



City of  
Fort Collins

# STRATEGIC TRAILS PLAN



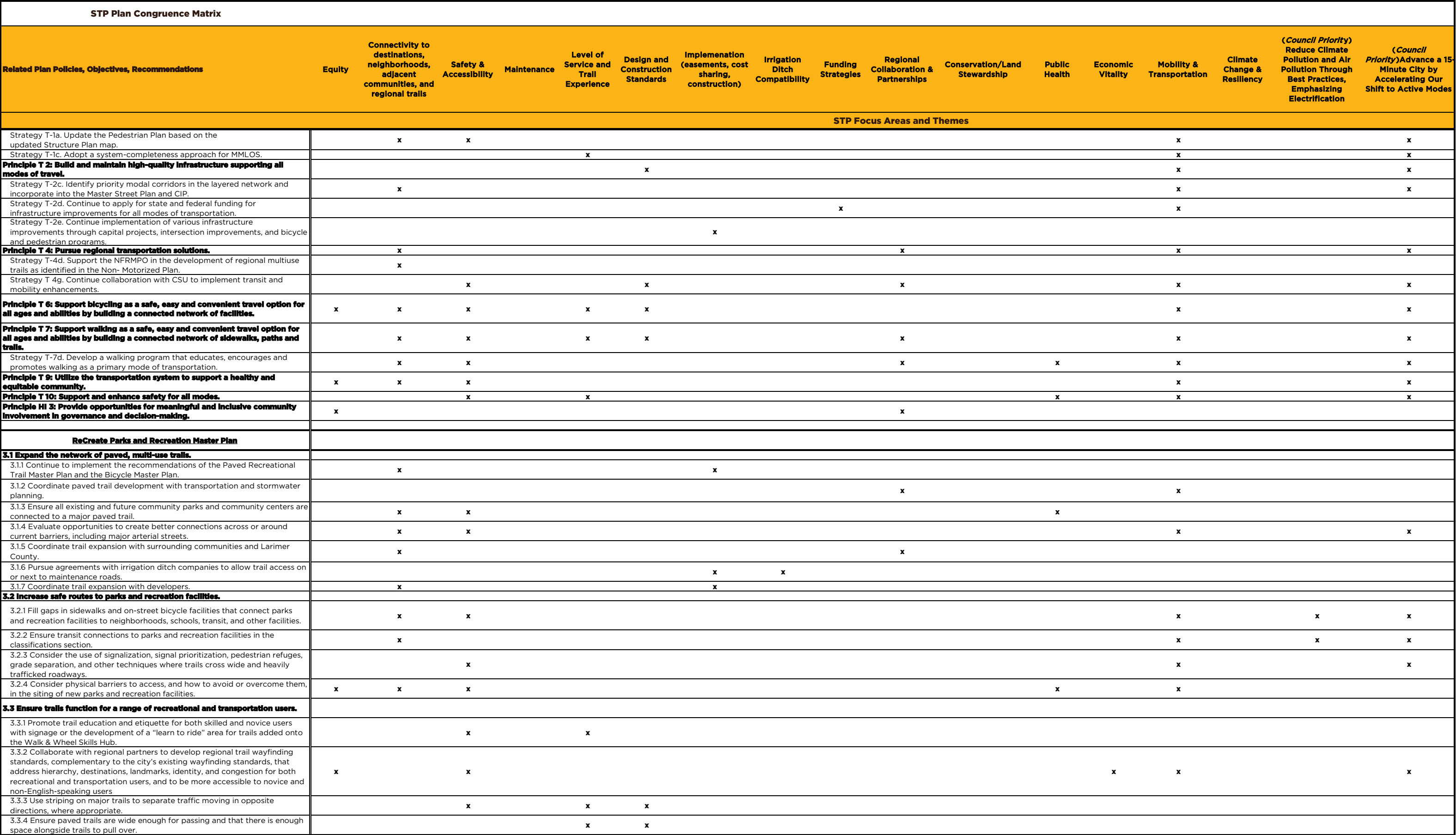
## APPENDIX B: Plan Congruence Matrix



STP Plan Congruence Matrix																		
Related Plan Policies, Objectives, Recommendations	Equity	Connectivity to destinations, neighborhoods, adjacent communities, and regional trails	Safety & Accessibility	Maintenance	Level of Service and Trall Experience	Design and Construction Standards	Implementaion (easements, cost sharing, construction)	Irrigation Ditch Compatibility	Funding Strategies	Regional Collaboration & Partnerships	Conservation/Land Stewardship	Public Health	Economic Vitality	Mobility & Transportation	Climate Change & Resiliency	(Council Priority) Reduce Climate Pollution Through Best Practices, Emphasizing Electrification	(Council Priority)Advance a 15-Minute City by Accelerating Our Shift to Active Modes	
STP Focus Areas and Themes																		
Active Modes Plan																		
Big Move: A Complete and Connected Network																		
CCN1. Provide direct connections		x			x		x							x			x	
CCN2. Locate and fill network gaps		x	x		x		x							x			x	
CCN3. Connect to the trail system		x	x				x							x			x	
CCN4. Expand the wayfinding system					x									x				
Big Move: Comprehensive Access to Destinations																		
CAD1. Upgrade facilities to meet ADA standards	x		x											x				
CAD2. Connect to Mobility Hubs	x	x								x			x	x			x	
CAD3. Repair sidewalks and bikeways	x			x										x				
Big Move: Safe and Comfortable Travel																		
SCT1. Support the implementation of Vision Zero goals			x				x							x				
SCT2. Install traffic calming improvements			x		x									x			x	
SCT4. Frequently evaluate safety			x															
Big Move: A Healthy and Equitable Community																		
HEC2. Increase diverse community involvement	x																	
HEC3. Improve network equity by using the Health Equity Index	x											x						
Big Move: A Supportive and Inclusive Culture																		
SIC2. Build active modes awareness	x											x		x	x		x	
SIC3. Increase active school trips		x	x							x				x	x		x	
SIC4. Expand recreational active modes opportunities							x			x		x		x			x	
Natural Areas Strategic Framework Plan	x	x					x		x	x	x	x			x		x	
Utilities Strategic Plan																		
Objective 2-B – Ensure a sustainable future by planning for future demands.				x											x			
Objective 2-C – Build on past investments through system renewal and replacement efforts that result in the provision of reliable and resilient utility services.	x			x					x									
Objective 3-E -- Improve effective relationships with the development community based on infill and greenfield development.				x						x								
Objective 6A – Ensure that Utilities is prepared for and able to adapt to climate change and disruptive events.				x											x			
Objective 6D – Evaluate activities for contribution to increased organization and community resiliency.				x											x			
Our Climate Future																		
BIG MOVE 1 SHARED LEADERSHIP AND COMMUNITY PARTNERSHIP																		
SLCP1: Continue, and where appropriate expand, upon durable partners beyond Fort Collins to achieve climate, energy and waste goals										x	x				x	x		
SLCP6 Embed resilience into City policy planning initiatives															x			
BIG MOVE 3 CLIMATE RESILIENT COMMUNITY																		
CRC6: Integrate climate resilience considerations into city strategic and operational plans				x		x									x			
CRC9: Engage community-based organizations in building climate resilience communities	x									x	x				x			
BIG MOVE 4 CONVENIENT TRANSPORTATION CHOICES																		
CTC1: Continue to build bicycle facilities as identified in the Bicycle Master Plan		x												x	x		x	
CTC2: Create mobility hubs to support convenient transportation connection options		x			x									x	x		x	
CTC6: Create flexible transit system that adapts with variable demand		x	x		x									x	x		x	
BIG MOVE 5 LIVE, WORK, AND PLAY NEARBY																		
LWPN1: Enhance partnerships with schools to ensure safe ways for kids to get to school		x	x		x					x				x	x		x	
LWPN2: Evaluate opportunities within the Land Use Code to better encourage the development of “complete neighborhoods” that include a variety of housing options, access to services and amenities, and proximity of housing to jobs		x												x	x		x	
BIG MOVE 7 HEALTHY, AFFORDABLE HOUSING																		
HAH5: Create targeted neighborhood level interventions to increase green infrastructure and/or energy retrofits to address environmental justice issues (also known as Green Zone)		x				x		x			x				x	x		



STP Plan Congruence Matrix																		
Related Plan Policies, Objectives, Recommendations	Equity	Connectivity to destinations, neighborhoods, adjacent communities, and regional trails	Safety & Accessibility	Maintenance	Level of Service and Trail Experience	Design and Construction Standards	Implementation (easements, cost sharing, construction)	Irrigation Ditch Compatibility	Funding Strategies	Regional Collaboration & Partnerships	Conservation/Land Stewardship	Public Health	Economic Vitality	Mobility & Transportation	Climate Change & Resiliency	(Council Priority) Reduce Climate Pollution Through Best Practices, Emphasizing Electrification	(Council Priority) Advance a 15-Minute City by Accelerating Our Shift to Active Modes	
STP Focus Areas and Themes																		
BIG MOVE 10 ZERO WASTE ECONOMY																		
ZWE2: Continue to explore ways to further reuse and recycle soil from City projects						x										x		
ZWE7: Require recycled/recyclable construction materials in city projects						x										x		
BIG MOVE 11 HEALTHY NATURAL SPACES																		
HNS3: Protect and expand natural habitats as growth occurs						x					x					x		
City Plan																		
Principle LIV 1: Maintain a compact pattern of growth that is well-served by public facilities and encourages the efficient use of land.		x			x	x				x	x			x			x	
Strategy LIV-1c. Collaborate with Larimer County to adopt Fort Collins design and development standards within the GMA.						x				x								
Strategy LIV-1e. Continue to purchase open lands and conservation easements, and use other tools such as development regulations, TDRs, and GMA planning for the purposes of defining and protecting community edges, establishing community separators, mitigating flood hazards, and increasing access to nature in underserved areas.	x	x					x			x					x			
Principle LIV 3: Maintain and enhance our unique character and sense of place as the community grows.																		
Strategy LIV-3a. Update open space and amenity requirements for urban and mixed-use development to support Nature in the City objectives and provide relief from higher densities supported in these locations.		x			x	x					x				x			
Principle LIV 4: Enhance neighborhood livability.	x	x	x		x													x
Principle LIV 9: Encourage development that reduces impacts on natural ecosystems and promotes sustainability and resilience.						x									x			
Principle CR 2: Provide a variety of high-quality outdoor and indoor recreational opportunities that are accessible to all residents.	x	x	x		x													
Strategy CR-2a. Continue the design and construction of new paved recreational trails throughout the city in accordance with the 2013 Paved Recreational Trail Master Plan.		x				x												
Strategy CR-2b. Continue support for the maintenance and rehabilitation of existing parks and recreation facilities in accordance with increasing demand				x		x												
Strategy CR-2c. Collaborate with partner agencies and organizations within the region, as well as at state and federal levels, to continue to implement segments of the Colorado Front Range Trail located within the GMA.		x								x								
Principle CR 3: Adapt and expand parks and recreation facilities and programs to meet the needs of a changing community.		x	x	x	x	x												
Strategy CR-3b. Periodically survey residents regarding parks and recreational facility programs and priorities.																		
Principle EH 5: Engage and help shape regional economic development efforts.																		
Strategy EH-5c. Work with regional partners to identify regional transportation-management solutions to address commute issues for workers and residents.		x								x			x					
Principle ENV 1: Conserve, preserve, protect, create and enhance ecosystems and natural spaces within Fort Collins, the GMA and the region.																		
Strategy ENV-1d. Monitor and periodically update maps and connectivity analysis of a 10-minute walk to nature and wildlife connectivity within the GMA.		x			x									x				x
Strategy ENV-1e. Explore opportunities to partner on acquiring and managing various open lands for multiple uses (e.g., Community Services, recreation, stormwater, trails, agriculture/food production, etc.).																		
Principle ENV 2: Become a carbon-neutral community by 2050 and improve the community's resilience by preparing for and adapting to the impacts of climate change.																		
Principle ENV 9: Protect human health, safety, wildlife habitat and the environment by limiting light pollution and protecting our night sky.																		
Strategy ENV-9f. Implement lighting best practices at City-owned facilities and for City-owned lighting, including street lighting.																		
Principle SC 4: Provide opportunities for residents to lead healthy and active lifestyles and access healthy local food.	x											x		x				x
Strategy SC-4e. Continue to explore new opportunities to partner on acquiring and managing various open lands for multiple uses (e.g., natural areas, recreation, stormwater, trails, agriculture/food production, etc.).																		
Principle T 1: Coordinate transportation plans, management and investments with land use plans and decisions.																		



STP Plan Congruence Matrix																		
Related Plan Policies, Objectives, Recommendations	Equity	Connectivity to destinations, neighborhoods, adjacent communities, and regional trails	Safety & Accessibility	Maintenance	Level of Service and Trall Experience	Design and Construction Standards	Implementation (easements, cost sharing, construction)	Irrigation Ditch Compatibility	Funding Strategies	Regional Collaboration & Partnerships	Conservation/Land Stewardship	Public Health	Economic Vitality	Mobility & Transportation	Climate Change & Resiliency	(Council Priority) Reduce Climate Pollution Through Best Practices, Emphasizing Electrification	(Council Priority)Advance a 15-Minute City by Accelerating Our Shift to Active Modes	
STP Focus Areas and Themes																		
3.3.5 Where widening of trails is not possible to meet demand due to physical, environmental, or other constraints, consider the development of parallel trail and complete street corridors.					x													
3.3.6 Maintain trails to defined standards to avoid blockages caused by weather or disrepair.																		
Level of Service Target: 30 miles of paved multi-use trails per 100,000 residents. Current LOS is 25.2. Meeting the target LOS will require adding 28 miles to the system by 2040.				x														
Grade Separated Crossing Prioritization Study																		
2001 Grade Separated Crossing Guidelines						x												
3. Prioritization Criteria																		
Demand Category - Bicycle demand, pedestrian demand, population density, youth density, student density, senior density	x													x				
Connectivity Category - to transit, enhanced travel corridors, regional trail connection, connecting bicycle paths and trails, alternate crossing location, connecting existing streets and sidewalks, connecting natural resources, connecting destinations and amenities		x	x		x					x								
Safety Category - low stress network location, crash reduction potential, quality of existing crossing			x		x													
Social Equity Category	x																	
Cost and Constructability Category - cost and feasibility, partnership or funding opportunities							x		x	x								
Vision Zero Action Plan																		
Focus on vulnerable users			x															
Prioritize safer speeds and multimodal places			x											x				
Center equity	x																	
Regional Active Transportation Corridors																		
The corridors were identified based on a series of selection criteria focused on consistency with local/regional/state planning efforts, multimodal connectivity, economy and tourism, access to key destinations, obstacles to implementation, and public input.		x					x											
Equity Plan																		
GOAL 2: Inclusive & Equitable Engagement																		
Strategy: Inclusive and targeted engagement	x									x								
Strategy: Boards and Commissions and Employee Resource Groups	x									x								
Strategy: Accessibility	x		x									x		x				
GOAL 3: Data Accountability																		
Strategy: Data Routine and Cataloging	x			x														
CSU Bicycle Master Plan																		
Equip CSU to apply for North Front Range MPO funding in partnership with the City of FC									x	x								
Provide guidance for accomodating bicycles on campus in new residences, office and educational buildings, and parking garages.		x																
Attain platinum bicycle-friendly designation	x	x			x													
15 Minute City Report																		
Goal: Strengthen Underserved Communities	x	x	x		x												x	
Goal: Shift to Active Modes Trips		x	x		x							x		x	x		x	
Goal: Enhance Resiliency in Fort Collins																	x	
Expand the active transportation network		x	x											x	x		x	
Support Mixed-use neighborhoods		x	x		x									x	x		x	
Increase housing capacity in areas with strong connectivity		x	x		x												x	
Expand access to nature and parks					x							x		x				
Subarea Plans																		
East Mulberry Plan																		
2.3: Incorporate or collocate stormwater and floodplain enhancements alongside other East Mulberry Plan Area environmental protection and transportation enhancements.						x		x			x							
3.5: Establish safe and direct multimodal connections between destinations/character areas within the East Mulberry Plan Area, as well as primary travel corridors and to adjoining areas within the City of Fort Collins such as Downtown, natural areas, and the Mulberry & Lemay Crossings commercial area.		x	x											x		x		

[illegible]

STP Plan Congruence Matrix																			
Related Plan Policies, Objectives, Recommendations	Equity	Connectivity to destinations, neighborhoods, adjacent communities, and regional trails	Safety & Accessibility	Maintenance	Level of Service and Trail Experience	Design and Construction Standards	Implementation (easements, cost sharing, construction)	Irrigation Ditch Compatibility	Funding Strategies	Regional Collaboration & Partnerships	Conservation/Land Stewardship	Public Health	Economic Vitality	Mobility & Transportation	Climate Change & Resiliency	(Council Priority) Reduce Climate Pollution and Air Pollution Through Best Practices, Emphasizing Electrification	(Council Priority) Advance a 15-Minute City by Accelerating Our Shift to Active Modes		
STP Focus Areas and Themes																			
S 2.1 Implement neighborhood greenways featuring streetscape and stormwater improvements along key neighborhood routes that connect to nearby green spaces and the community low-stress bicycle network.		x			x	x													
<b>Harmony Corridor Plan</b>																			
UD-4 Promote the development of an extensive recreational trail that connects to the city-wide trail system.		x								x									
UD-5 Promote the development of a commuter bikeway system that supports bicycling as an alternative mode of transportation in the corridor.														x			x		
UD-8 Adopt design guidelines and standards for retail development in the corridor to create better neighborhoods by promoting safe, pleasant walking and bicycling environments, more lively commercial centers, convenient transit access, and human scale design.					x	x													
GW-6 Create networks of open space and trail systems, that incorporate wetlands and wildlife habitat.											x								
LU-1 Strive for excellence and high quality in the design and construction of buildings, open spaces, pedestrian and bicycle facilities, and streetscapes by establishing and enforcing design guidelines specific to the corridor area.						x													
<b>I-25 Subarea Plan</b>																			
Policy I-25-T-1.1 The subarea's transportation system will support the development of interconnected regional and local transit, bicycle connections, and an integrated pedestrian system.		x								x				x					
Policy I-25-NOL-1.1 Within this subarea, a primary off-street "green way" will be located along Boxelder Creek establishing an important connection between neighborhoods, employment areas, and activity centers, and other areas within the subarea. This trail facility will be designed and located in accordance with both the City's Parks and Recreation Policy Plan and Natural Areas Policy Plan.		x				x	x											x	
<b>Lincoln Corridor Plan</b>																			
Add new bike/ pedestrian bridge on the Poudre River Trail at the railroad trestle between Linden and College.		x	x			x													
Construct paved trail from Mulberry/ Riverside Intersection across Pickle Plant Site and Udall Natural Area to Lincoln.		x																	
Restoration and construction of trail improvements on the Coy Ponds area of Gustav Swanson Natural Area.		x																	
Parking lot and paved trail improvements.				x		x								x					
<b>Midtown Master Plan</b>																			
Design guidelines for the public realm: Pedestrian circulation systems should provide access to buildings, courtyards, paths and plazas. These should interconnect to facilitate pedestrian movement throughout the area.						x													
Establish a network of several minor public open spaces throughout Midtown as part of private development projects, but which contribute to the larger Parks and Open Space concept for Midtown.		x			x	x													
Pedestrian promenade - ideal cross section allows for 15' multi-use path with 15' landscaping and 10' buffer between path and building.						x													
Create a safe and attractive multi-modal environment to encourage walking and biking to the area.		x	x																
<b>Mountain Vista Subarea Plan</b>																			
Policy MV-T-1.1 The design of the grade-separated crossings will be determined when funding is available and engineering is initiated. The design and project cost options will be assessed (underpass vs. overpass) to analyze efficiencies in costs, and visual and noise impacts on nearby areas.		x				x													
Policy MV-T-1.4 Bicycle and pedestrian facilities, both on- and off-street, will be developed to link this subarea to downtown Fort Collins and Poudre River Trail. These connections will link to the comprehensive city- and region-wide bicycle, pedestrian, and transit systems.		x	x		x														
Policy MV-NOL-1.2 An off-street multi-use trail network will be located within this subarea that establishes an important connection between neighborhoods, School, Community Park, Community Commercial District, and employment areas, and destinations outside of the subarea. This trail network will be designed and located in accordance with the City's Parks & Recreation Policy Plan and the Natural Areas Policy Plan.		x			x	x													
Policy MV-NOL-1.3 A network of open lands including parks, trails and natural areas will be connected by existing ditch and canal facilities, and other existing and proposed rights-of-ways. Buffer setbacks will be created for new development in accordance with existing City's Natural Areas Program Standards & Guidelines		x				x		x			x								





STP Plan Congruence Matrix																		
Related Plan Policies, Objectives, Recommendations	Equity	Connectivity to destinations, neighborhoods, adjacent communities, and regional trails	Safety & Accessibility	Maintenance	Level of Service and Trail Experience	Design and Construction Standards	Implementation (easements, cost sharing, construction)	Irrigation Ditch Compatibility	Funding Strategies	Regional Collaboration & Partnerships	Conservation/Land Stewardship	Public Health	Economic Vitality	Mobility & Transportation	Climate Change & Resiliency	(Council Priority) Reduce Climate Pollution Through Best Practices, Emphasizing Electrification	(Council Priority)Advance a 15-Minute City by Accelerating Our Shift to Active Modes	
	STP Focus Areas and Themes																	
	Policy MV-NOL-1.4 The City will work closely with representatives of the No. 8 Ditch to coordinate enhancements, realignment, access, and modifications to reduce hazards in protecting the health and safety of the public. Such improvements will also enhance the drainage corridor by establishing new landscaping, grading of ditch bank slopes, and new trail alignment. Future funding of the proposed ditch corridor enhancements will need to be identified and coordinated between the City, ditch provider (Windsor Reservoir and Canal Company), and adjacent land owners including the Poudre School District.																	
	North College Corridor Plan																	
	STN 2.2 - Other Infrastructure. Utility corridors, easements, channels, and detention basins will be integrated with the network for multiple purposes (e.g. recreation, personal mobility, image and identity.)																	
	RIV 1.2 - Attractive Connection – Landscaping. The City and URA will seek opportunities to formulate landscape projects on City-owned property between Cherry Street and the Lake Canal. Potential opportunities may originate in various sources, e.g. transportation, parks/trails, natural areas, stormwater, the DDA, or the URA.																	
	RIV 1.4 - Active Connection – Trails. The City will explore possible extensions and enhancements to the trail network to expand appropriate recreation and enjoyment of the river landscape in the heart of Fort Collins.																	
Northside Neighborhoods Plan																		
T-8. Provide Trails. Provide trail connections to the Poudre Trail from the neighborhoods and businesses. A future multi-use trail is proposed along Lake Canal. A widened, multi-use sidewalk is proposed along the northside of Buckingham Street and the eastside of Redwood Street.																		
Northwest Subarea Plan																		
Goal P-2: The Northwest Subarea will contain a system of connected trail corridors that provide access to the Foothills, Poudre River, the Soldier Creek trail, between neighborhoods, and to local parks, schools, and other destinations. This connected trail system will be achieved with willing participants.																		
Policy P-2.1 Provide new multi-purpose recreation trails that connect neighborhoods and schools with the Foothills and Poudre River Trails, as shown Figure 14 - Open Lands & Trails Plan on page 27.																		
Policy P-2.2 Provide local neighborhood connection trails that are safe routes for travel between schools, parks, natural areas, and homes; and that connect to other major destinations within the community, including CSU and Downtown.																		
Policy P-2.3 Establish Soldier Creek Trail, as indicated on the Open Land and Trails Plan, through partnerships, acquisitions, and development agreements.																		
Policy P-2.4 Limit impacts of trails on neighoring properties through proper design, setbacks, and screening of trails.																		
Policy P-2.5 Design and locate new trails to minimize impacts on wildlife, native plant communities, aesthetics, and other visitors' enjoyment of public open lands.																		
Policy P-2.6 Establish future trail locations with property owner willingness and public acquisition, or as part of future developments.																		
South College Corridor Plan																		
Goal T 3: Make walking and biking practical and enjoyable methods to shop or commute.																		
T 3.1 - South College Multi-Use Path. In addition to onstreet bicycle lanes, pedestrian and bicycle circulation will be enhanced through an eight-foot detached, multi-use path paralleling South College.																		
T 3.2 - Pedestrian Access to Businesses and Neighborhoods. Create pedestrian connections between the highway and businesses, and from building to building.																		
T 3.3 - Highway Crossings. Improve east/west pedestrian crossings of South College for pedestrians as the highway and intersections are improved.																		
T 3.4 - Trail Connections. Create community trail systems that link important destinations through the Corridor.																		
Country Club Road Corridor Plan (Tier 3 Recommended Improvements)																		
10ft. Multiuse path on north side of CC Road																		
Mini-roundabout or other intersection improvements at Ft.Collins Country Club Access																		
Roundabout or traffic signal at Gregory & Lemay intersection																		
Paved Recreational Trail Master Plan																		





STP Plan Congruence Matrix																	
Related Plan Policies, Objectives, Recommendations	Equity	Connectivity to destinations, neighborhoods, adjacent communities, and regional trails	Safety & Accessibility	Maintenance	Level of Service and Trail Experience	Design and Construction Standards	Implementation (easements, cost sharing, construction)	Irrigation Ditch Compatibility	Funding Strategies	Regional Collaboration & Partnerships	Conservation/Land Stewardship	Public Health	Economic Vitality	Mobility & Transportation	Climate Change & Resiliency	(Council Priority) Reduce Climate Pollution Through Best Practices, Emphasizing Electrification	(Council Priority) Advance a 15-Minute City by Accelerating Our Shift to Active Modes
STP Focus Areas and Themes																	
Ch 2: Recreational Trail Funding	x																
Ch 7: Recreational Trail Design Standards			x			x		x									
Ch 10: Other Action Items		x		x	x						x						
<b>Bicycle Wayfinding Plan</b>																	
Program system of routes that builds on the Low Stress Bicycle Route network identified in the 2014 Bicycle Master Plan and seamlessly connects to the multi-use trail network		x			x												
Design the bicycle wayfinding system so that it is comprehensible to a broad user group	x		x														