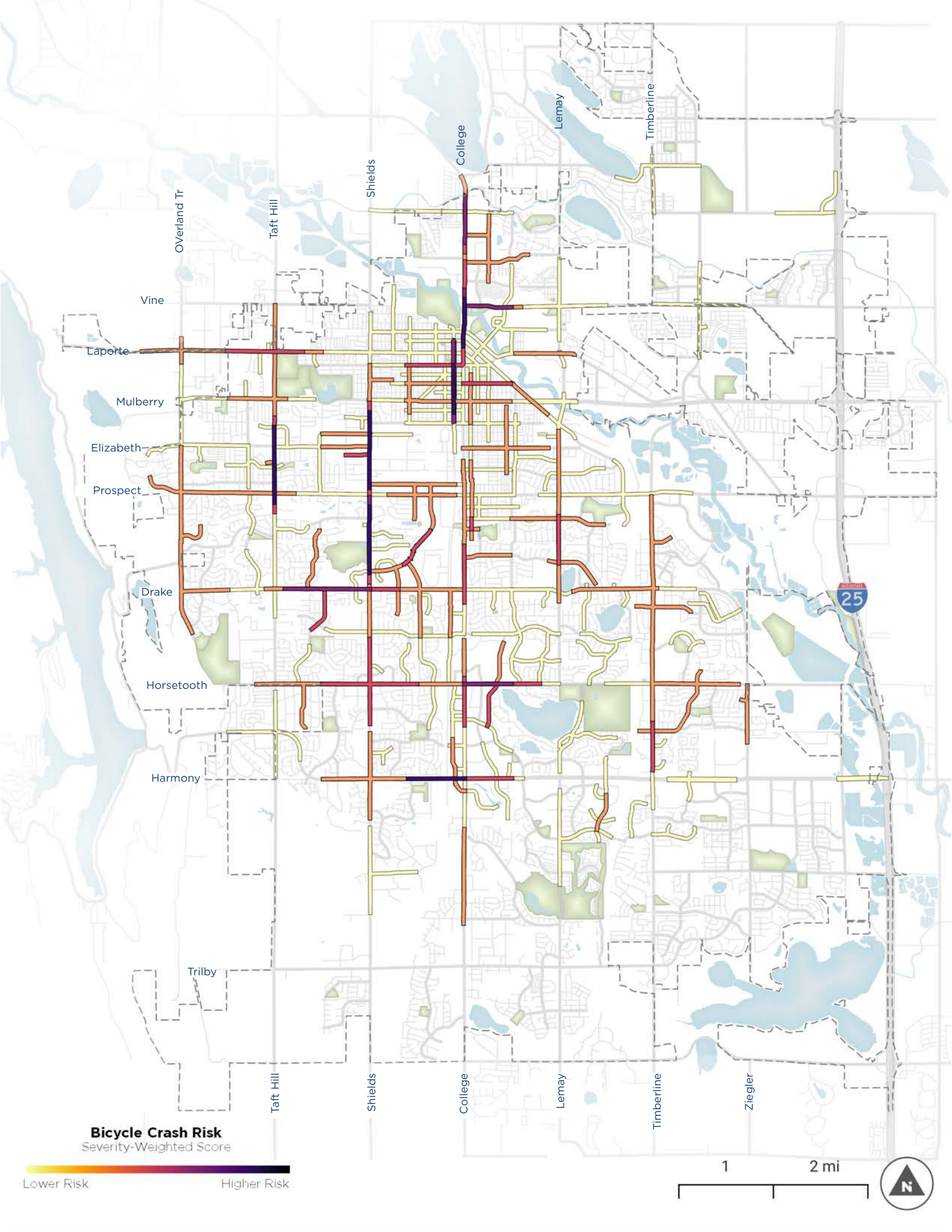
In July 2021, Fort Collins introduced Spin, an e-bike and e-scooter program that has been widely used and successful amongst residents and visitors. Working with Spin to set up policies early and clearly has been beneficial for micromobility operations in Fort Collins and has set the City up to establish a shared micromobility program.

What's Up Next for Shared Micromobility in Fort Collins?

Fort Collins is well situated to expand micromobility offerings and build on the success of what is already available. Next steps for shared micromobility in Fort Collins will include developing programming focused on increasing the availability of shared micromobility, studying how land use can be leveraged to implement Mobility Hubs that feature shared micromobility options, and creating guidelines aimed at managing usage and mitigating parking issues that impede accessibility and increase sidewalk clutter. As micromobility usage increases, the City may also explore how to mitigate conflicts with people walking and bicycling through infrastructure design, program operations, and user education.

Map 1: Pedestrian Crash Risk Weighted by Severity (Geospatial Crash Analysis, 2017-21)




OVerland Tr
Taft Hill
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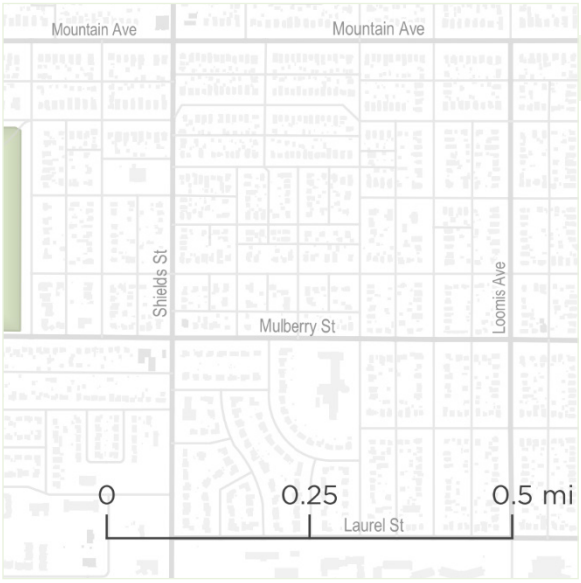
Fort Collins has Multiple Distinctive Planning Contexts

Downtown

At the center of Downtown Fort Collins is Old Town Square, characterized by a dense and walkable street grid, activated alleys and laneways, and vibrant commercial and social destinations. Sidewalk coverage is complete, though in some locations pedestrian paths are constrained by high demand and competing uses (including dining patios and street furniture).

People bicycling, skating, and scootering are required to dismount on sidewalks in the downtown area bounded by Mason Street to the west, Laporte Avenue and Jefferson Street to the north, Mathews Street to the east, and Olive Street to the south. Planning for walking, bicycling, and rolling in the Downtown context is focused on grid connections and the ability for people to easily move within the grid network, local access to destinations, and safe interactions between conflicting travel modes. Frequent pedestrians, bicyclists, scooters, transit vehicles, freight, and passenger vehicles often necessitate separation in space and time to maximize comfort and mobility.



Urban Core Neighborhood

Surrounding Downtown are Fort Collins' urban core neighborhoods, with tightly woven street grids, a mix of single-family and multi-unit housing, with some mixed uses interspersed.

Nearly all block faces have sidewalks, though some may be narrow or not fully accessible.

Suburban Commercial

Outside of the urban core on streets such as College Avenue and Shields Street, arterials are multilane with active commercial development. Block lengths become longer and pedestrian crossings less frequent, transitioning to Fort Collins' one-mile arterial street grid.

Key concerns for bicycling and walking include higher vehicle speed limits (generally between 30 and 40 mph), less comfortable crossings at major intersections, and decreased ability to comfortably move within the network to access destinations.

Suburban Residential

In areas of the city developed in the last five decades, the neighborhoods are almost exclusively residential and generally characterized by single-family houses and a curvilinear street network, requiring longer trips to reach schools, parks, and commercial destinations. However, non-arterial streets can be made low-volume and low-speed, allowing for comfortable bicycling and walking.

Rural Interface

Finally, at the outlying edges of the city, land use transitions from urban to rural interface, with less developed infrastructure (and generally little or no sidewalk coverage), and less dense activity. Many of these areas do have existing trails and paths that connect to the regional active transportation network.

As the city's population grows and diversifies, its land use and urban landscape is becoming denser and more diverse. City Plan (2019) identifies the following five priority place types for infill and redevelopment over the next 10-20 years:

- Mixed-Neighborhoods
- Neighborhood Mixed Use
- Suburban Mixed-Use
- Urban Mixed Use
- Mixed-Employment

City Plan provides mobility considerations for each of the place types, including traffic circulation, active transportation infrastructure and amenities, and transit access. These place types inform this Plan's project recommendations and priorities.

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CHAPTER 3: ACTIVE MODES VISION

Fort Collins has grown and changed rapidly in the past few decades, and the City's challenges and opportunities around active modes have evolved. The community engagement process included a collaborative visioning workshop that convened City staff, elected officials, members of the TAC and CAC, and the general public to create a vision for the Fort Collins AMP that reflects community needs, desires, and values.

The Fort Collins AMP includes an update to pedestrian and bicycle network, policy, and programming goals set in the 2011 Pedestrian Plan and 2014 Bicycle Plan and incorporates new goals for improving micromobility use. This Fort Collins AMP demonstrates a systematic approach to intensify community efforts to make Fort Collins a place where every person can get anywhere in the city using active transportation safely, efficiently, and comfortably.

From the Community: Your Vision

"Active modes should be major, preferred, and common modes of safe transportation. Routes should feel safe, peaceful, efficient, and convenient."

"Fort Collins must address problematic intersections, separate bike lanes from traffic, and reduce the supremacy of automobiles within the city."

"The City should provide users an extensive network of safe, well maintained, paths and lanes that enable access to all parts of town for recreation, commuting, and access to the city's infrastructure."

"Micromobility should be an integral part of the transportation landscape."

"I hope using active modes can become the easiest and safest way to travel around town."

Vision Statement

Active transportation is an integral part of daily life and the local cultural experience. Fort Collins is a place where walking, bicycling, and using other active modes are safe, accessible, convenient, joyful, and desired by people of all ages and abilities.

The Plan is oriented around the year 2032 and embraces a forward-thinking approach to active transportation infrastructure, policies, and programs, aiming to:

Achieve 20% active mode share by 2032

AND

Eliminate active mode fatalities and serious injuries by 2032

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SERVICE
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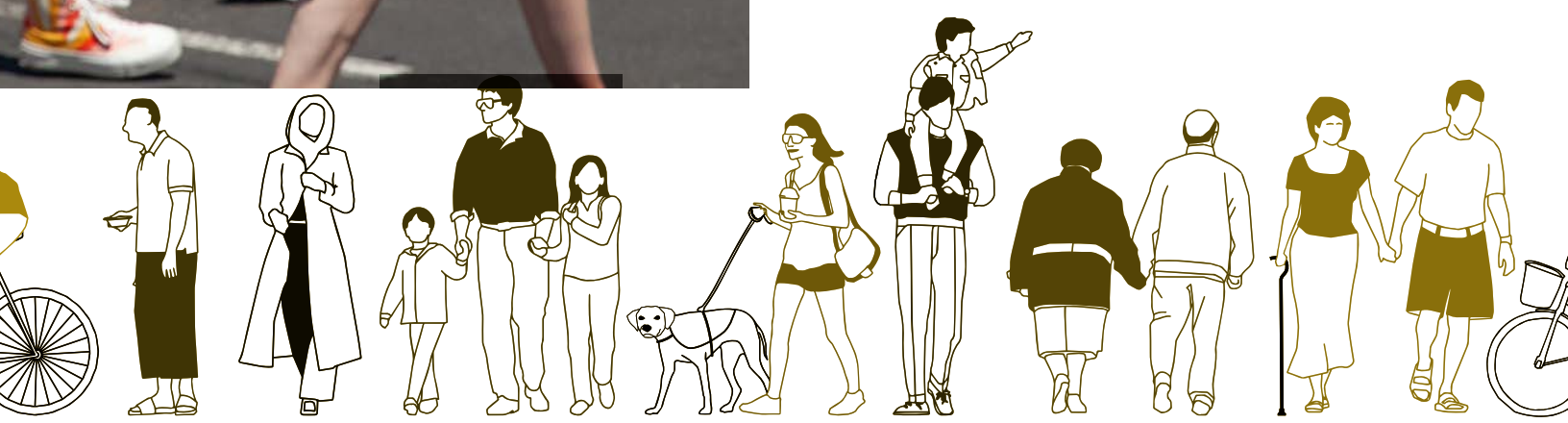
CHAPTER 4: BIG MOVES AND NEXT MOVES



The Fort Collins AMP is oriented around five **Big Moves** and related **Next Moves**, which reflect the character of Fort Collins and the desired outcomes of this Plan. So, what are Big Moves and Next Moves?

Big Moves describe the intended outcomes of this Plan- what Fort Collins will be like once Fort Collins AMP goals are achieved.

Next Moves are the tactics and methods for achieving the transformational outcomes that are the Big Moves. Each Big Move includes 3-5 related Next Moves.

Just like the AMP vision, the Big Moves were developed with community members and stakeholders during in-person workshops and through a survey and an online mapping exercise. The outcomes and strategies presented on the following pages were prominent themes during the engagement process as central to positively impacting active transportation in Fort Collins.

Together, Big and Next Moves set forth strategies that will guide the City of Fort Collins in reaching Fort Collins AMP and other City goals.

Recommendations, found in Chapters 5 and 6, were determined by considering what projects might influence the advancement of the Big Moves and Next Moves. Cost breakdowns for each recommendation, including construction and maintenance costs, can be found in **Appendix F**.

From the Community

"Ubiquitous and embraced as a beneficial alternative to driving through increased education, accessibility, and infrastructure."

"Easier and safer with more pedestrian crossings, filled in sidewalk gaps, and detached sidewalks."

"Available for all, including for those with limited mobility, and in all neighborhoods."

"Fort Collins should be a fully connected city where every citizens feels comfortable leaving their home via bicycle."

BIG MOVE
A Complete and Connected Network (CCN)

Create continuous, low-stress active transportation networks.

Next Move ID	Next Moves	Description	Connections to other Big Moves
CCN1	Provide direct connections	Provide direct and visible pedestrian and bicyclist connectivity between neighborhoods and key destinations to shorten travel time, minimize out of direction travel, and eliminate user confusion.	CAD, SCT
CCN2	Locate and fill network gaps	Fill in missing links where sidewalks are non-existent or feel unsafe, bicycle facilities end, and crossings on major roads are missing or feel unsafe. Eliminate gaps by building and maintaining on- and off-street bicycle and pedestrian facilities that better connect users to the existing low-stress network from residential neighborhoods and high classification streets.	CAD, SCT, HEC
CCN3	Connect to the trail system	Expand the availability of connections to multi-use trails that link to each other and provide access to natural spaces and adjacent communities. While this Plan does not focus on building out trails, it does offer recommendations for connecting to local and regional trails that the City should continue to expand.	CAD
CCN4	Expand the wayfinding system	Continue expanding and implementing clear and cohesive wayfinding, through markings and signage, to direct people to connections and destinations across Fort Collins.	SCT

PROGRESS TRACKERS

Progress on this Big Move can be tracked in the following ways:

- Land Use Code changes that implement connectivity alongside development and redevelopment projects
- Average active mode user delay and travel time across Fort Collins
- Distance between marked crossings
- Number of near-term infrastructure projects in progress or completed
- Number of trail connections implemented
- Built out multi-use trails from the 2021 Parks and Recreation Master Plan
- Wayfinding routes implemented from the 2015 Bicycle Wayfinding Network Master Plan
- Ability of residents to reach community destinations from their homes by walking, biking, rolling, and using other forms of micromobility using continuous facilities without gaps in available infrastructure (Community Survey)

While the Fort Collins AMP does not address the open space trail network in Fort Collins (identified as part of the Nort Front Range Metropolitan Planning Organizations's Regional Active Transportation Corridors), it does address and provide recommendations for improving connections to the trail network, including the regional trail network that Fort Collins is continuing to build out.

BIG MOVE

Comprehensive Access to Destinations (CAD)

Foster a transportation network for all people regardless of skill level, age, economic status, background, or ability.

Next Move ID	Next Move	Description	Connections to other Big Moves
CAD1	Upgrade facilities to meet ADA standards	Update facilities, especially signals and curb ramps, to meet or exceed Americans with Disabilities Act (ADA) standards to accommodate the needs of people with mobility challenges, visual impairments, and auditory impairments.	CCN, HEC, SCT
CAD2	Connect to mobility hubs	Mobility hubs are community locations where people can find available transit services, bikeshare, carshare, and more all in one place, which can be used to reach destinations, replacing the need for a private vehicle. The City can remove the need to drive to and from transit options, also referred to as eliminating the first and last mile, by expanding pedestrian and bicycle connections to public transit and providing ample bicycle parking and micromobility at transit stops. Strategies for improving these connections should be included in a citywide Mobility Hubs Plan.	CCN, HEC, SIC
CAD3	Repair sidewalks and bikeways	Protect active mode users by continuing to repair cracked and uneven pavement surfaces through the Street Maintenance Program and develop best practice policies for regular maintenance of infrastructure recommended in Chapter 6.	CCN, HEC, SCT
CAD4	Manage parking and placement of micromobility, bikeshare, and carshare	Implement a citywide Mobility Hub Plan to manage the parking and placement of scooters, bikeshare, and carshare to help eliminate conflicts between modes and barriers along sidewalks, and sustainably connect users to key destinations.	HEC, SCT
CAD5	Reevaluate snow removal procedures	Revisit the Fort Collins street snow clearing priorities and review designated emergency routes. Revise snow clearing prioritization considering pedestrian and bicycle facilities along key connecting corridors that are addressed in this Plan.	SCT

PROGRESS TRACKERS

Progress on this Big Move can be tracked in the following ways:

- Residential proximity to mobility hubs
- Number of first-mile/last-mile connections
- Pavement Quality Index
- Miles of active modes facilities that meet or exceed ADA standards
- Active mode share during winter months
- Availability and quality of supportive bicycle parking, bikeshare, and rentable micromobility

BIG MOVE

Safe and Comfortable Travel (SCT)

Develop and maintain a safe transportation network that prioritizes active transportation users.

Next Move ID	Next Move	Description	Connections to other Big Moves
SCT1	Support the implementation of Vision Zero goals	Prioritize active transportation projects and programs that will help reduce and eliminate traffic fatalities and serious injuries amongst all road users, including motorists. The City of Fort Collins is developing a Vision Zero Action Plan that will address additional safety measures such as speed limit reductions.	CCN, CAD, HEC, SIC
SCT2	Install traffic calming improvements	Encourage lower vehicle speeds and eliminate mode conflicts along high-stress priority corridors by implementing traffic calming measures and bicycle and pedestrian safety improvements.	CCN, CAD
SCT3	Provide increased street lighting	Increase lighting that complies with the City's Night Sky Initiative, for security, visual safety, and user comfort in pedestrian and bicyclist areas and corridors where the City of Fort Collins has the ability and authority to install such features.	CCN, CAD
SCT4	Frequently evaluate safety	Perform regular evaluations of safety improvements by monitoring progress toward improvement goals before and after a project is implemented.	CCN, CAD

PROGRESS TRACKERS

Progress on this Big Move can be tracked in the following ways:

- Number of serious injuries and fatalities amongst active modes users caused by traffic collisions
- Pedestrian Level of Stress (LOS)
- Percent of bicycle network that is considered low-stress
- 85th percentile speeds on active transportation corridors
- Network of protected bicycle facilities, detached sidewalks, and off-road multiuse trails

The City of Fort Collins is developing a Vision Zero Action Plan that will address additional safety measures such as speed limit reductions to eliminate traffic deaths amongst all road users, including motorists.

BIG MOVE

A Healthy and Equitable Community (HEC)

Provide equitable programs and opportunities for walking, bicycling, and rolling that help increase activity and improve environmental health throughout the community.

Next Move ID	Next Move	Description	Connections to other Big Moves
HEC1	Create appropriate programming	Seek input from diverse community members on how active modes programming can best work for them and tailor programs as needed in response.	CAD, SIC
HEC2	Increase diverse community involvement	Recruit community members who are diverse in race, ethnicity, age, ability, and socioeconomic status and partner with community nonprofits to deliver active transportation programming.	SIC
HEC3	Improve network equity by using the HEI	Use the Health Equity Index (HEI) to prioritize access to pedestrian and bicycling facilities for historically overlooked populations to advance health equity.	CCN, CAD, SCT
HEC4	Expand multi-modal options	Prioritize expanding access to bikes, low-cost bikeshare, and other micromobility options.	CAD

PROGRESS TRACKERS

Progress on this Big Move can be tracked in the following ways:

- Number of people in target populations engaged during programming efforts
- Number of active modes infratructure projects implemented in high -priority areas identified by the Health Equity Index
- Demographic breakdown of participants of engagement activities, community surveys, and programming events related to active transportation

This Big Move and Big Move: Comprehensive Access to Destinations (CAD), while closely related, are fundamentally different strategies for propelling transformational change in Fort Collins. Big Move CAD focuses on applying infrastructure improvements to enhance people's ability to reach destinations, while Big Move HEC speaks to strategies for implementing programs that aim to intentionally engage and provide mobility options for diverse groups in Fort Collins.

BIG MOVE

A Supportive and Inclusive Culture (SIC)

Expand upon programs and education to raise awareness of transportation safety and strengthen the culture of respect and responsibility for all transportation system users.

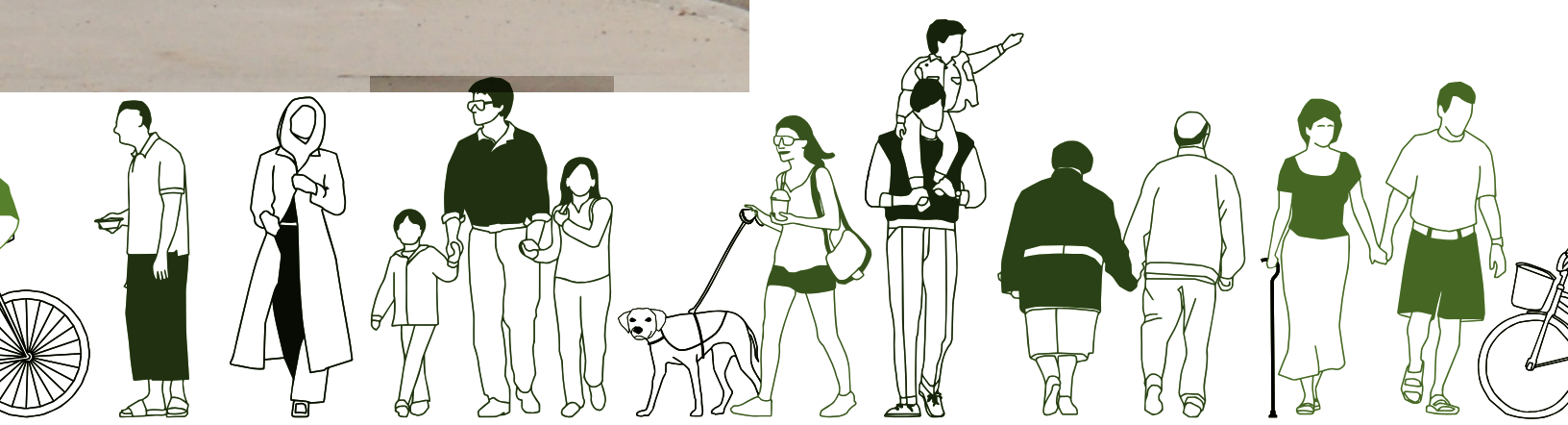
Next Move ID	Next Move	Description	Connections to other Big Moves
SIC1	Advance active transportation culture and coordinate with the TDM program	Implement pedestrian- and bicycle-related programs and initiatives by leveraging the City's Transportation Demand Management (TDM) program and strengthening relationships with internal and external partners including community organizations and advocates that promote understanding and empathy among transportation users and can collaborate on developing innovative and inclusive road safety solutions.	HEC, SCT
SIC2	Build active modes awareness	Continue developing educational opportunities for all mode users to improve community understanding of how to share the road successfully and safely.	HEC, SCT
SIC3	Increase active school trips	Increase bicycle and pedestrian commute trips by advancing Safe Routes to School across Fort Collins and designing inclusive programs that support, educate, and encourage both new and long-time active transportation users.	CAD, HEC, SCT

PROGRESS TRACKERS

Progress on this Big Move can be tracked in the following ways:

- Number of people engaged through education campaigns
- Number of active modes friendly and supportive businesses and employers who offer rewards and programs to facilitate active modes commuting
- Percent of Fort Collins students (K-12) using active modes to travel to and from school
- Mode share across all trips
- Completed active modes improvements and adopted programs that align with guidelines from the League of American Bicyclists
- Active modes improvements and adopted programs that align with the Walk Friendly Community Report Card

CHAPTER 5: POLICY AND PROGRAM RECOMMENDATIONS



Policies and programs, when combined with on-the-ground infrastructure, are key ingredients in creating a community where active transportation is safe, comfortable, convenient, encouraged, and celebrated. Policies are exclusively set by local government and help to shape investment strategies and direct work. Programs, on the other hand, may be led by external organizations such as advocacy organizations and/or managed by the City of Fort Collins.

The following policy and program recommendations were created by translating the Fort Collins AMP's vision and goals (Chapter 1) into policies and programs that can be integrated into the City's existing roles, programs, and overall functions. The recommendations are organized into five categories:

1. Prioritizing active modes
2. Updating land use policies to support active modes
3. Aligning standards with active mode goals
4. Expanding and creating programs that support active modes
5. Engaging communities around active modes in thoughtful and intentional ways

Each policy and programmatic category has specific policy and/or programmatic recommendations, background on the policy or programmatic recommendation, and then an associated action essential to implementing the program or policy recommendation.

The policy and program recommendations presented on the following pages consist of action steps designed to directly advance the Big Moves and Next Moves outlined in Chapter 4.

1. Prioritizing Active Modes

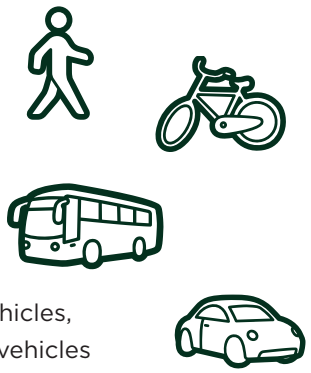
Overarching Policy: Fort Collins prioritizes projects, programs, and funding that support the use, sustainability, and growth of active modes.

1a. Adopt the Transportation Hierarchy as the overarching framework for Fort Collins' transportation system.

Background

The transportation hierarchy prioritizes transportation modes according to the following ordered list:

- Walking
- Bicycling and micromobility devices
- Transit
- Fleets of electric, fully automated, multiple passenger vehicles
- Other shared vehicles
- Low or no occupancy vehicles, fossil-fueled non-transit vehicles



The Transportation Hierarchy is a functional prioritization model that helps planners, engineers, and designers create spaces that serve active modes first. People walking, bicycling, and rolling are given the highest priority because both these modes encourage healthy, lively, and environmentally sound ways of moving. In addition, people walking, bicycling, and rolling are most vulnerable because they will sustain a greater risk of injury crashes with vehicles and are therefore highly in need of protection against such crashes. Transit is next in the hierarchy because of its efficiency, both per space and environmental impacts, as well as its function of increasing mobility for vulnerable residents. Commercial vehicles and trucks, including emergency vehicles, are a higher priority than personal vehicles because of services they provide to the economy and safety of the community as a whole. Single occupant vehicles are at the bottom of the pyramid because of their significant environmental impact, resource intensiveness, and high space needs per person served.

The Transportation Master Plan was developed using a layered network framework, which focuses on how the City's transportation network can function, as a system, to meet the needs of all users. The layered network concept envisions streets as systems; each street type is

designed to create a high-quality experience for intended users. A layered network approach allows for certain streets to emphasize specific modes or user types, while discouraging incompatible uses. The transportation hierarchy should inform decision making in locations where these networks overlap and tradeoffs must be made between various modes of transportation.

In Action

The transportation hierarchy should be considered when reviewing or developing new plans, policies, and strategies and when designing the public realm, including streets, sidewalks, and open spaces, especially in areas where right-of-way trade-offs need to be made between modes.

When implementing this hierarchy, ensure that:

- The needs and safety of each group of users are considered
- Improvements of any kind do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- Policy-based rationale is provided if modes lower in the transportation hierarchy are prioritized.
- Update and adopt Complete Street Standards that codifies this hierarchy
- Hierarchy information is added to the City's Structure Plan Map and City Plan Place Type descriptions.

From the Community

"Updating existing connections is great. But I hope that long-term, there is emphasis on a complete, layered network and investing in active mode corridors that prioritize those modes."

1b. Ensure that the percent of transportation funding allocated to active modes aligns with the City's strategic outcomes related to mode shift, safety, climate action, and equity.

Background

When left unchanged, prioritization and allocation methods can continue to result in decreased investments in active modes. These methods may be fully internal – such as putting together the city's Capital Improvement Plan – or may have an external component, such as deciding on the project that the City will write a grant for.

In order to meet the goals of the Fort Collins AMP, it is essential that there are clear and transparent criteria in project and funding prioritization methods that include accessibility, multimodal connectivity, reduction of health inequities, environmental impact, and economic return on investment – to accurately represent the value that the City places on active modes.

In Action

Fort Collins has the following major transportation project prioritization functions under its purview:

- Capital Improvement Plan
- Maintenance Schedule
- Paving Schedule[1]
- Regional grant applications
- State/federal grant programs
- Transit Master Plan
- Budgeting for Outcomes process
- Paved Recreational Trails Master Plan

The current criteria for these processes should be reviewed for the presence of and the weights given to the following criteria: active transportation infrastructure incorporated into the project or program; addressing of active modes safety issue, benefit to underserved communities; improvement in multimodal access to destinations; potential to result in increase of active modes/transit mode share; and filling gaps in the City's active modes network.

1. The City has implemented miles of the bike network at relatively low cost through the street maintenance program. While the Pavement Condition Index (PCI) and the International Roughness Index (IRI) ratings are the primary factors used to establish the repaving schedule, coordination with priority active modes improvements should be a secondary factor used to set the repaving schedule.

1c. Prioritize the safety and efficiency of Active Modes users by expanding the Neighborhood Traffic Mitigation Program (NTMP).

Background

Vehicle speeds play a significant role in the safety and comfortability of active modes users and largely contribute to the severity and frequency of crashes. Speed reduction programs can spur roadway design improvements and marketing, communication, and education efforts that focus on providing information on the relationship between safety and speed and focus on protecting active modes users. Similarly, improving traffic flow and efficiency for active modes users can have a positive effect on safety and in decreasing user delays. Fort Collins Neighborhood Traffic Mitigation Program uses education, engineering, and enforcement to achieve safer movement of traffic on two-lane, local, or collector streets, and aims to reduce speeds to enhance active modes travel.

In Action

Fort Collins should continue the NTMP and consider expansion of the program to not only enhance the safety of active modes users, but also prioritize the safety of active modes users. While the NTMP focuses on reducing traffic speeds, there is an opportunity to supplement the existing program by incorporating offerings to also improve active modes flow across active transportation corridors. The City can strengthen the NTMP by:

- Expanding the NTMP to include arterial roads that also serve as vital active modes corridors and connectors.
- Incorporating NTMP education into all future outreach activities for transportation-related infrastructure projects
- Prioritizing active modes corridors for physical mitigation improvements submitted through the NTMP
- Speed limit reductions where appropriate and where engineering improvements are also planned
- Incorporating dedication to improving the efficiency of active modes, particularly bicyclists, into NTMP goals and guidelines and offering the reconfiguration or removal of stop signs as an engineering tool under the “Signs and Pavement Markings Category” and upon completion of a traffic study, also completed through the NTMP.

2. Updating Land Use Policies to Support Active Modes

Overarching policy: Fort Collins’ City Plan and land use policies support the use and growth of the active modes network.

2a. Evaluate how the active modes network can increase 15-minute communities.

Background

A 15-minute community is an area in which residents can access most of their day-to-day needs within a 15-minute walk, bike, or roll of their home. This method of community building leans towards creating destinations where people already are instead of expanding to the outer edges of the City.

In Action

Fort Collins is aiming for residents to be within a 15-minute walk, bike, or roll of most of their daily needs.

The City will map the availability of services such as schools, transit stops or stations, parks or greenspaces, and grocery stores in Fort Collins to better understand which areas of the City are lacking and if any improvements in active modes infrastructure would improve the prevalence of 15-minute communities. Zoning will be reviewed after this analysis to identify if there are any areas where zoning changes could allow additional uses that would support 15-minute communities where they currently do not exist.

2b. Adopt development practices that support active modes.

Background

City code and development review practices shape the City’s active transportation network based on what transportation infrastructure is required to be built with development. Designing, implementing, and enforcing citywide practices and code that support active mode use and networks can assist in incrementally improving active modes as the City continues to develop.

In Action

Zoning laws should be reviewed to require or favor mixed-use developments that place destinations within walking, bicycling, and rolling distance of homes. Additionally, when reviewing design applications, staff should evaluate development to ensure that its design creates walkable frontages and amenities for people of all ages and abilities walking, bicycling, and rolling. Developers proposing plans that exceed Fort Collins standards for integrating and supporting active modes in new development could receive incentives such as reduced parking requirements, density bonuses, or changes to the level of review required.

Identify opportunities within the development code where active modes infrastructure (such as trails or bike racks) can co-exist with other right-of-way uses (e.g., detention basin or swales, or furnishing zone requirements) to grow the active modes network.

These actions should be further codified with updates to the following sections of Fort Collins Land Use Code:

- Division 3.2 Site Planning and Design Standards. Should offer additional details about active modes circulation standards within developments.
- Division 3.6 Transportation and Circulation. Should address connectivity standards for active modes infrastructure

2c. Establish motor vehicle parking policies that encourage and support active modes.

Background

Free and widely available parking has been shown to discourage the use of active modes and subsidize the use and storage of private vehicles. Updates to parking policies allow developers to create places where active modes are highly valued as well as encourage the use of active modes over single-occupancy vehicles.

In Action

Fort Collins should consider updating parking requirements to include, potentially, the following components:

- Create a demand mitigation strategy for residential developments outside of Transit Oriented Development (TOD) Overlay Zones
- Change from parking minimums to parking maximums (at least in TOD and bicycle/pedestrian level of service A areas).
- Require developments with decreased parking to incentivize more sustainable transportation options through strategies such as unbundled parking passes, free bus fare, mobility hubs, and electric vehicle (EV) car share.
- Continue to evaluate how downtown parking policies encourage or discourage the use of active modes.
- Consider increasing fines for parking infractions that impair mobility such as parking that blocks sidewalks, crosswalks, or bicycle lanes.
- Establish thresholds for reallocating on-street parking space to bike facilities

From the Community

"I hope we see Fort Collins build more raised and painted bicycle paths along roads, with no parking next to bicycle paths. A change in focus in Fort Collins from being car-focused to bicycle, public transportation, and walking focused"

3. Aligning Standards with Active Mode Goals

Overarching policy: Fort Collins uses standards that support, encourage, and prioritize active modes when making infrastructure improvements.

3a. Larimer County Urban Area Street Standards (LCUASS)

Background

The Larimer County Urban Area Street Standards (LCUASS) were adopted by Larimer County, City of Loveland, and City of Fort Collins on August 1, 2021. These Standards set the acceptable design and construction guidance for the design and construction of new and reconstructed streets in Fort Collins.

These standards have specific Chapters related to people walking, bicycling, and rolling (Chapter 16 and 17, respectively), which have information and guidance beneficial to promoting and growing the active modes network in Fort Collins. However, there are some sections and associated metrics within the standards that are only vehicle focused that could be updated to be more supportive of active mode use.

In Action

Review and offer recommendations to the LCUASS standards, specifically around strengthening active modes criteria and Complete Streets language, in the following chapters and sections:

- Chapter 4 – Transportation Impact Study
  - Types of Study
  - Project Impacts (LOS and delay standards))
- Chapter 8 – Intersections
  - Exclusive right turn lanes
  - Design Vehicles
  - Roundabouts
  - Bicycle Lanes at Intersections
  - Pedestrian Requirements
- Chapter 15 – Street Lighting

3b. Update Multimodal Levels of Service framework.

Background

Historically, transportation engineers and planners have designed roadways using the traditional Level of Service model to maximize vehicular volume throughput and capacity, which has often come at the expense of safety and comfort for people walking, bicycling, and rolling.

Fort Collins currently uses a Multimodal Transportation Level of Service model to integrate people walking, biking, and using transit when determining whether a roadway design will retain the desired function. This model integrates access, connectivity, and continuity functions into the LOS, as well as differentiates needs based on land use and roadway functional classification. This model, while an improvement from the original LOS model, can continue to be improved to better account for the needs of and increase the safety and comfort of those using active modes.

In Action

Update the City's Multimodal Transportation Level of Service Manual to account for the growth of active mode use and encourage continued growth.

3c. Evaluate opportunities to improve the City's sidewalk maintenance program and asset management plan.

Background

Currently the City maintains streets on a 20-year cycle. The City maintains sidewalks in conjunction with the annual street maintenance program (SMP) including curb, gutter, and sidewalk repair and correction of pedestrian curb ramps that do not meet the American with Disabilities Act (ADA) requirements. Typically, the SMP only addresses sidewalk issues that are considered safety hazards and curb and gutter issues that might undermine the structural integrity of the roadway. The City should explore opportunities to make other ADA improvements such as addressing driveway slopes as part of the SMP.

The City also upgrades and constructs new sidewalks through the Street Maintenance Program. The program utilizes a documented prioritization model based on health and equity, safety, and location.

In Action

Update the sidewalk components of the asset management plan to include at minimum, the following parts:2

- Quick response procedures to address hazards
- Planned sidewalk replacement program
- Funding
- Coordination
- Documentation
- Inventory and inspection procedures and schedule
- ADA accessibility
- Levels of service
- Key performance indicators

In addition, this evaluation should review the current prioritization model to assess whether the weight for the various criteria align with AMP goals.

3d. Revise signal timing and intersection design standards along integral pieces of the active modes network.

Background

Signal timing is a combination of standards and calculations that are used to allow users right-of-way at a signalized intersection for defined time intervals. The time intervals are often tied to an individual mode – a pedestrian would need a longer interval to cross a street than a vehicle.

Signal timing is also an important part of creating a consistent flow along a street, discouraging high speeds, and encouraging active modes by creating routes that allow continuous movement on foot, bike, or transit.

In Action

Evaluate and, if necessary, update signal timing and intersection design standards to allow more consistent and convenient flow for active mode users. Continue to explore opportunities to implement the following improvements:

- Install accessible and audible pedestrian push buttons, including in pedestrian refuge islands on streets with long crossing distances so that slower pedestrians don't get trapped in the median.
- Increase pedestrian intervals and/or incorporate pedestrian leading intervals along pedestrian priority routes, near schools or other destinations with high percentages of students and/or older adults
- Evaluate and strategically consider integrating "all walk" and "all bike" phases in areas with high amounts of pedestrian and bicycle traffic, acknowledging that this strategy has the potential to increase delays for all users.
- Identify corridors to implement "green wave" signal timing for bicyclists, to allow a cyclist travelling at 10-12 mph to move continually along the route
- Evaluate current transit priority signal routes and, if necessary, identify others for future implementation
- Identify where various types of signal timing and active modes signals should be used
- Identify tools to minimize delay along key bikeways, working with traffic to remove stop control where appropriate
- Prioritize where signals and intersection design standards are appropriate based on nearby destinations (e.g., schools, parks, transit stops, etc.)

From the Community

"We need bicycle friendly driver classes and the programs in schools to teach kids that bicycle handling and safety are important"

2. More guidance on updating the sidewalk maintenance program can be found in FHWA's Guide for Maintaining Pedestrian Facilities for Enhanced Safety (2013). https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/

4. Expanding and Creating Programs that Support Active Modes

Overarching policy: Fort Collins manages and supports community programming that educate and encourage residents to use active modes.

4a. Build and expand the Safe Routes to School program for high school students.

Background

The City's Safe Routes to School program works with strategic partners such as Poudre School District and Bike Fort Collins to increase the number of students safely walking, bicycling and taking the bus to school. The program holds bicycle and pedestrian safety classes, strategically implements improved sidewalks, crossings, and bicycle lanes for student use, and enforces school-zone speed limits and other traffic calming in school areas.

Historically, much of the City's efforts have focused on elementary schools. The high school program includes traditional "Bike PE" curriculum as well as "Bicycle Friendly Driver" certification but can do more to encourage active mode use amongst high school students. Safe Routes to School programming focused on safe use of the roadway is especially important for high schoolers as they are beginning to use the roadway independently using multiple modes.

In Action

Create a high school program that includes the following components:

- High school curriculum that integrates Safe Route to School themes, lessons, and skills into classroom subjects
- A student-led high school task force to guide the high school program, as well as encourage leadership skills amongst students
- "Big Events" as one-time encouragement events to get the word out about Safe Routes to School and promote active modes
- Leverage curriculum created by CSU and the City of Fort Collins under Sustainability grant to support Safe Routes programming.
- Implement innovative strategies such as a requirement to take Bicycle Friendly Driver before receiving a parking pass for high-school parking lots
- Create new campaigns to reduce car driving by high-schoolers, such as an e-bike promotion that would get students to use e-bikes instead of cars.
- Work with PSD to change policies such as allowing students to leave campus for lunch. Such policies create a massive amount of unnecessary car trips near high schools. Such policies may actually be the main reason students drive to school. If they had to stay on campus for lunch, they might bike, walk or take the bus instead. Perhaps create an innovative program of having food trucks on high-school campus at lunchtime.
- Continuation of existing SRTS programs

4b. Create a Transportation Demand Management program that provides resources and strategies for employers and residents in Fort Collins.

Background

Transportation Demand Management (TDM) is a set of strategies aimed at maximizing traveler choices and, often, lowering barriers for commuters and residents who want to use active modes through encouragement, incentives, or education.

In Action

Currently the City has initiated the "Shift Your Ride Travel Options Program" TDM program that provides residents with resources about active modes. This program should be expanded to include trainings, resources, and encouragement strategies that employers can use to promote active modes amongst their employees.

In addition, this program should document program goals, objectives, desired outcomes, potential partners, and prospective users of the program to ensure consistency and sustainability of the program. This framework should be accompanied by a workplan that includes a proposed timeline, funding strategy, and staff needs.

5. Engaging Communities Meaningfully Around Active Modes

Overarching policy: Active modes in Fort Collins should be designed for, used by, and supported by historically underserved groups

5a. Conduct equitable engagement that meaningfully involves and values participation by historically underserved groups.

Background

Equitable engagement in Fort Collins is a combination of efforts that support involving historically underserved residents of the city, specifically youth, low English proficiency speakers, low-income residents, people of color, people with disabilities, and the elderly. Equitable engagement goes beyond the action "acts" of engagement – meetings, newsletter, etc. – and instead focuses on building strong, trusting, and sustainable relationships and partnerships.

The first step in making engagement more equitable is building the capacity and knowledge of Fort Collins staff to understand the implications of race, culture, and socio-economic status in decision-making. Once the staff are trained and willing to update their historic practices, they can start improving their traditional outreach practices.

Additionally, historically underserved communities should be genuinely valued -- and should feel valued -- in their roles providing insight, feedback, and recommendations to active modes processes and projects. As such, the City should strive to create a system where community members can be compensated for the knowledge and contributions to projects, to encourage sustainable relationship building.

In Action

The following should be completed to further Fort Collins' efforts on more equitable engagement:

- City staff that work on active modes projects should all receive cultural competency training and education. This training should focus on groups that FC Moves staff currently interact with regularly, including K-12 youth, the LGBTQIA + community, adults with limited English, people with disabilities, people from low-income households, seniors, and culturally, racially, and ethnically diverse people and groups.
- Utilize the Health Equity Index to evaluate the effectiveness of our active modes public engagement efforts.
- When working on transportation projects and active modes, staff should put extra emphasis on how a project may impact people walking or taking transit, along with people biking.
- The City should create procedures, which include incentivization, to encourage residents and community-based organizations from historically underserved groups, to participate in active modes planning and project processes.
- Create new ways to involve youth in City planning efforts, guided by University of Colorado Community Engagement, Design and Research Center, https://www.colorado.edu/cedar/.
- Create youth-friendly maps of the City, similar to what Growing Up Boulder has done: https://www.growingupboulder.org/child-and-teen--friendly-city-maps.html
- Seek input from diverse community members on how active modes programming can best work for them and tailor programs, as needed, in response. Focus on the development of programming related to walking, jogging, and running.
- Transparently prioritize active modes improvements based on feedback from historically underrepresented groups.

5b. Continue to promote and grow Fort Collins' Open Streets and Asphalt Art programs.

Background

Open Streets events are 1-2 miles of car-free, family-friendly streets where participants are encouraged to use active modes and enjoy "Activity Hubs"- temporary clusters of activity provided by local businesses and organizations. Open Streets routes are generally considered walkable and bikeable and rollable, and they include attractive neighborhood elements such as parks and other key destinations like churches, schools, and commercial centers.

The Asphalt Art program is a collaborative program between the City and Bike Fort Collins that selects

locations and artists to paint sections of the City's bicycle and pedestrian networks to improve the users' experience. Consider coordinating asphalt art installations with Open Streets celebrations. Both the Open Streets and Asphalt Art programs are opportunities for the City to engage historically underserved groups throughout the City and engage them in active modes in their neighborhoods.

In Action

Create a 10-year plan for both the Open Streets and Asphalt Art program that focuses on the programs' abilities to integrate both placemaking and transportation functions when designing and managing streets, along with identifying opportunities to engage historically underserved groups. This plan should include, at minimum, the following:

- Program goals
- Metrics of success
- Engagement strategies to encourage participation from historically underrepresented groups
- Implementation strategies
- Funding strategies
- Staffing implications
- Partnership strategies with community-based organizations
- Seek MUTCD pilot projects for artistic and innovative sidewalk treatments and crosswalk treatments

5c. Increase the visibility and importance of the role of walking and rolling and access for people with disabilities in Fort Collins.

Background

Everybody is a pedestrian at some point of their trip, whether they make the trip by foot, bike, scooter, transit, or vehicle. Because of that, often walking isn't seen as an individual mode and given its fair share of advocacy or importance. In the world of active modes, walking often is overshadowed by advocacy around bicycling, which has historically had more vocal and organized advocates. Micromobility users face conflicting and poorly communicated rules and the hostility of all the other users of the spaces. People with disabilities – mobility, vision, hearing, speech, cognitive, etc. – face barriers to mobility and extra hurdles to advocating for their own access. Active modes can allow people to retain independence in spite of disabilities that prevent them from driving.

Fort Collins understands the value of walking and rolling to the city's future and realizes that able bodied people and people with disabilities being able to safely and comfortably navigate the city by foot or micromobility is an essential piece of the city's future growth and success, especially for historically underserved groups. As such, the city should take the initiative to foster the growth of advocacy and engagement opportunities for pedestrians, micromobility users, people with disabilities, and their advocates to build a strong foundation in the City.

In Action

Create and identify opportunities to address pedestrian issues and bring pedestrian-focused stakeholders into decision making processes through the following efforts:

- Transition the City's existing Bike Advisory Committee to a "Active Modes Advisory Committee" and make sure membership is reflective of mode use, people with disabilities, and historically underrepresented groups.
- Work with Chamber of Commerce and visitor's bureau to create a walking and micromobility map for the City. These maps should highlight popular tourist destinations along with routes for everyday residents to get to desirable destinations.
- Institutionalize documentation of identified and needed ADA improvements, and proactively continue to address ADA needs and compliance.
- Review feedback from the City's prior Walk Friendly Community application and use the application feedback to work towards achieving a "Gold" status.
- Continue to conduct PSD and City traffic-safety studies around schools, and act on implementing identified recommendations.
- Create and launch a pedestrian safety campaign unique to Fort Collins (media announcements, crosswalk zebras, etc.)
- Implement district-based pedestrian wayfinding
- Create walking and micromobility education and encouragement programs for adults

5d. Take action to move Fort Collins towards being a Vision Zero city.

Background

In 2016, Fort Collins was the first public local entity to join the Colorado Department of Transportation (CDOT) Moving Towards Zero Deaths initiative. The proclamation reflects the City's commitment to the vision of zero traffic-related deaths. This CDOT initiative is related to the national and international Vision Zero safety project.

To become a Vision Zero community, a city must meet specific criteria:

- A clear goal to eliminate traffic fatalities and severe injuries is set
- The community has adopted a Vision Zero plan or strategy
- Key city departments are involved with leading the effort
- The Mayor has publicly, officially committed to Vision Zero

While Fort Collins is continually working towards their Vision Zero goals internally, it is also important to work with the community to educate them on what Vision Zero is, why it's important, and how they can make their community's roadways safer for all users, especially for those using active modes.

From the Community

"Besides encouragement I'm thinking about more safety education for bicyclists, pedestrians, and motor vehicle drivers. Great infrastructure still won't help people who don't understand safe cycling or just choose to ride unsafely."

In Action

- Create a Vision Zero Action plan that includes steps that Fort Collins will take to reach zero deaths and severe injuries on its roadways, as well as strategies to educate, involve, and empower the community in meeting the City's goals.
- Adopt Complete Street Standards that uphold Transportation Hierarchy and principles of Vision Zero.
- Develop steps for following national best practices, such as new techniques for motor-vehicle speed reduction. Consider a blanket lower speed limit for all or part of the city, as has been done in other cities.
- Leverage the regional Toward Zero Death policy adopted by the North Front Range Transportation & Air Quality Planning Council to include Vision Zero policies, strategies, and goals into future projects and plans.

CHAPTER 6: INFRASTRUCTURE RECOMMENDATIONS

An essential purpose of the Fort Collins AMP is to identify opportunities for expanding and improving the existing pedestrian and bicycle networks to offer safe, connected, and viable active transportation options for all members of the community. The Fort Collins AMP's infrastructure recommendations reflect input received from diverse engagement activities and are supported by City staff expertise and data analysis, which identified gaps and barriers that affect walking and bicycling in Fort Collins. Analysis of the active transportation networks in Fort Collins considered the locations of low-stress crossing opportunities, high-comfort bicycle corridors, and high-priority sidewalk segments identified by the Fort Collins Sidewalk Prioritization Model. Additionally, recommendations were largely informed by engagement efforts in which stakeholders and the public identified specific locations in need of improvements.

The following pages illustrate proposed network improvements and locations for spot treatments, defined as improvements, such as building medians, upgrading crossings, and adding signage at specific locations within a larger segment of the network. Pedestrian infrastructure and bicycle infrastructure, which include other forms of rolling, were analyzed independently and therefore resulted in separate sets of recommendations. Recommendations are organized as follows:

1. Pedestrian Infrastructure Locations: Recommendations for spot treatments at high-priority intersections.
2. Bicycle Infrastructure Projects: Recommendations for bicycle facility improvements (linear projects) and recommendations for spot treatments at crossings.

These recommendations seek to fulfill the Fort Collins AMP's Big Moves including a **Complete and Connected Network, Comprehensive Access to Destinations, a Healthy and Equitable Community, and Safe and Comfortable Travel.**

Network Development Approach

As discussed in Chapter 2, the following themes guided network planning and analysis:

- Adapt to growth
- Consider varying travel needs
- Unlock active modes for more trips
- Design safe streets and intersections
- Plan with context sensitivity

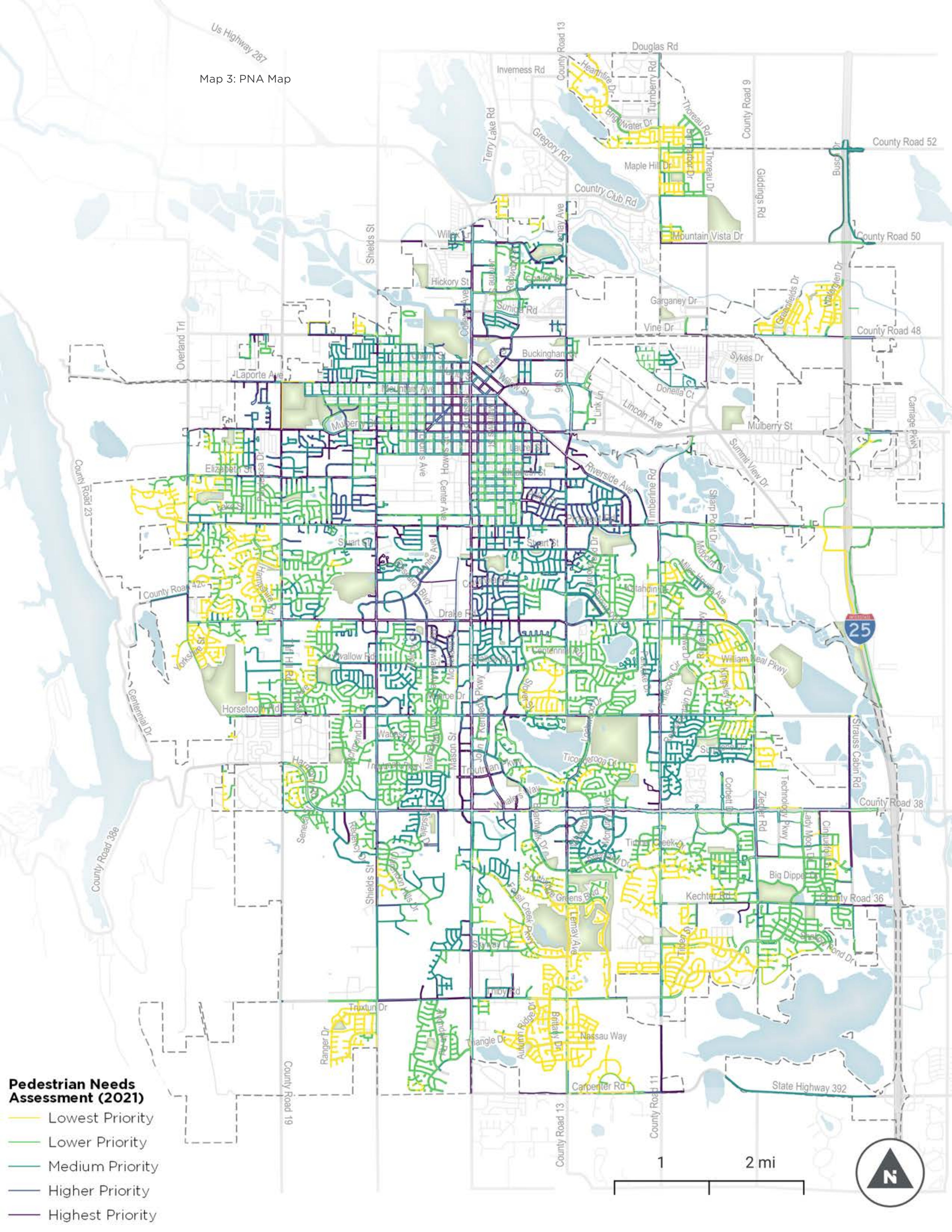
Pedestrian Network Development

To make walking a comfortable, convenient, and safe travel option, the City of Fort Collins seeks to provide a comprehensive and accessible sidewalk network.

In 2013, based on a recommendation from the 2011 Pedestrian Plan, the City completed its first Pedestrian Needs Assessment, a citywide assessment of sidewalk conditions and prioritization of street segments for sidewalk improvement. Using the Pedestrian Needs Assessment, the City prioritizes, selects, and implements its annual Sidewalk Program, which aims to complete a fully connected and ADA-compliant walking and rolling network in Fort Collins. The City's Sidewalk Program installs missing sidewalks and ramps and improves inadequate sidewalks and ramps, in accordance with the Public Right-of-Way Accessibility Guidelines (PROWAG) and ADA standards for sidewalk cross slopes (2% maximum), running slopes (5% maximum), and sidewalk width (4 feet minimum). There are currently 221 miles of missing sidewalk in the city and 217 miles of existing sidewalks that are not ADA-compliant. Downtown Fort Collins and many of its residential neighborhoods have existing sidewalk coverage, but many neighborhood streets in the southern, western, and northeastern parts of the city have too narrow and inaccessible sidewalks or they are missing sidewalks altogether.

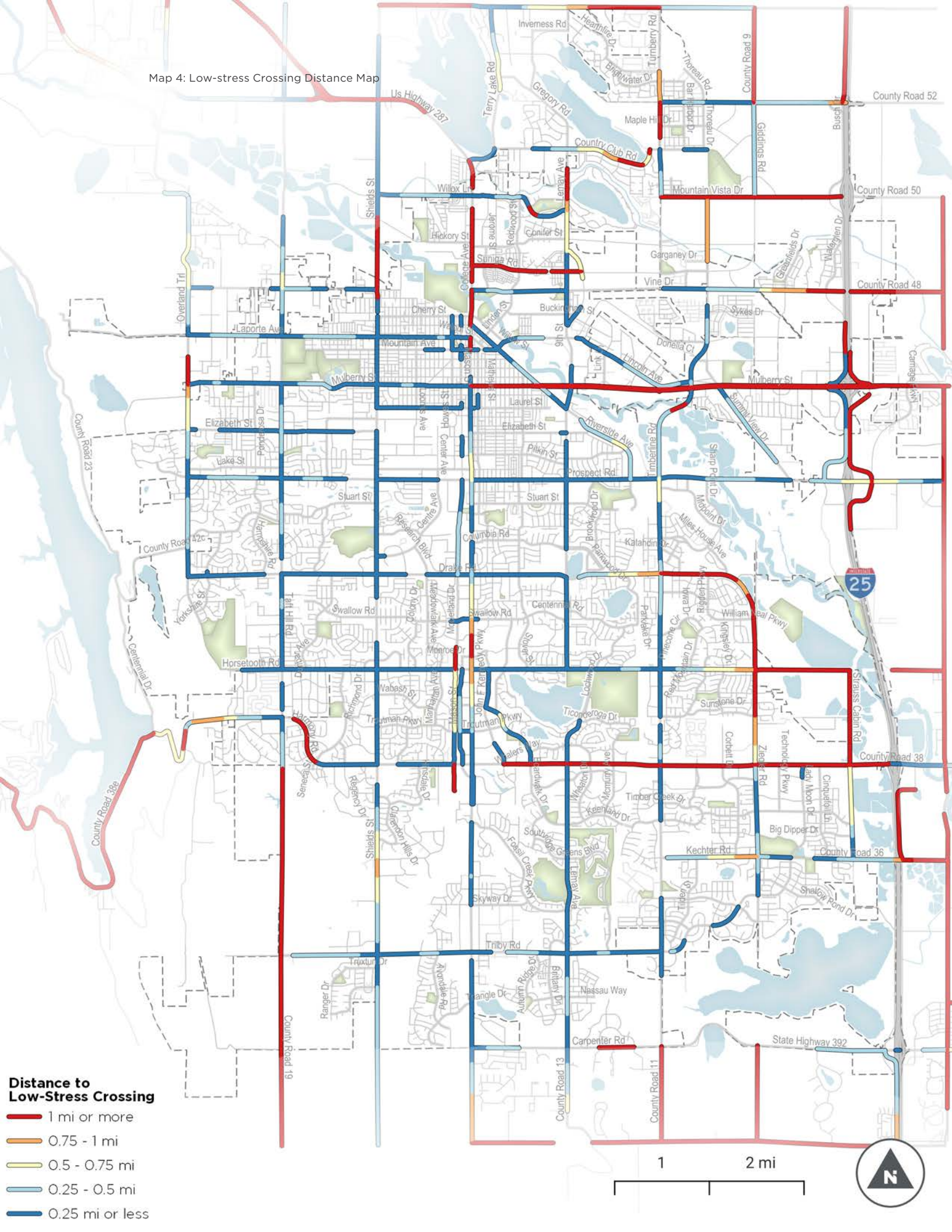
To prioritize and close these sidewalk gaps, the Pedestrian Needs Assessment assigns a score to each sidewalk segment—one on either side of each block—based on three criteria: location, safety, and health and equity. The City uses these criteria each year to select and implement sidewalk projects, as displayed on Map 3.

The Fort Collins AMP does not supersede the Pedestrian Needs Assessment. Rather, the Fort Collins AMP identifies spot improvements to complement the City's Sidewalk Program to address access and comfort issues identified by network analysis and public feedback.


Pedestrian Needs Assessment (2021)
Lowest Priority
Lower Priority
Medium Priority
Higher Priority
Highest Priority
1
2 mi
Us Highway 287
Douglas Rd
Inverness Rd
County Road 13
Turnberry Rd
County Road 9
County Road 52
Terry Lake Rd
Gregory Rd
Maple Hill Dr
Giddings Rd
Busch Dr
Country Club Rd
Mountain Vista Dr
County Road 50
Shields St
Hickory St
Garganey Dr
Vine Dr
County Road 48
Buckingham St
Sykes Dr
Overland Trl
Laporte Ave
Donella Ct
Lincoln Ave
Mulberry St
Carriage Pkwy
Summit View Dr
Riverside Ave
Timberline Rd
Elizabeth St
County Road 23
Center Ave
Stuart St
County Road 42c
Drake Rd
William Neal Pkwy
Swallow Rd
Horsetooth Rd
Centennial Dr
Yorkshire St
Strauss Cabin Rd
Mason St
Ticonderoga Dr
Technology Pkwy
Ziegler Rd
Corbett Dr
County Road 38
County Road 38e
Timber Creek Dr
Big Dipper Dr
Kechter Rd
County Road 36
Lemay Ave
Triangle Dr
Nassau Way
Autumn Ridge Dr
Brittany Dr
Carpenter Rd
State Highway 392
County Road 11
County Road 19
Trixtun Dr
Ranger Dr
25

Map 3: PNA Map

Map 4: Low-stress Crossing Distance Map



Key Issues & Opportunities

In addition to supporting the full build-out of the sidewalk network across the city, the Fort Collins AMP seeks to identify and close barriers to pedestrian mobility, chiefly those that prevent safe and comfortable street crossings. Because Fort Collins' arterial streets are laid out in a one-mile grid and—especially in the urban core neighborhoods—are multiple lanes wide, the arterial network often has limited opportunities for people to cross at marked crosswalks and requires pedestrians to cross long distances. The Fort Collins AMP focuses on identifying long gaps between comfortable and low-stress pedestrian crossings, and it makes recommendations for spot treatments to close those gaps.

To identify crossing gaps, the Fort Collins AMP set a quarter-mile crossing distance goal: in typical circumstances, a person walking or rolling should not need to travel more than a quarter-mile to reach a low-stress crossing (or five minutes for someone walking or rolling at 3 mph, a typical pedestrian speed). In the downtown area, it is assumed that all crossings should be low-stress and give pedestrians priority for circulation.

The technical analysis assessed each crossing in the city and assigned a high- or low-stress rating based on several contextual factors, including:

- Functional classification of the street
- Number of travel lanes for pedestrians to cross
- Posted speed limit of the roadway being crossed
- Average daily traffic volume of the roadway being roadway
- Presence of a signal, beacon, or stop sign
- Presence of a pedestrian median refuge

Once each crossing leg of each intersection was graded, a geospatial analysis measured each street segment in the city for distance to a low-stress crossing (illustrated in Map 4). The segment analysis located opportunities for pedestrian improvements. Additionally, the Pedestrian Crash Risk Analysis (described on page 11 and illustrated on Map 1), which identified street segments and intersections that saw the most severe pedestrian-involved crashes from 2017-2021, was used to determine locations for spot treatments. Finally, the analysis incorporated community feedback from engagement maps and outreach activities to inform the recommendations.

What We Heard

During outreach activities, community members shared feedback on barriers to mobility in the pedestrian network and identified locations where they would like to see pedestrian improvements. Community members communicated that the largest challenges for walking in Fort Collins are the long distances they must travel to reach key destinations and that they often feel unsafe walking, not knowing how or where to access low-stress pedestrian routes. Feedback revealed that the community feels the City's top priorities should be improving sidewalk connectivity, intersections and crossings, and sidewalk widths and quality. Public mapping exercises pointed to specific regions where walking concerns are most prevalent in Fort Collins. The northern, downtown region of Fort Collins was where public mapping participants noted the majority of issues in the pedestrian infrastructure and indicates a need to focus on the downtown core. Areas of concern generally aligned with key destinations in Fort Collins where the community would most like to be able to safely and easily walk, including parks, schools, and commercial districts that offer shopping and grocery options, mainly located in the northern region. Feedback reaffirmed existing challenges to connect people to the pedestrian network via safe routes and crosswalks in the southern areas of Fort Collins.

Bicycle Network Development

The Fort Collins AMP aims to bring high-comfort infrastructure for bicycling and rolling within reach of every person in Fort Collins, regardless of age, ability, or experience. The city currently has a strong foundational bicycle network with 266 miles of on-street bikeways and 97 miles of paved off-street trails and pathways available for bicycling.

Key Issues & Opportunities

The Fort Collins AMP targets "Interested but Concerned" bicyclists, i.e., people who are interested in bicycling and have concerns about personal safety or stress from riding alongside motor vehicle traffic. As displayed in Table 11, national surveys suggest that the majority of the population falls into this category.

What We Heard

During outreach activities, community members shared feedback on bicycling and rolling comfort in Fort Collins and where they would like to see bicycle infrastructure improvements. Community members communicated that the largest challenges for bicycling and rolling in Fort Collins are that they do not feel safe bicycling in mixed traffic and find intersections unsafe and dangerous, especially when crossing. Gaps and disconnects in the bicycle network and wayfinding network are also significant challenges. Feedback revealed that the community feels the City's top priorities should be expanding the bicycle network and building more protected bicycle infrastructure. Public mapping exercises pointed to specific regions where bicycling concerns are most prevalent in Fort Collins. Online mapping participants noted the most issues in the bicycling and rolling infrastructure in the northern region of Fort Collins. Areas of concern aligned with destinations in Fort Collins where the community would like to be able to safely and easily bicycle and roll, including parks, schools, and commercial districts that offer shopping and grocery options. Southern Fort Collins, particularly East Harmony Road and to the south, was also identified as an area that lacks important bicycling and rolling infrastructure, which impedes access to important destinations like Edora Park and the Foothills Shopping Mall.

Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

Table 11: Comfort Typology of Bicyclists

The City classifies each of its on-street bicycle facilities into two categories:

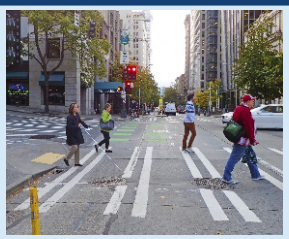
- High Comfort—which are expected to provide an inviting riding experience to people of all ages, abilities, and capabilities, especially centering the experiences of Interested but Concerned riders
- Low Comfort—which can be useful to those users who are skilled and confident bicycling with motor vehicle traffic but are not expected to be broadly appealing to all riders.

148 miles of the City's existing bicycle network is classified as "high comfort," while 121 miles of the City's bicycle network are classified as "low comfort."

Implementation Toolkit

Pedestrian Tools

While the Pedestrian Needs Assessment and City Sidewalk Program inform which street segments have sidewalks constructed, the following treatments were considered for the planned spot improvements (see Map 5). These comprise overarching treatment categories; planners and designers should refer to LCUASS and other relevant guidance and standards when selecting and designing pedestrian infrastructure.

Treatment		Description	Typical Application
High-Visibility Crosswalk		Crosswalk with either continental or ladder markings to increase crossing conspicuity	On streets typically with fewer than 9,000 vehicles per day and speed limits of 30 mph or less
Pedestrian Hybrid Beacon or RRFB		Actuated Pedestrian Hybrid Beacon or Rectangular Rapid Flash Beacon	Unsignalized intersections or midblock crossings, especially on multi-lane roadways; beacons can be paired with high-visibility crosswalks and may optionally be raised
Signal Operations Change		Leading pedestrian intervals, protected turn phases, or exclusive pedestrian phases	Where turning vehicles conflict with people walking and rolling, signal operations give pedestrians priority. Leading intervals may give pedestrians a 3-7 second head start. Turn movements across the crosswalk may also be fully separated and can lag the pedestrian crossing phase to reduce pedestrian delay.
Median Refuge or Diverter		Minimum 6-foot wide refuge island installed in the median between travel directions, which may optionally restrict vehicle movements	Often suitable on multi-lane roads to shorten crossing exposure and add refuge space, as well as to add visual friction and calm through and turning speeds. On very wide streets, median refuges should include push buttons so that slower pedestrians don't get trapped in the median.
Geometric Redesign		Reconfiguration of the intersection to mitigate conflicts, including bulb-outs, raised crossings, or turn lane removal	Where wide crossing distances, large curb radii, or slip lanes increase pedestrian exposure, geometric redesign may enhance safety and comfort.
New Pedestrian Crossing		New signal installation or intersection construction	Especially on high-speed or high-volume roadways, or adjacent to priority destinations such as schools or commercial districts.

Bicycle Facility Tools

Bicycle facilities, or linear infrastructure that enables high-comfort bicycling, scootering, and use of micromobility devices, were selected based on contextual appropriateness to provide an inviting bicycling experience for the broadest range of potential users. Roadway factors considered in facility selection include motor vehicle speed and volumes, number of travel lanes, frequency of curb cuts and driveways, and implementation feasibility. With the goal of creating a comprehensive and continuous citywide network, streets segments and facilities were evaluated for the most appropriate facilities to meet the AMP's goals, and for the necessary implementation actions to achieve each facility.

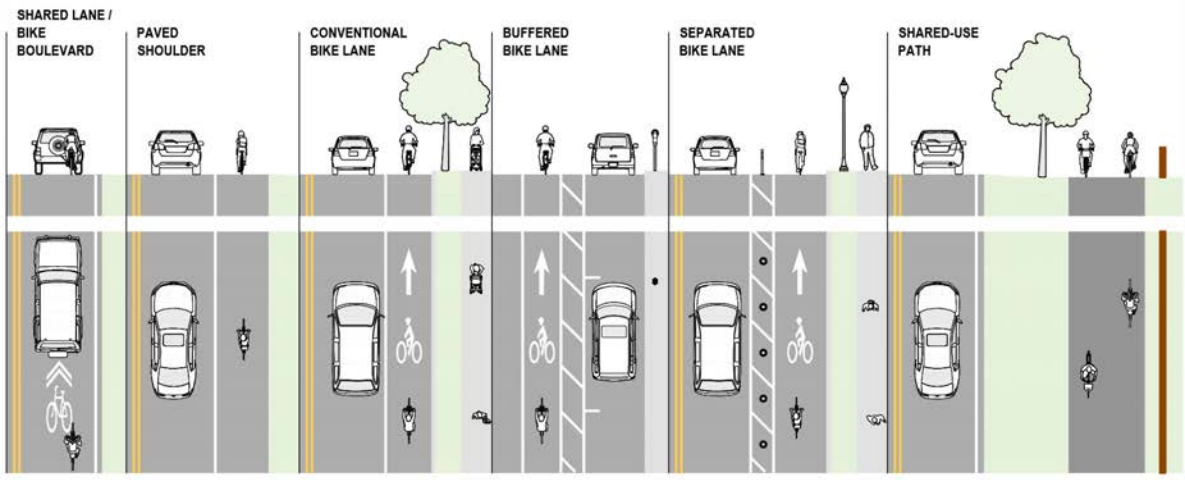
Where practical, facilities are recommended to fit within the existing roadbed, either by narrowing excessively wide travel lanes, reallocating travel lanes where vehicles volumes exceeded the current number of travel lanes, or reallocating on-street parking. Where the existing roadbed was insufficient to accommodate a bicycle facility, either more involved construction measures are recommended (such as moving curb lines), or suitable parallel route was identified to minimize diversion.

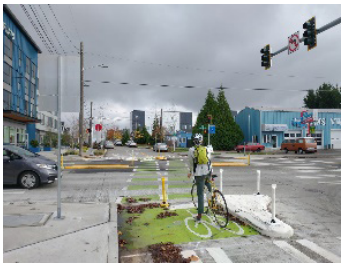
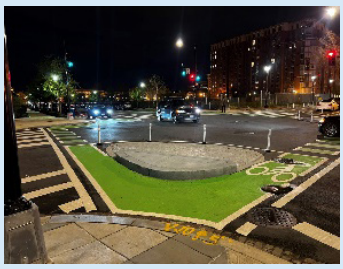
Bicycle facilities include:

- Separated Bicycle Lane: Separated from both motor vehicles and pedestrian traffic by a physical buffer such as bollards or constructed curb.
- Buffered Bicycle Lane: Separated from motor vehicle traffic by a dedicated buffer space marked on the pavement.
- Bicycle Lane: Exclusive space for bicyclists and micromobility users to travel in designated lane with pavement markings, but is not in any way separated or buffered from motor vehicle traffic.
- Neighborhood Bikeway: Street that has low motorized traffic volumes, and prioritizes bicycle travel through signs, pavement markings, speeds, and bicycle facility design.
- Shared-Use Path / Trail: Facilities completely separated from motor vehicle traffic, built in the independent right-of way, that may be used by active modes including pedestrians, bicyclists, skaters, joggers, and wheelchair users. Depending on the context, some facilities do not permit skateboards or electric micromobility devices other than e-bikes.

Bicycle Spot Treatment Tools

The proposed bicycle network provides direction for what facilities to place on large segments across Fort Collins. It is equally important to ensure these new facilities are both well connected and safely connected and that areas where facilities are not proposed will be comfortable for bicycling and rolling. The following treatments were considered for the planned spot improvements (see Map 6). Recommended spot projects focus primarily on applying crossing treatments and widening existing infrastructure. While these comprise overarching treatment categories, planners and designers should refer to LCUASS and other relevant guidance and standards when selecting and designing bicycle infrastructure.



Treatment		Description	Typical Application
Signs and Markings		Crossing, approach, or conflict markings and signage	Typically low-volume and low-speed crossing locations where increased conspicuity can improve crossing comfort
Signals		Actuated Hybrid Beacon, Rectangular Rapid Flash Beacon, or new signal construction	At existing uncontrolled or midblock locations where bicycle demand or conflicts may necessitate enhanced crossing infrastructure
Two-Way Sidepath		Short bidirectional bikeway to close short gaps	Offset crossings and half signals
Widen Segment		Widening of built shoulder to expand bikeable space in the near-term	In this Fort Collins AMP, widening is only indicated as an interim measure prior to anticipated (but unprogrammed) full capital reconstruction.
Intersection Redesign		Complex redesign of intersections to increase separation in space or time for bicyclists	Generally at signalized locations where traffic and bicycling conditions require full design
New Connection		Trail, underpass, or overpass typically outside of right-of-way to bridge key network barriers	Rail crossings, surface parking lots, or informal access paths

Pedestrian Network Recommendations

Between 2016 and 2020, the City Sidewalks Program constructed more than 250 accessible ramps and more than 7 miles of new or repaired sidewalk. As this citywide build-out continues, this Plan seeks to bridge critical connections in the pedestrian network. The Fort Collins AMP does not supersede the Pedestrian Needs Assessment. Rather, the Fort Collins AMP identifies spot improvements to complement the City's Sidewalk Program address access and comfort issues identified by network analysis and public feedback.

Using the Fort Collins AMP's vision and goals, the following network design principles guided route and facility selection recommendations:

- The pedestrian network should connect people to their destinations, with a concentrated focus on equitable access. Schools, commercial districts, job centers, parks, and recreation facilities are priorities for access.
- The pedestrian network should provide direct paths and regular opportunities to cross the street, reducing delay and maximizing network accessibility.
- The pedestrian network should prioritize improvements on streets that are less safe and comfortable for people walking and rolling, and reduce injury risk especially on major arterial streets.
- Spot recommendations must match roadway context and existing pedestrian conditions. Pedestrian facilities should minimize conflict especially with motor vehicles by providing separation both in space and time. Places where people walking or using mobility devices must cross multiple lanes of traffic, must cross unmarked or uncontrolled intersections, or where safe crossing distance is greater than a quarter-mile out of route will all decrease comfort and potentially increase risk for pedestrians.
- The recommendations consider segments of roadway where safety and crash risk issues have been identified, where large gaps between comfortable crossings currently exist (a quarter-mile is generally used as a guideline, though may be more frequent in the urban core), or where dense activities or trip generators are expected.

- This AMP recommends:
- 24 locations with changes to Signal Operations.
- 10 new High-Visibility Crosswalks
- 21 locations with new Pedestrian Hybrid Beacons or Rectangular Rapid-Flashing Beacons
- 6 new Median Refuge Islands or Intersection Diverters
- 36 intersections where Geometric Redesign is necessary
- 11 New Crossings, which may include new signal infrastructure or grade-separation.

From the Community

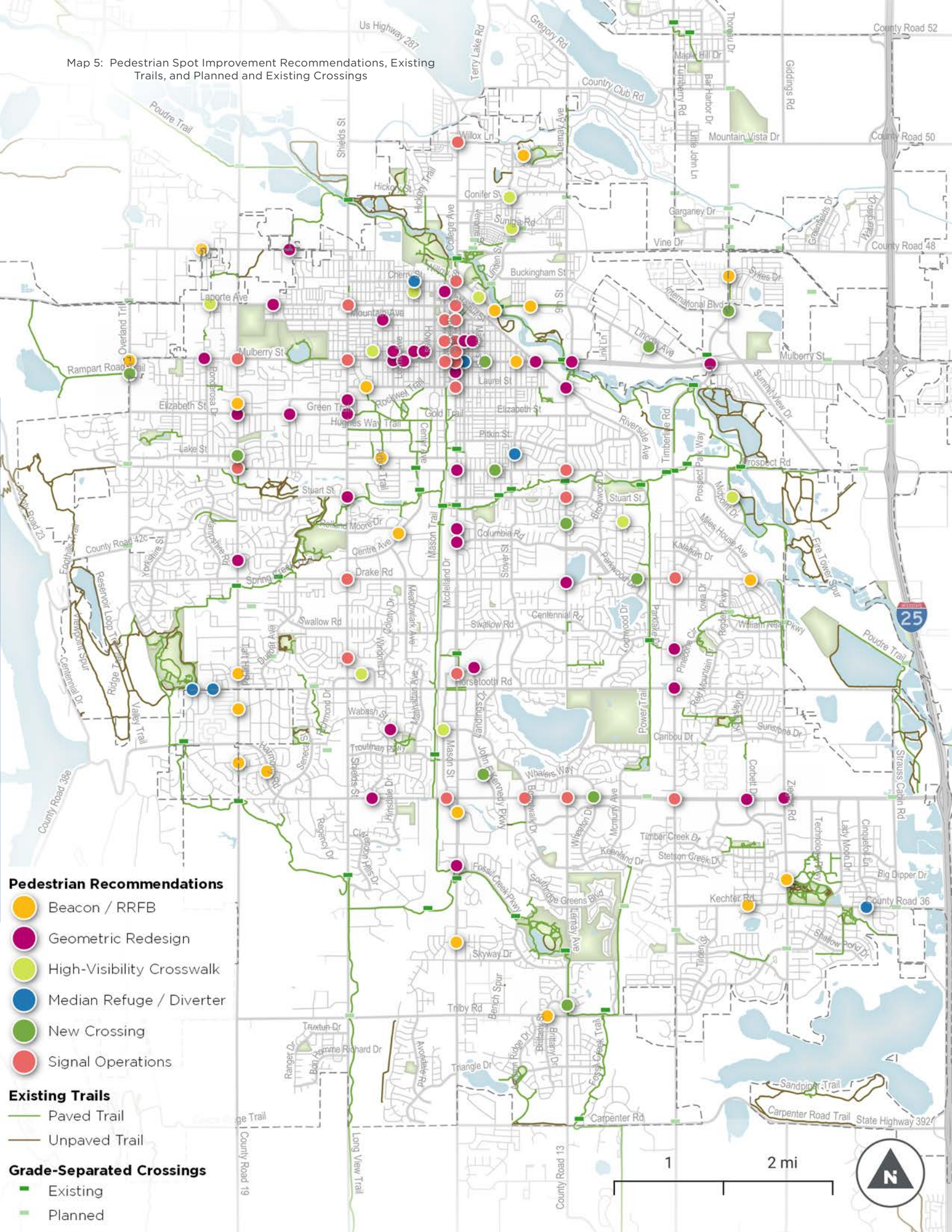
"If you are BIPOC you might not have sidewalks in your neighborhood. Also many of the sidewalks are only 36" wide which is nearly impossible to use with a wheelchair."

"Most of the streets and engineered with only cars in mind and are hazardous to cross, especially on College, where the massive big box corporate chains have moved in."

"Outside of very specific block faces in Old Town, almost every intersection or block has some major missing feature related to basic pedestrian safety including painted crosswalks, pedestrian bulb-outs, etc."

"There are too many huge residential intersections that encourage fast driving and talk a long time to cross."

Map 5: Pedestrian Spot Improvement Recommendations, Existing Trails, and Planned and Existing Crossings



Bicycle and Micromobility Network Recommendations

Since the 2014 Bicycle Master Plan's adoption, Fort Collins has implemented 53 miles of new bicycle infrastructure. This Fort Collins Active Modes Plan builds on that strong foundation of on- and off-street lanes, trails, and neighborhood bicycling routes, and it aims to enhance comfort and safety for all types of riders, regardless of skill level or experience. Using the Fort Collins AMP's vision and goals, the following network design principles guided route and facility selection recommendations:

- The bicycle network should connect people to their destinations, with a concentrated focus on equitable access. Schools, commercial districts, job centers, parks, and recreation facilities are priorities for access. Where destinations are more densely located, the bicycle network should also be more dense.
- The bicycle network should foster direct, understandable routes and minimize diversion to reduce delay and maximize accessibility for all types of riders.
- Facility recommendations must match roadway context and create routes that feel safe and comfortable for all ages, abilities, and capabilities. Bicycle facilities should minimize conflicts between street users who have different travel speeds and masses; on routes with higher vehicle traffic speeds and volumes, increase separation in space and time.
- Focus on high-comfort routes and facilities. Consider likely sources of stress (e.g., wide or busy crossings, frequent stops) when designating bicycle routes.

The planned network, adds the following facilities:

- 35 miles of shared-use paths or sidepaths adjacent to roadways
- 61 miles of separated bicycle lanes
- 6 miles of buffered bicycle lanes
- 3 miles of conventional bicycle lanes
- 21 miles of neighborhood bikeways

From the Community

"Crossing the busiest streets in Fort Collins still feels dangerous. I have had numerous occasions where drivers are rushing through traffic lights and nearly hit me. I have seen multiple bicyclists hit by cars at busy intersections."

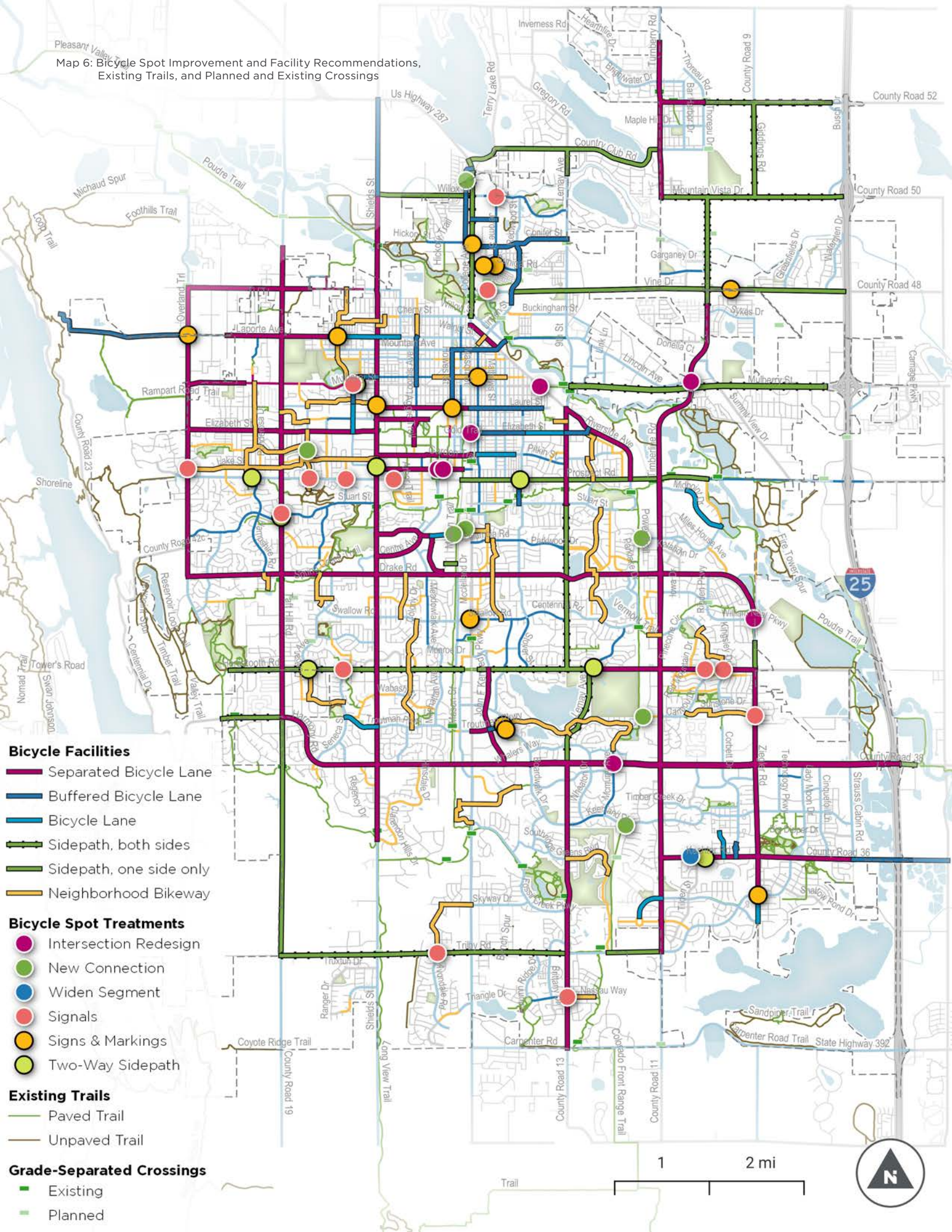
"Fort Collins has minimal separated and protected lanes and the south/southeast side of town where I live doesn't contiguously connect to the larger trail system."

We should have safe and minimally complex routes to move around the city on bicycles. Currently, putting together a route, especially north-south, is complex and winding which reduces options for bicycling instead of driving."

"Need more bicycle lanes separated from traffic, like the ones on Mulberry."

"I would like to see better bicycle and micromobility connections to the north side of Fort Collins."

Map 6: Bicycle Spot Improvement and Facility Recommendations, Existing Trails, and Planned and Existing Crossings



CHAPTER 7: IMPLEMENTING THE VISION

Putting Big Moves into Action

The Implementation Strategy translates the Fort Collins AMP's Big Moves into an actionable set of projects and phases, as well as an order of magnitude assessment of what resources may
be needed to deliver on the plan's goals.

- To expand a Complete & Connected Network, this implementation strategy assesses how effectively projects bridge connections to existing and planned active transportation facilities, and priority destinations (e.g., schools, parks, childcare, senior living, and commercial districts).
- To nurture a Healthy & Equitable Community by leveraging the City's Health-Equity Index score to guide project selection and prioritization.
- To promote Safe & Comfortable Travel by focusing efforts on the Bicycle & Walking High-Injury Network and closing gaps for multimodal users.
- To foster a Supportive and Inclusive Culture by raising awareness for multimodal transportation through street design and infrastructure.

This Implementation Strategy is framework is a roadmap to pursue and achieve the goals set forth in Chapter 3:

- **Achieve 20% Active Mode Share By 2032.**
  - Projects are prioritized that focus on capturing and connecting short trips for bicycling and walking.
  - The multimodal network connects people to destinations.
  - The citywide transportation system reduces barriers to walking and bicycling caused by traffic stress and discomfort.
- **Eliminate active mode fatalities and serious injuries by 2032.**
  - Projects aim to address all streets on the High-Injury Network by 2032.

Prioritizing Projects

The Fort Collins AMP's prioritization framework is a data-driven process to determine project impact, i.e., what projects will improve the pedestrian and bicycle networks most effectively. For prioritizing pedestrian and bicycle projects, the Fort Collins AMP used a two-step prioritization process: a "values-based" step followed by an "implementation-based" step.

Based on feedback from the public and stakeholders, it is critical that both the projects themselves and the strategy for delivering those projects reflect the City's values and goals while strategically building momentum and delivering the most benefit possible. The prioritization process includes four factors which represent core values of the Fort Collins AMP, and within those factors are a series of measures to operationalize the factors.

Pedestrian Projects

For pedestrian projects, the values-based step scored and ranked projects, which were then grouped into quintiles. Those factors and measures are included below in Table 12. After the projects were grouped based on alignment with the values-based factors, projects were then ranked based on implementation-based factors and measures (Table 13).

Factor	Measure	Weight
Network Connectivity	Number of connections to existing and planned sidewalks or trails	40%
	Number of priority destinations within 1/4 mile	
Access	Number of transit stations or stops within 1/4 mile (weighted by service frequency)	20%
Safety and Comfort	Pedestrian High-Injury Network	20%
	Distance to low-stress crossing	
Health and Equity	Health-Equity Index score	20%

Table 12: Values-Based Prioritization for Pedestrian Projects

Factor	Measure	Weight
Cost	Planning-level opinion of probable cost	25%
Readiness	Whether or not additional study or planning is needed, based on implementation action	25%
Multimodal Benefit	Coincides with another modal network plan (e.g., bicycle or transit)	25%
Synergy	Overlap with planned or programmed projects (e.g., Transportation Capital Projects Prioritization Study, Street Maintenance Program)	25%

Table 13: Implementation-Based Prioritization for Pedestrian Projects

A complete list of the pedestrian projects, organized by value-based score and implementation-based score, can be found in Appendix E: Prioritization Scoring.

Bicycle Projects

Similar to the pedestrian projects, the bicycle projects were scored and ranked using a two-step prioritization process which included a values-based step and an implementation-based step. The criteria for the values-based step are listed below in Table 14.

Factor	Measure	Weight
Network Connectivity	Number of connections to existing and planned bikeways or trails	40%
	Number of priority destinations within 1/4 mile	
Access	Number of transit stations or stops within 1/4 mile (weighted by service frequency)	20%
Safety and Comfort	Bicycle High-Injury Network	20%
	Difference between existing and proposed comfort designation	
Health and Equity	Health-Equity Index score	20%

Table 14: Values-Based Prioritization for Bicycle Projects

All network projects were geospatially evaluated and ranked for alignment with the Fort Collins AMP's goals and values. Once the values-based step was completed, projects within each of the ranked groupings were evaluated for implementation-based criteria (Table 15) to develop the final prioritization and identify the first projects that could be delivered. The top-ranking projects are illustrated in Map 7.

Factor	Measure	Weight
Cost	Planning-level opinion of probable cost	25%
Readiness	Whether or not additional study or planning is needed, based on implementation action	25%
Multimodal Benefit	Coincides with another modal network plan (e.g., pedestrian or transit)	25%
Synergy	Overlap with planned or programmed projects (e.g., Transportation Capital Projects Prioritization Study, Street Maintenance Program)	25%

Table 15: Implementation-Based Prioritization for Bicycle Projects

Because the Fort Collins AMP's recommended bicycle network and spot treatments include a mix of projects that are either complex capital design projects or small projects that can be integrated into regular operations and maintenance, the implementation strategy generally separates projects by the required action to implement (simple striping and signage modifications compared to complex design and construction). The implementation strategy assumes a mix of projects each period so that the bicycle network includes both "quick-win" connections and larger transformational projects that have the greatest impact on network connectivity and comfort.

A complete list of the bicycle projects, organized by value-based score and implementation-based score, can be found in Appendix E: Prioritization Scoring.

Phases

Based on project prioritization and the Fort Collins AMP's primary goals for active mode share and active mode safety. This section offers an implementation strategy based on three time horizons:

- near-term (in the next five years),
- mid-term (five to ten years out), and
- long-term (beyond ten years).

Because resources—both funding and time—are limited, this implementation strategy seeks to maximize the impact of projects based on the Fort Collins AMP's goals by implementing transformational (but often small-scale) "quick-win" projects in the near term and gathering momentum to implement the larger and more complex projects strategically over a longer period.

Near-term (2023 to 2027)

In the near term, to achieve the goals of improving safety and increasing mode share, the focus is placed on quick wins—projects that can be readily implemented and will have immediate impact.

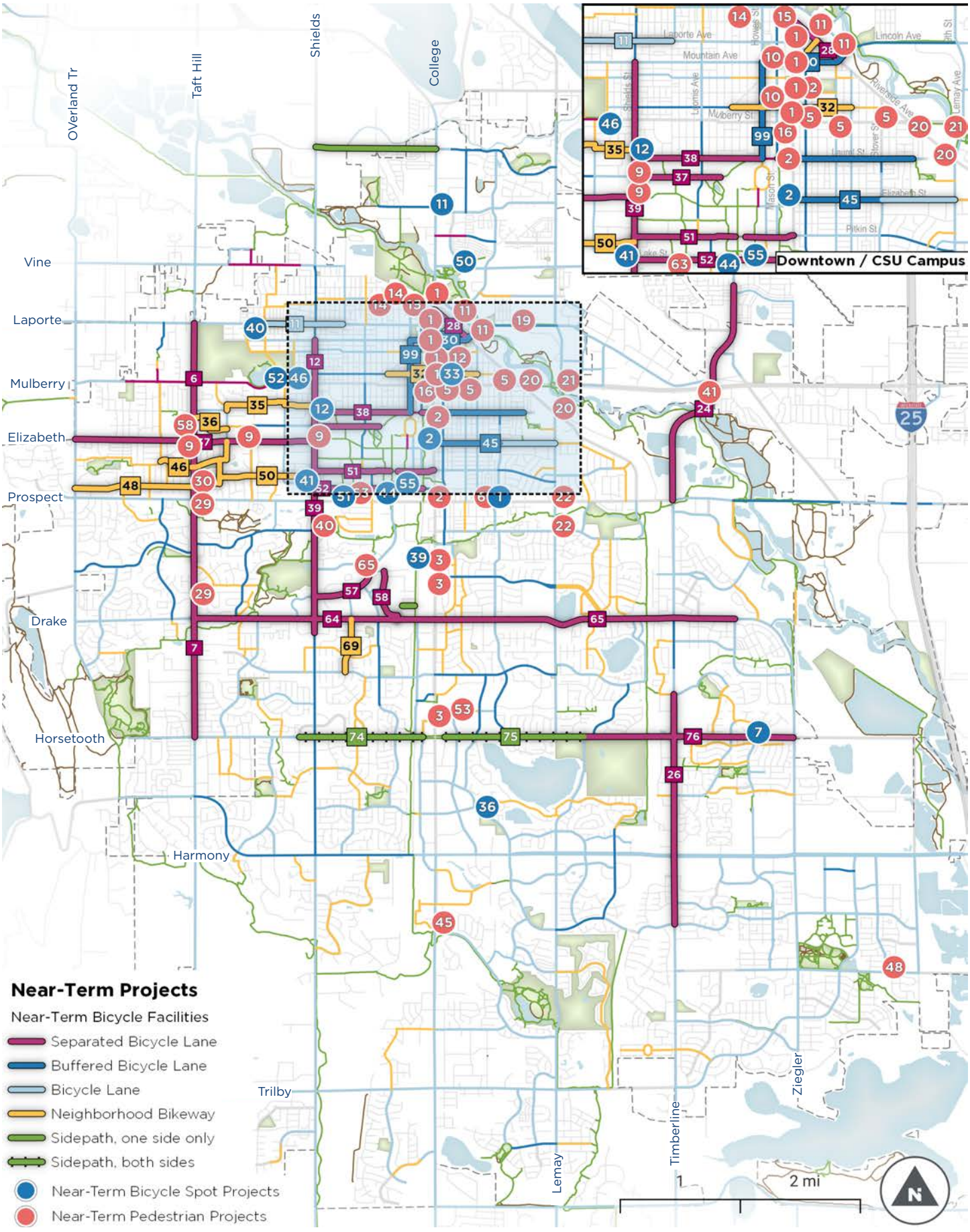
Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Bicycle	41	S Shields St	W Lake St	Two-Way Sidepath	Spot	34	8	$20,000
Ped	29	S Taft Hill Rd	Prospect	Signal Operations	Spot	31	8	$153,000
			Valley Forge	Geometric Redesign	Spot			
Ped	1	College Ave	Willow St	Signal Operations	Spot	38	7	$15,000
			Laporte Ave	Signal Operations	Spot			
			Mountain Ave	Signal Operations	Spot			
			Olive St	Signal Operations	Spot			
			Magnolia St	Signal Operations	Spot			
Ped	10	S Mason St	Mountain Ave	Signal Operations	Spot	38	7	$6,000
			Olive St	Signal Operations	Spot			
Ped	22	S Lemay Ave	Prospect Rd	Signal Operations	Spot	36	7	$6,000
			Stuart St	Signal Operations	Spot			
Bicycle	36	Glenmoor Dr / W Plum St	S Taft Hill Rd - Skyline Dr	Bike Boulevard	0.4	32	7	$6,000
Bicycle	50	Springfield Dr	Castlerock Dr - S Shields St	Bike Boulevard	0.8	32	7	$13,000
Bicycle	12	S Shields St	W Mountain Ave - W Mulberry St	Separated Bike Lane	0.4	31	7	$80,000
Bicycle	7	S Taft Hill Rd	W Elizabeth St - W Horsetooth Rd	Separated Bike Lane	2.5	30	7	$369,000
Bicycle	35	Skyline Dr / Crestmore Pl	Orchard Pl - City Park Ave	Bike Boulevard	0.8	30	7	$13,000
Bicycle	30	Mountain Ave	N Howes St - Willow St	Buffered Bike Lane	0.6	40	6	$75,000
Ped	19	3rd St	Lincoln Ave	Beacon / RRFB	Spot	39	6	$410,000
Ped	3	S College Ave	Monroe St	Signal Operations	Spot	38	6	$303,000
			Rutgers St	Signal Operations	Spot			
			Columbia St	Signal Operations	Spot			
Bicycle	52	City Park Ave	W Mulberry St	Signals	Spot	38	6	$410,000
Bicycle	6	S Taft Hill Rd	Laporte Ave - W Elizabeth St	Separated Bike Lane	1.0	35	6	$132,000
Bicycle	1	E Prospect St	Stover St	Two-Way Sidepath	Spot	34	6	$20,000
Bicycle	12	Birch St	S Shields St	Signs & Markings	Spot	34	6	$2,300
Bicycle	7	E Horsetooth Rd	Kingsley Dr	Signals	Spot	32	6	$410,000
Bicycle	24	N Timberline Rd	Annabel Ave - E Prospect Rd	Separated Bike Lane	2.0	31	6	$319,000
Ped	65	Center Ave	Phemister Rd	Beacon / RRFB	Spot	30	6	$410,000
Bicycle	26	S Timberline Rd	Vermont Dr - Battlecreek Dr	Separated Bike Lane	1.9	30	6	$413,000
Bicycle	38	E Laurel St	S Shields St - S Howes St	Buffered Bike Lane, Separated Bike Lane	1.6	30	6	$156,000
Bicycle	46	Clearview Ave	Ponderosa Dr - Skyline Dr	Bike Boulevard	0.5	30	6	$9,000
Bicycle	48	W Lake St	S Overland Tr - S Taft Hill Rd	Bike Boulevard	1.0	30	6	$16,000

Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Bicycle	69	Worthington Ave	W Drake Rd - W Swallow Rd	Bike Boulevard	0.5	30	6	$8,000
Bicycle	46	Jackson Ave	W Mulberry St	Two-Way Sidepath	Spot	30	6	$20,000
Bicycle	51	W Prospect Rd	Sheely Dr	Signals	Spot	40	5	$410,000
Bicycle	39	S Shields St	W Mulberry St - Davidson Dr	Separated Bike Lane	2.1	38	5	$528,000
Ped	58	Taft Hill	Plum	Beacon / RRFB	Spot	37	5	$410,000
Bicycle	52	W Lake St	S Shields St - S Mason St	Separated Bike Lane	0.9	37	5	$112,000
Bicycle	2	E Elizabeth St	S College Ave	Intersection Redesign	Spot	37	5	$590,000
Bicycle	32	W Magnolia St	S Sherwood St - Whedbee St	Bike Boulevard, Bike Route	0.7	36	5	$12,000
Ped	20	Riverside Ave	E Mulberry St	Geometric Redesign	Spot	35	5	$300,000
			S Lemay Ave	Geometric Redesign	Spot			
Bicycle	28	Jefferson St	N College Ave - E Mountain Ave	Separated Bike Lane	0.4	35	5	$83,000
Bicycle	47	W Lake St / Castlerock Dr / Skyline Dr	S Taft Hill Rd - W Elizabeth St	Bike Boulevard	0.6	34	5	$11,000
Bicycle	58	Gillette Dr	Phemister Rd - W Drake Rd	Separated Bike Lane	0.5	34	5	$104,000
Bicycle	11	Conifer St	N College Ave	Signs & Markings	Spot	34	5	$2,300
Bicycle	11	Laporte Ave	Fishback Ave - N Washington Ave	Bike Lane	0.7	33	5	$22,000
Bicycle	76	E Horsetooth Rd	S Lemay Ave - Ziegler Rd	Separated Bike Lane	1.7	32	5	$300,000
Bicycle	36	Breakwater Dr	E Boardwalk Dr	Signs & Markings	Spot	31	5	$2,300
Bicycle	29	Linden St	Walnut St - Jefferson St	Bike Route	0.1	30	5	$2,000
Bicycle	45	E Elizabeth St	S College Ave - S Lemay Ave	Bike Lane, Buffered Bike Lane	1.0	30	5	$51,000
Bicycle	40	N Roosevelt Ave	Laporte Ave	Signs & Markings	Spot	30	5	$2,300
Bicycle	57	Centre Ave	S Shields St - Phemister Rd	Separated Bike Lane	0.6	40	4	$123,000
Bicycle	33	E Magnolia St	Remington St	Signs & Markings	Spot	40	4	$2,300
Ped	40	S Shields St	Stuart	Geometric Redesign	Spot	38	4	$150,000
Ped	53	JFK Pkwy	Monroe	Geometric Redesign	Spot	35	4	$150,000
Bicycle	55	W Lake St	East of Center	Intersection Redesign	Spot	35	4	$590,000
Ped	5	E Mulberry St	Stover	Beacon / RRFB	Spot	34	4	$1,112,000
			Remington	Beacon / RRFB	Spot			
			Peterson	Beacon / RRFB	Spot			
Ped	63	W Lake St	W/o Whitcomb	Beacon / RRFB	Spot	34	4	$410,000
Bicycle	37	W Elizabeth St / W Plum St	S Overland Tr - CSU Transit Center	Separated Bike Lane	2.5	33	4	$849,000
Ped	9	S Shields St	Plum	Geometric Redesign	Spot	33	4	$600,000
		W Elizabeth St	Shields	Geometric Redesign	Spot			
			Taft Hill	Geometric Redesign	Spot			
			Constitution	Geometric Redesign	Spot			
Ped	48	Cinquefoil Rd	Kechter	Median Refuge / Diverter	Spot	32	4	$117,000

Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Ped	66	E Prospect Rd	Whedbee	New Crossing	Spot	32	4	$585,000
Bicycle	15	W Willox Ln	N Shields St - N College Ave	Sidepath 1 Side	1.0	31	4	$1,270,000
Bicycle	51	W Pitkin St	S Shields St - S College Ave	Separated Bike Lane	0.9	30	4	$303,000
Bicycle	99	N Howes St	W Mountain Ave - W Laurel St	Buffered Bike Lane	0.6	30	4	$37,000
Ped	11	Willow St	Jefferson Ave	High-Visibility Crosswalk	Spot	44	3	$428,000
			Lincoln Ave	Beacon / RRFB	Spot			
Ped	21	S Lemay Ave	Mulberry	Geometric Redesign	Spot	39	3	$150,000
Ped	2	S College Ave	Laurel	Signal Operations	Spot	37	3	$153,000
			Prospect	Geometric Redesign	Spot			
Ped	16	S College Ave	Myrtle	Geometric Redesign	Spot	36	3	$150,000
Bicycle	64	W Drake Rd	S Taft Hill Rd - Tulane Dr	Separated Bike Lane	2.2	34	3	$784,000
Bicycle	74	W Horsetooth Rd	Richmond Dr - S Mason St	Sidepath 2 Sides	1.0	34	3	$2,594,000
Bicycle	59	Niswender Rd	Tietz Dr - Bay Rd	Sidepath 1 Side	0.1	32	3	$130,000
Bicycle	50	E Vine Dr	Jerome St	Signals	Spot	44	2	$410,000
Ped	15	N Mason St	Maple	Geometric Redesign	Spot	40	2	$150,000
Ped	12	Olive St	Remington St	Geometric Redesign	Spot	38	2	$300,000
			Mathews St	Geometric Redesign	Spot			
Ped	30	S Taft Hill Rd	W Lake St	New Crossing	Spot	34	2	$585,000
Ped	45	S College Ave	Fossil Creek	Geometric Redesign	Spot	34	2	$150,000
Bicycle	75	E Horsetooth Rd	Mitchell Dr - S Lemay Ave	Sidepath 2 Sides	1.2	33	2	$2,941,000
Ped	14	Sherwood St	Cherry St	Refuge / Diverter	Spot	31	2	$135,000
			Maple St	High-Visibility Crosswalk	Spot			
Bicycle	65	E Drake Rd	Tulane Dr - Rigden Pkwy	Separated Bike Lane	2.3	31	2	$849,000
Ped	41	S Timberline Rd	Mulberry	Geometric Redesign	Spot	35	1	$150,000
Bicycle	39	S College Ave	Rutgers Ave	New connection	Spot	34	1	$120,000
Bicycle	44	Centre Ave	W Lake St	Intersection redesign	Spot	40	0	$590,000

Near-Term Phase, Opinion of Probable Cost: $24,000,000 over five years (2022 costs)

Map 1: Near-Term Projects



Mid-term (2028 to 2032)

In the mid-term phase of implementation, program resources and capacity grow to deliver more and more complex projects.

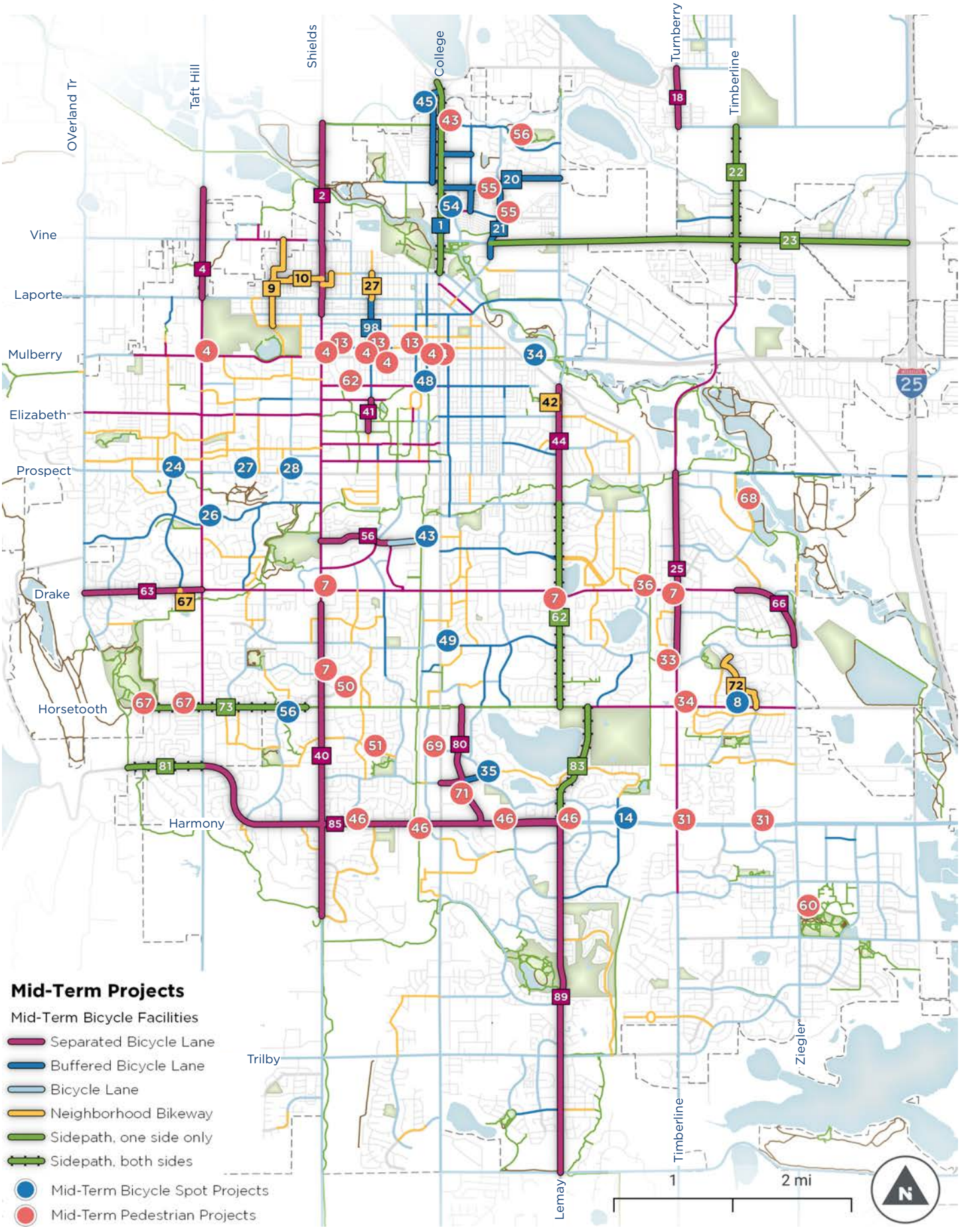
Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Ped	46	Harmony	Mason	Signal Operations	Spot	28	8	$159,000
			Boardwalk	Signal Operations	Spot			
			Lemay	Signal Operations	Spot			
			Starflower	Geometric Redesign	Spot			
Ped	7	Drake	Timberline	Signal Operations	Spot	26	8	$159,000
			Lemay	Geometric Redesign	Spot			
			Shields	Signal Operations	Spot			
		Shields	Casa Grande	Signal Operations	Spot			
Bicycle	80	JFK Pkwy / E Troutman Pkwy	E Horsetooth Rd - E Harmony Rd	Buffered Bike Lane, Separated Bike Lane	1.4	25	8	$274,000
Ped	31	Harmony	Corbett	Geometric Redesign	Spot	29	7	$153,000
			Timberline	Signal Operations	Spot			
Ped	4	Mulberry	College	Signal Operations	Spot	28	7	$312,000
			Mason	Signal Operations	Spot			
			Loomis	Geometric Redesign	Spot			
			Shields	Signal Operations	Spot			
			Taft Hill	Signal Operations	Spot			
			Whitcomb	Geometric Redesign	Spot			
Bicycle	66	E Drake Rd	Rigden Pkwy - William Neal Pkwy	Separated Bike Lane	0.8	27	7	$34,000
Bicycle	67	Willow Fern Way	W Drake Rd - Marshwood Dr	Bike Boulevard	0.2	26	7	$4,000
Bicycle	25	S Timberline Rd	E Prospect Rd - Vermont Dr	Separated Bike Lane	1.7	25	7	$319,000
Ped	60	Ziegler	Saber Cat	Beacon / RRFB	Spot	29	6	$410,000
Bicycle	40	S Shields St	Davidson Dr - Hilldale Dr	Separated Bike Lane	2.7	29	6	$307,000
Ped	67	Horsetooth	Platte	Refuge / Diverter	Spot	29	6	$234,000
			Auntie Stone	Refuge / Diverter	Spot			
Ped	33	Timberline Rd	Vermont	Geometric Redesign	Spot	28	6	$150,000
Bicycle	42	Pennock Pl	all	Bike Boulevard	0.1	28	6	$2,000
Bicycle	2	N Shields St	W Willox Ln - W Mountain Ave	Separated Bike Lane	1.6	27	6	$290,000
Bicycle	44	S Lemay Ave	Riverside Ave - E Stuart St	Separated Bike Lane	1.0	27	6	$217,000
Bicycle	63	W Drake Rd	S Overland Tr - S Taft Hill Rd	Separated Bike Lane	1.0	27	6	$214,000
Bicycle	10	Maple St	N Roosevelt Ave - N Shields St	Bike Boulevard	0.6	26	6	$10,000

Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Bicycle	21	Redwood St	Conifer St - Linden Center Dr	Buffered Bike Lane	0.7	26	6	$29,000
Bicycle	56	Horsetooth Rd	Seneca St	Signal Modification	Spot	26	6	$410,000
Bicycle	72	Red Mountain Dr / Creekstone Dr / Fieldstone Dr / Kingsley Dr	Pinecone Cir - E Horsetooth Rd	Bike Boulevard	0.7	25	6	$11,000
Bicycle	9	N Roosevelt Ave	W Vine Dr - W Oak St	Bike Boulevard	0.8	24	6	$14,000
Bicycle	27	N Loomis Ave	Cherry St - Laporte Ave	Bike Boulevard	0.2	24	6	$4,000
Ped	50	Cunningham	Richmond	High-Visibility Crosswalk	Spot	28	5	$18,000
Bicycle	56	Rolland Moore Dr / Phemister Rd	S Shields St - Bay Rd	Bike Lane, Separated Bike Lane	0.8	28	5	$237,000
Bicycle	85	W Harmony Rd	S Taft Hill Rd - S Lemay Ave	Separated Bike Lane	3.7	28	5	$799,000
Bicycle	27	Skyline Dr	W Prospect Rd	Signals	Spot	28	5	$410,000
Ped	62	Shields St	Laurel St	Beacon / RRFB	Spot	27	5	$410,000
Bicycle	49	S College Ave	W/E Swallow Rd	Signs & Markings	Spot	27	5	$2,300
Bicycle	20	Conifer St	N College Ave - N Lemay Ave	Buffered Bike Lane	1.0	26	5	$44,000
Bicycle	89	S Lemay Ave	E Harmony Rd - Carpenter Rd	Separated Bike Lane	3.0	26	5	$633,000
Bicycle	98	Loomis Ave	Laporte Ave - W Mulberry St	Buffered Bike Lane	0.5	26	5	$22,000
Bicycle	26	W Stuart St	S Taft Hill Rd (Project #1)	Two-Way Sidepath	Spot	26	5	$20,000
Ped	55	Redwood St	Conifer St	High-Visibility Crosswalk	Spot	25	5	$36,000
			Suniga St	High-Visibility Crosswalk	Spot			
Bicycle	14	Mcmurry Ave	E Harmony Rd	Intersection redesign	Spot	30	4	$590,000
Ped	56	Willox	Bramblebush	Beacon / RRFB	Spot	29	4	$410,000
Bicycle	48	S Howes St	W Laurel St	Signs & Markings	Spot	29	4	$2,300
Bicycle	58	Willox Ln	Blue Spruce	Signals	Spot	29	4	$410,000
Ped	69	Mason	Boardwalk	High-Visibility Crosswalk	Spot	28	4	$18,000
Ped	68	Sharp Point	March	High-Visibility Crosswalk	Spot	27	4	$18,000
Bicycle	41	Meridian Ave	W Plum St - Hughes Way	Separated Bike Lane	0.3	26	4	$144,000
Bicycle	28	Heatheridge Rd	W Prospect Rd	Signals	Spot	26	4	$410,000
Ped	71	JFK	Pavilion	New Crossing	Spot	25	4	$585,000
Bicycle	4	N Taft Hill Rd	Stonecrest Dr - Laporte Ave	Separated Bike Lane	0.9	25	4	$478,000
Bicycle	18	Turnberry Rd	Country Club Rd - Mountain Vista Dr	Separated Bike Lane	0.5	25	4	$265,000
Bicycle	24	Hampshire Rd	W Prospect Rd	Two-Way Sidepath	Spot	25	4	$20,000
Ped	43	College	Willox	Signal Operations	Spot	30	3	$3,000

Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Bicycle	43	Phemister Rd	Mason Trail	New connection	Spot	30	3	$120,000
Bicycle	22	N Timberline Rd	Mountain Vista Dr - Annabel Ave	Sidepath 2 Sides	1.1	29	3	$2,912,000
Bicycle	54	E Suniga Rd	Jerome St	Signs & Markings	Spot	29	3	$2,300
Bicycle	62	S Lemay Ave	E Stuart St - E Horsetooth Rd	Sidepath 2 Sides	1.8	28	3	$4,439,000
Ped	13	Magnolia St	Sherwood St	Geometric Redesign	Spot	26	3	$468,000
			Loomis Ave	Geometric Redesign	Spot			
			Meldrum St	Geometric Redesign	Spot			
			Washington St	High-Visibility Crosswalk	Spot			
Bicycle	35	E Troutman Pkwy	E Boardwalk Dr	Signs & Markings	Spot	26	3	$2,300
Bicycle	81	W County Road 38E	Red Fox Rd - S Taft Hill Rd	Sidepath 2 Sides	0.6	25	3	$1,600,000
Ped	34	Timberline	Horsetooth	Geometric Redesign	Spot	24	3	$150,000
Bicycle	73	W Horsetooth Rd	Horsetooth Ct - Richmond Dr	Sidepath 2 Sides	1.4	29	2	$3,599,000
Bicycle	34	Riverside Ave	E Mulberry St	Intersection redesign	Spot	29	2	$590,000
Bicycle	1	N College Ave	Terry Lake Rd - Willow St	Buffered Bike Lane, Sidepath 2 Sides	2.4	28	2	$4,233,000
Bicycle	23	E Vine Dr	Linden St - I-25	Sidepath 1 Side	3.5	27	2	$4,447,000
Bicycle	83	S Lemay Ave	E Horsetooth Rd - E Harmony Rd	Sidepath 2 Sides	1.1	27	2	$2,689,000
Bicycle	8	E Horsetooth Rd	Caribou Dr	Signals	Spot	25	2	$410,000
Ped	36	Parklake Ave	Drake Rd	New Crossing	Spot	30	1	$585,000
Ped	51	Wabash St	Benthaven	Geometric Redesign	Spot	28	1	$150,000
Bicycle	45	Red St	Canal Crossing	New connection	Spot	28	1	$120,000

Mid-Term Phase, Opinion of Probable Cost: $36,500,000 over five years (2022 costs)

Map 2: Mid-Term Projects



Long-term (2033 and beyond)

While long-term projects fall beyond the expected delivery timeline of this AMP, they form the vision network and may be implemented as opportunities arise.

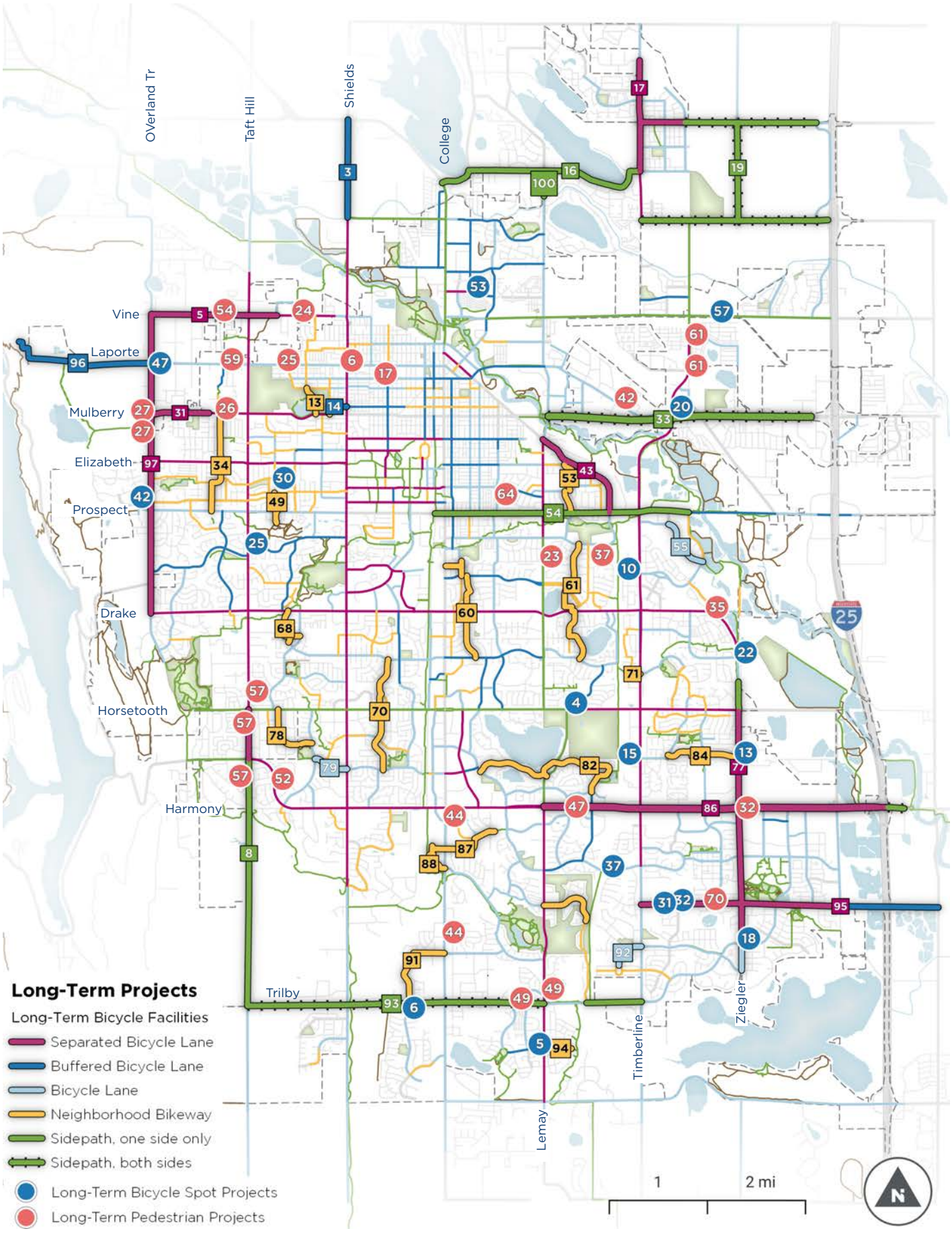
Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Ped	6	Shields St	Laporte Ave	Signal Operations	Spot	19	8	$3,000
Bicycle	90	Southridge Greens Blvd	S Lemay Ave - Center Greens Blvd	Bike Route	0.6	16	7	$11,000
Bicycle	94	Nassau Way	S Lemay Ave - Barbuda Dr	Bike Boulevard	0.3	14	7	$5,000
Bicycle	34	Clearview Ave / Ponderosa Dr / Fuqua Dr	W Mulberry St - W Prospect Rd	Bike Boulevard	1.1	24	6	$18,000
Bicycle	49	Skyline Dr / Underhill Dr	Springfield Dr - Westbridge Dr	Bike Boulevard	0.3	24	6	$6,000
Bicycle	53	McHugh St / Emigh St / Welch St	E Elizabeth St - E Prospect Rd	Bike Boulevard	0.5	24	6	$9,000
Bicycle	60	Rutgers Ave / Mathews St / Purdue Rd / Tulane Dr	S College Ave - E Swallow Rd	Bike Boulevard	1.2	24	6	$20,000
Bicycle	61	Brookwood Dr / Silverwood Dr	E Stuart St - Centennial Rd	Bike Boulevard	1.4	24	6	$23,000
Bicycle	14	Jackson Ave - W Magnolia St	W Mulberry St - S Shields St	Bike Boulevard, Buffered Bike Lane	0.3	22	6	$10,000
Bicycle	17	Turnberry Rd	Serramonte Dr - Country Club Rd	Separated Bike Lane	1.6	22	6	$301,000
Bicycle	88	Conejos Rd / Cameron Dr	W Fairway Ln - S College Ave	Bike Boulevard	0.4	20	6	$7,000
Bicycle	5	W Vine Dr	N Overland Tr - Lancer Dr	Separated Bike Lane	1.3	18	6	$243,000
Bicycle	43	Riverside Ave	S Lemay Ave - E Prospect Rd	Separated Bike Lane	1.1	18	6	$240,000
Bicycle	55	Midpoint Dr	Prospect Park Way - Sharp Point Dr	Bike Lane	0.6	18	6	$17,000
Bicycle	68	Hanover St / Hull St	W Drake Rd - W Swallow Rd	Bike Boulevard	0.5	18	6	$8,000
Bicycle	77	Ziegler Rd	Percheron Dr - Rock Park Dr	Bike Lane, Separated Bike Lane, Sidepath 1 Side	2.9	18	6	$901,000
Ped	26	Impala St	Mulberry St	Geometric Redesign	Spot	17	6	$150,000
Bicycle	42	S Overland Trail	W Lake St	Signals	Spot	15	6	$410,000
Ped	35	Miles House	Drake Rd	Beacon / RRFB	Spot	13	6	$410,000
Ped	70	Kechter Rd	Old Mill St	Beacon / RRFB	Spot	9	6	$410,000
Bicycle	22	William Neal Pkwy	Ziegler Rd	Intersection redesign	Spot	23	5	$590,000
Bicycle	86	E Harmony Rd	S Lemay Ave - Weitzel St	Separated Bike Lane, Sidepath 2 Sides	7.1	22	5	$1,743,000
Bicycle	31	W Mulberry St	S Overland Tr - Tyler St	Separated Bike Lane	0.6	21	5	$781,000
Ped	61	Timberline	International	New Crossing	Spot	21	5	$995,000
			Sykes	Beacon / RRFB	Spot			

Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Ped	59	Laporte	Impala	High-Visibility Crosswalk	Spot	19	5	$18,000
Ped	64	Lake	Stover	Median Refuge / Diverter	Spot	17	5	$117,000
Ped	57	Taft Hill	Bronson	Beacon / RRFB	Spot	16	5	$1,229,000
			Imperial	Beacon / RRFB	Spot			
			Brixton	Beacon / RRFB	Spot			
Bicycle	57	Vine	East of Timberline	Signs & Markings	Spot	15	5	$2,300
Ped	52	Harmony	Silvergate	Beacon / RRFB	Spot	23	4	$410,000
Bicycle	13	Sheldon Dr	W Oak St - W Mulberry St	Bike Boulevard	0.3	22	4	$5,000
Bicycle	70	Colony Dr / Tradition Dr / Moss Creek Dr	W Swallow Rd - W Troutman Pkwy	Bike Boulevard	1.2	22	4	$20,000
Ped	37	Creekwood Dr	north of Kirkwood Dr	High-Visibility Crosswalk	Spot	21	4	$18,000
Bicycle	78	Capitol Dr / Westfield Dr	W Horsetooth Rd - Seneca St	Bike Boulevard	0.7	18	4	$11,000
Bicycle	79	Troutman Pkwy (Planned Extension)	Seneca St - S Shields St	Bike Lane	0.4	18	4	$8,000
Bicycle	82	Breakwater Dr / Ticonderoga Dr / McMurry Ave	Boardwalk Dr - Monte Carlo Dr	Bike Boulevard	1.9	18	4	$31,000
Bicycle	87	Fairway Ln / Palmer Dr	Fossil Blvd - Hogan Dr	Bike Boulevard	0.8	18	4	$13,000
Bicycle	96	Laporte Ave	City Line - N Overland Tr	Buffered Bike Lane	1.5	18	4	$65,000
Ped	27	Overland Trail	Mulberry	Beacon / RRFB	Spot	17	4	$995,000
			Rampart	Beacon / RRFB	Spot			
Ped	32	Ziegler	Harmony	Geometric Redesign	Spot	16	4	$150,000
Bicycle	71	Vermont Dr	Eastbrook Dr - S Timberline Rd	Bike Boulevard	0.1	16	4	$2,000
Bicycle	84	Sunstone Dr / Paddington Rd	Caribou Dr - Ziegler Rd	Bike Boulevard	0.8	16	4	$13,000
Bicycle	91	Constellation Dr / Skyway Dr	W Trilby Rd - S College Ave	Bike Boulevard	0.9	16	4	$14,000
Bicycle	95	Kechter Rd / E County Road 36	Timberline Rd - CR 5	Buffered Bike Lane, Separated Bike Lane	3	14	4	$596,000
Bicycle	32	Kecther	Tilden	Two-Way Sidepath	Spot	14	4	$20,000
Bicycle	13	Ziegler	Paddington	Signals	Spot	13	4	$410,000
Ped	54	Vine	Irish	Beacon / RRFB	Spot	11	4	$410,000
Bicycle	5	Lemay	Nassau	Signals	Spot	10	4	$410,000
Bicycle	54	E Prospect Rd	Mason Trail - Sharp Point Dr	Sidepath 1 Side	2.6	24	3	$3,282,000
Bicycle	9	Dunbar	Capitol	Two-Way Sidepath	Spot	24	3	$20,000
Bicycle	25	W Stuart St	S Taft Hill Rd (Project #2)	Signals	Spot	24	3	$410,000

Project Type	PID	Street	Cross-Street or Extents	Treatment	Length (mi)	Values Score	Imple. Score	Cost Opinion (2022)
Ped	17	Grant	Mountain	Geometric Redesign	Spot	22	3	$150,000
Ped	23	Lemay	Dartmouth	New Crossing	Spot	22	3	$585,000
Bicycle	47	Overland	Laporte	Signs & Markings	Spot	21	3	$2,300
Bicycle	3	N Shields St	US 287 - W Willox Ln	Buffered Bike Lane	1.0	20	3	$407,000
Bicycle	97	Overland Trail	W Vine Dr - W Drake Rd	Separated Bike Lane	3.1	20	3	$1,610,000
Bicycle	6	Trilby	Avondale	Signals	Spot	20	3	$410,000
Bicycle	8	S Taft Hill Rd	W Horsetooth Rd - W Trilby Rd	Separated Bike Lane, Sidepath 1 Side	3	19	3	$3,460,000
Bicycle	53	Suniga St	Blue Spruce	Signs & Markings	Spot	19	3	$2,300
Bicycle	100	N Lemay Ave	Country Club Rd - Lowell Ln	Sidepath 1 Side	0.3	16	3	$330,000
Ped	25	Frey	Laporte	Geometric Redesign	Spot	23	2	$150,000
Bicycle	93	Trilby Rd	Taft Hill Rd - Timberline Rd	Sidepath 1 Side, Sidepath 2 Sides	3.6	23	2	$8,384,000
Ped	47	Wheaton	Harmony	New Crossing	Spot	22	2	$585,000
Bicycle	19	Richards Lake Rd, Giddings Rd, & Mountain Vista Dr	Turnberry Rd - I-25	Sidepath 2 Sides	4.2	22	2	$10,751,000
Bicycle	30	Skyline Dr	Clearview	New connection	Spot	22	2	$120,000
Ped	49	Brittany Dr	S Lemay Ave	New Crossing	Spot	21	2	$995,000
			E Trilby Rd	New Crossing	Spot			
Bicycle	20	S Timberline Rd	E Lincoln Ave	Intersection redesign	Spot	21	2	$590,000
Ped	44	College	Palmer	Beacon / RRFB	Spot	21	2	$819,000
			Saturn	Beacon / RRFB	Spot			
Bicycle	92	Zephyr Rd (Planned Extension)	Red Willow Dr - S Timberline Rd	Bike Lane	0.3	20	2	$8,000
Bicycle	4	Horsetooth	Lemay	Two-Way Sidepath	Spot	18	2	$20,000
Bicycle	10	Power Trail	Nancy Gray	New connection	Spot	16	2	$120,000
Ped	24	Lancer	Vine	Geometric Redesign	Spot	9	2	$150,000
Bicycle	18	Ziegler	Lady Moon	Signs & Markings	Spot	7	2	$2,300
Bicycle	31	Kecther	Timberline	Outlier	Spot	6	2	$410,000
Bicycle	33	E Mulberry St	S Lemay Ave - I-25	Sidepath 2 Sides	5.4	24	1	$13,634,000
Bicycle	15	Power Trail	Caribou Dr	New connection	Spot	20	1	$120,000
Ped	42	Airpark	Lincoln	New Crossing	Spot	18	1	$585,000
Bicycle	37	Power Trail	Keenland	New connection	Spot	16	1	$120,000
Bicycle	16	Country Club Rd	N College Ave - Turnberry Rd	Sidepath 1 Side	2.2	20	0	$2,819,000

Long-Term Projects, Opinion of Probable Cost: $63,500,000 (2022 costs)

Map 3: Long-Term Projects



Overall, the AMP proposes the following relative program levels over each phase of the Plan:

Plan Phase	Opinion of Probable Cost (2022)		
	Pedestrian Projects	Bicycle Projects	Total
Near-Term	$7.5 million	$16.5 million	$24 million
Mid-Term	$4.5 million	$32 million	$36.5 million
Long-Term	$9.5 million	$54 million	$63.5 million

Maintenance Costs

In addition to the capital costs of implementing new facilities, bicycle and pedestrian infrastructure requires maintenance and should be incorporated into standard maintenance programs to ensure continued safety and usefulness. Because bicycles and people walking put less force and wear on roadways, these costs are overall considerably less than general roadway maintenance, but do still encompass some specific maintenance items that can be planned for up front.

Phase	Facility Type	Maintenance Needs	Additional Maintenance Cost per Mile	Additional Planned Mileage	Annual Cost
Near-Term	Bicycle Boulevards, Shared Roadways, and Bicycle Lanes	On-street bicycle facilities can be swept and snow cleared as a part of regular street maintenance.	None	5.8 mi	No additional cost
	Separated Bicycle Lanes and Shared-Use Paths	Primary and secondary bicycle streets and paths should be swept regularly and plowed after snow events. Sand and salt may be applied to improve traction, and should be removed from the street when conditions permit. A narrow sweeper vehicle (with plow attachment) can be purchased to maintain separated bicycle lanes. As the network expands, bicycle routes can be cleared more efficiently. Light vertical separation materials, including flexible delineators, may need to be replaced periodically (assume 15% of flexible delineators may be replaced annually).	$15 - 20,000 per mile annually	25.2 mi	$100,000 - $250,000, depending upon implementation cadence
Medium-Term	Bicycle Boulevards, Shared Roadways, and Bicycle Lanes	Markings may need to be refreshed on some routes within 10 years.	$10 - 15,000 per mile	4.8 mi	$50,000 - $90,000
	Separated Bicycle Lanes and Shared-Use Paths	As the bicycle network expands, additional sweep and plow vehicles may be purchased. Debris and snow clearance can become more efficient as more facilities are connected to one another. Some striping and vertical separators may need to be replaced with wear and tear.	$15 - 20,000 per mile annually	26.7 mi	$100,000 - $250,000, depending upon implementation cadence

Delivering the Active Modes Network

Currently, the following local programs provide funding and support for Active Modes infrastructure.

Multimodal Funding Source	Recent Multimodal Funding
Budgeting for Outcomes (multimodal requests)	~ $1 million (annually)
Street Maintenance Program	$15 – 18 million for all street maintenance projects
Community Capital Improvement Program (ending 2025)	
Sidewalk / ADA Compliance	$14 million
Bicycle Infrastructure	$5 million
Grade-Separated Crossings	$6 million
HSIP	~$400,000 received in 2024 - 2025

Existing and Anticipated Funding

Gathering and leveraging funding for multimodal projects requires strategic selection of project types, alignment between project purpose and funding strategy, and preparedness for opportunities. Below is a summary of funding sources available to Fort Collins for implementing the Fort Collins AMP's recommended projects.

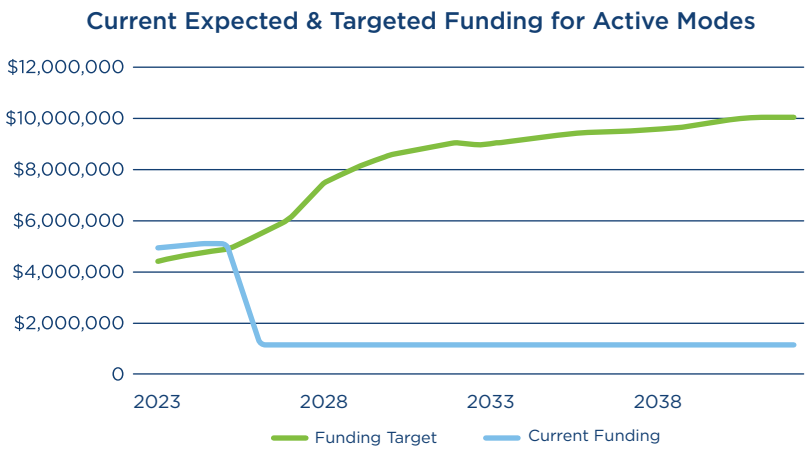
	Funding Source
Local Funding	**Community Capital Improvement Program:** A voter-approved quarter-cent sales tax renewal that includes dedicated funding for arterial intersection reconstruction, bicycle infrastructure expansion, and other multimodal improvements.
	Budgeting for Outcomes: The City's budgeting process, Budgeting for Outcomes (BFO), is designed to prioritize community goals, organized around seven Key Outcome Areas. In the past, this local funding has been successfully leveraged to either implement multimodal projects or match state and federal sources to extend program reach.
	Street Maintenance Program: The SMP has successfully implemented a number of bicycling and pedestrian projects especially through regular maintenance and resurfacing projects, including striping bicycle lanes, repairing sidewalks and curbs, and reconstructing curb ramps for ADA compliance. Projects that can be implemented through regular operations and maintenance (e.g., lane diets and small concrete construction) may be good candidates to program via SMP.
State Funding	**FASTER Safety Program:** To support construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street. This program is administered by CDOT.
	Safer Main Street: These grants can be used for safety and economic revitalization projects of state-owned roadways with dense commercial activities.
	FASTER Transit Grants: These grants can be used for bicycle amenities or connections that support transit projects. These grants are administered by CDOT regional offices.

	Funding Source
Federal Funding	**Urbanized Area Formula:** This funding can be used for transit capital and operating assistance in urbanized areas and for transportation-related planning. These grants funds can be used to improve bicycle access to transit stations. This grant is administered by the Federal Transit Administration (FTA).
	Capital Investment Grant (CIG): This funding can be used for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. These grants funds can be used to improve bicycle access to transit stations. This grant is administered by the FTA.
	USDOT Discretionary Grants: The US Department of Transportation administers several discretionary programs to fund local projects, such as RAISE and INFRA.
	Highway Safety Improvement Program (HSIP): The goal of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This is a federal program administered by CDOT.
	Congestion Mitigation and Air Quality Improvement (CMAQ) Program: This program can fund transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards. In the Fort Collins region, these funds are provided to CDOT and distributed through NFRMPO.
	Surface Transportation Block Grant (STBG) Program: This program funds projects that preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. In and around Larimer County, these funds are provided to CDOT and distributed through NFRMPO.
	Safe Routes to School (SRTS): This funding can be allocated to infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. This grant is a federal program administered by CDOT.
	Transportation Alternatives Program (TAP): TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. In and around Larimer County, these funds are provided to CDOT and distributed through NFRMPO.

Alternative Funding Options

This Fort Collins AMP sets an aggressive program and timetable for achieving the City's goals. While Fort Collins has allocated funding to bicycling and walking programs through Budgeting for Outcomes and the CCIP, as well as implementing some projects through the SMP, two current primary funding sources are expected to sunset in 2025. To achieve mode share and safety goals, the City will need to both seek grant and formula funding and develop creative funding approaches for durable program maintenance.

Potential new funding sources may include a renewal of the CCIP program at adequate funding levels, as well as the opportunity for bond funding which may specific a project list. Both of these sources would require voter approval from City residents.



From Start-Up Program to Core Business Practice

Currently, FC Moves is responsible for initiating and planning most active modes work in Fort Collins. However, the responsibility for delivering the Fort Collins AMP will cut across many divisions and job titles, with shared responsibility and buy-in being necessary for success. Below is each of the AMP's Next Moves, and who will be critical collaborators for making each move.

Next Move ID	Next Move	Responsible Agencies
CCN1	Provide direct connections	FC Moves, Transfort & Parking, Engineering, Traffic, Streets
CCN2	Locate and fill network gaps	FC Moves, Transfort & Parking, Engineering, Traffic, Streets
CCN3	Connect to the trail system	Park Planning & Development, Natural Areas
CCN4	Expand the wayfinding system	FC Moves, Traffic
CAD1	Upgrade facilities to meet ADA standards	FC Moves, Streets, Engineering, Traffic
CAD2	Connect to mobility hubs	FC Moves, Transfort & Parking
CAD3	Repair sidewalks and bikeways	Engineering, Streets
CAD4	Manage parking and placement of micromobility, bikeshare, and car share	FC Moves, Transfort & Parking
CAD5	Reevaluate snow removal procedures	FC Moves, Transfort & Parking, Engineering, Traffic, Streets
HEC1	Create appropriate programming	FC Moves, Comm. Development, Sustainability Services, DEI, Police Services
HEC2	Increase diverse community involvement	FC Moves, Comm. Development, Sustainability Services, DEI
HEC3	Improve network equity by using the HEI	FC Moves, Comm. Development, Sustainability Services, DEI
HEC4	Expand multimodal options	FC Moves, Comm. Development, Sustainability Services, DEI, Transfort & Parking, Streets, Engineering and Traffic
SCT1	Support the implementation of Vision Zero goals	FC Moves, Comm. Development, Sustainability Services, DEI, Police Services, Streets, Engineering, Traffic
SCT2	Install traffic calming improvements	FC Moves, Transfort & Parking, Engineering, Traffic, Streets
SCT3	Provide increased street lighting	Engineering, Light & Power Operations
SCT4	Frequently evaluate safety	FC Moves, Comm. Development, Sustainability Services, DEI, Transfort & Parking, Streets, Engineering and Traffic, Police Services
SIC1	Advance active transportation culture and coordinate with the TDM program	FC Moves, Comm. Development, Sustainability Services
SIC2	Build active modes awareness	FC Moves, Comm. Development, Sustainability Services
SIC3	Increase active school trips	FC Moves, Comm. Development, Sustainability Services, PSD

Prioritizing Access for People over Movement of Vehicles

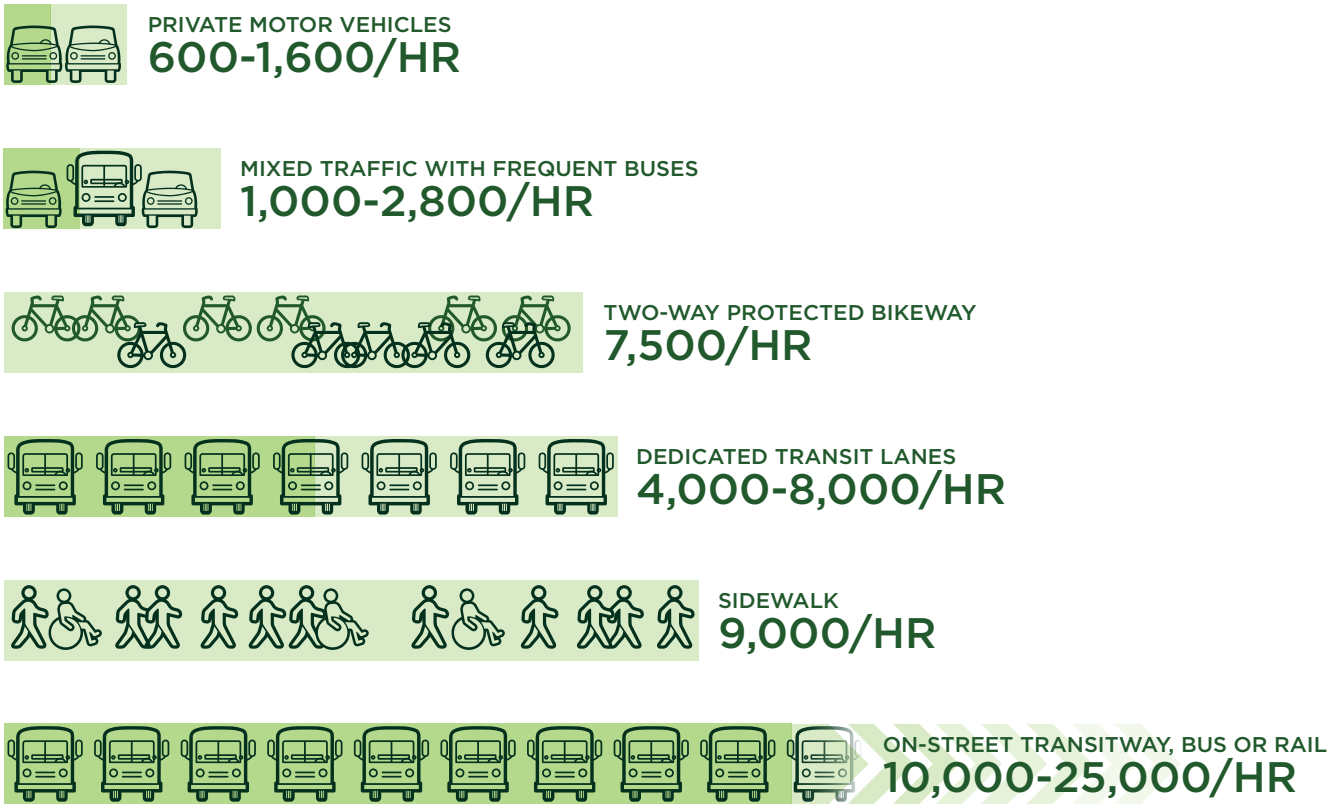
Finally, this AMP is based on a commitment that transportation is about enabling people to move where they want reliably and affordably. The transportation industry in North America has historically prioritized movement of private vehicles over all other modes, resulting in a transportation system that too often constructs barriers to people not moving in vehicles—with fast-moving traffic, wide and challenging roadways, and circuitous routing required of people walking, bicycling, and rolling.

This Fort Collins AMP proposes a mobility system for Fort Collins that flips the script—to create urban streets that are more efficient and promote safe movement, this Plan prioritized small modes: walking, bicycling, scootering, skating, and rolling. These modes can maximize the spatial efficiency of Fort Collins' streets, while opening opportunities for more people to walk, bicycling, and roll for more trips.

However, to achieve these gains, the City needs to adopt key performance indicators that correctly value all movement and efficient mobility:

- Total person throughput, instead of Average Daily Traffic for vehicles only
- Multimodal Level of Service, rather than just vehicle Level of Service
- Access to 15-Minute Communities, so that residents are able to access the majority of their daily needs via active mobility
- Systemic Safety and reduction of all traffic fatalities and injuries

While some of these initiatives will be addressed in forthcoming plans (e.g., the 15-Minute City Analysis and Vision Zero Action Plan), this Plan's success will hinge on collecting data and communicating progress by centering access for people over movement of private vehicles.



Source: NACTO, *Transit Street Design Guide* (2016).

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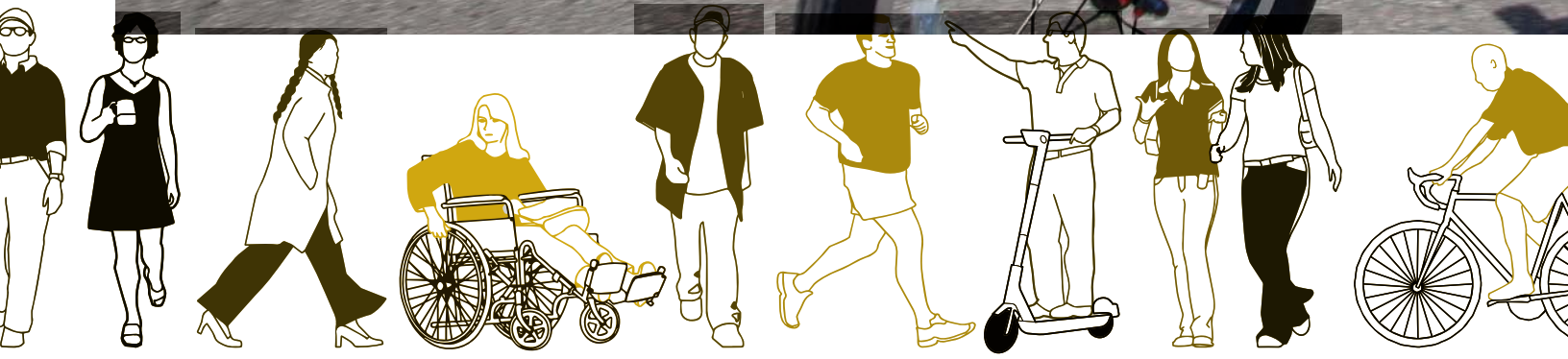
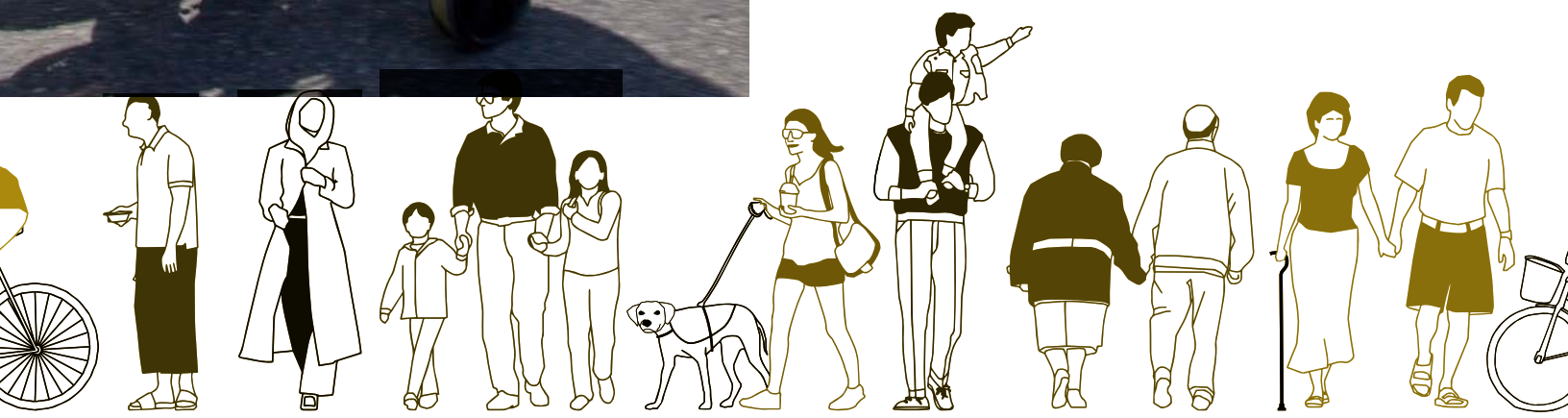


CHAPTER 8: CONCLUSION



While the analysis, action planning, and engagement for developing this AMP occurred over the span of just one year, the Fort Collins Active Modes Plan is the result of many years of dedication and intentional actions towards improving walking, bicycling, and sustainability outcomes. Through implementation, the AMP will help Fort Collins achieve the vision for the future of active modes and create a place **where walking, bicycling, rolling, and using other forms of micromobility are safe, accessible, convenient, joyful, and desired.**

This Fort Collins AMP and its projects, policies, and programs provide a framework for implementing this citywide vision and enhancing opportunities for using active modes in Fort Collins. The Fort Collins AMP presents a detailed roadmap for how the City of Fort Collins and its partners can strategically plan for innovations, infrastructure improvements, and investments in the active transportation network, and create a vibrant, dynamic, and accessible community for all.

The City of Fort Collins and partners in local agencies and community-based organizations all have important roles to play in supporting initiatives that meet the needs of people using active modes, including the needs identified in this document. This Fort Collins AMP is designed to be flexible, providing sufficient direction while also encouraging the City to respond as opportunities arise and conditions change over time. For successful implementation, the City is committed to:

- Continuing to meaningfully engage the public, focusing on elevating the voices of historically underrepresented individuals and groups
- Collaborating with neighboring jurisdictions, regional agencies, and local partners
- Integrating the Fort Collins AMP into citywide databases and processes
- Seeking grants and other funding opportunities to advance projects
- Evaluating needs and monitoring progress over time

The Fort Collins AMP should be viewed as a "living document" that is re-revaluated and expanded over time. A formal review and progress update is recommended in five years, with a particular focus on updating the recommended pedestrian and bicycle network and priority projects and incorporating the needs of micromobility users. In the short term, the City of Fort Collins should focus on continuing to build community support and stewardship for safe and active streets and focus on funding and implementation to create a functional active transportation environment.

The world has changed over the past several years in many ways, and so has Fort Collins. The City has found success in strategies aimed at strengthening citywide active transportation, has adapted to fundamental societal changes related to the COVID-19 pandemic, and has prepared to answer calls for social and racial justice. The entire Fort Collins community is prepared to leverage this moment in time to refresh the roadmap for active modes, work together to have different and important conversations, and focus on the recommendations laid out in the AMP that will take Fort Collins to the next level.

The Active Modes Plan and You

This plan is all about your future in Fort Collins and was made by you and other residents, business owners, employees, and organizations across Fort Collins.

It will take everyone working together to **increase active modes ridership to 20% and eliminate active modes fatalities and serious injuries in the next 10 years**.

You can help ensure this future by participating in engagement activities and educational opportunities, spreading the word about the AMP, and being a leader and advocate for active modes in Fort Collins.

Share the Active Modes Plan story with your friends, families, and communities, and learn how you can continue to be involved by visiting https://www.fcgov.com/fcmoves/

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