

**walk.  
bike. roll.**

**ACTIVE MODES PLAN**

December 6, 2022

## Active Modes Plan

Presented by:

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Active Modes Manager



## Strategic Plan



### Transportation & Mobility

- 6.1 Improve safety, achieve no fatalities or serious injuries
- 6.3 Invest in equitable access to and expansion of all sustainable modes of travel

## City Council Priorities



- Implementation of 15-minute community concept
- Improved air quality

## City Plan



- Transportation: T6&7 Support walking and bicycling as safe, easy and convenient travel options for all ages and abilities by building connected networks
- Environmental Health
- Neighborhood Livability & Social Health



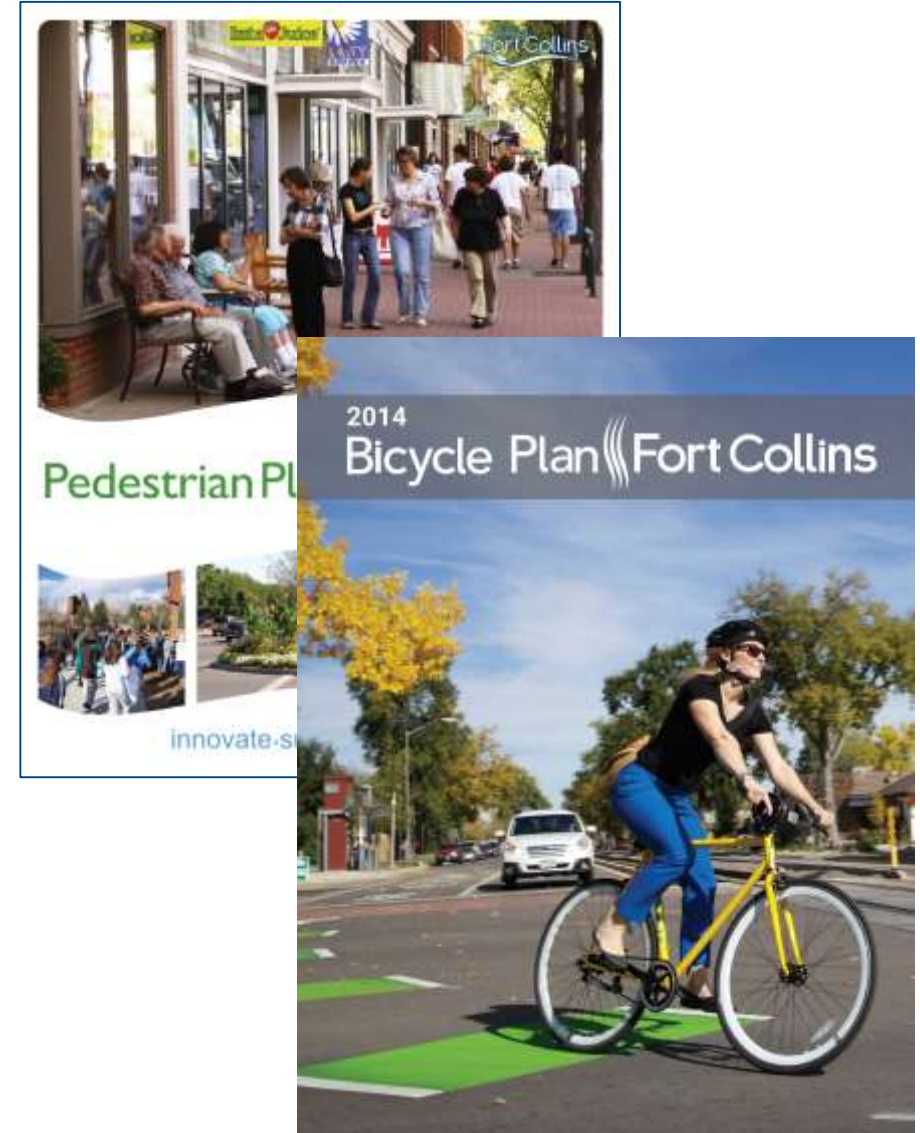
- 1 Background
- 2 Envisioning the Future
- 3 Recommendations
- 4 Key Changes



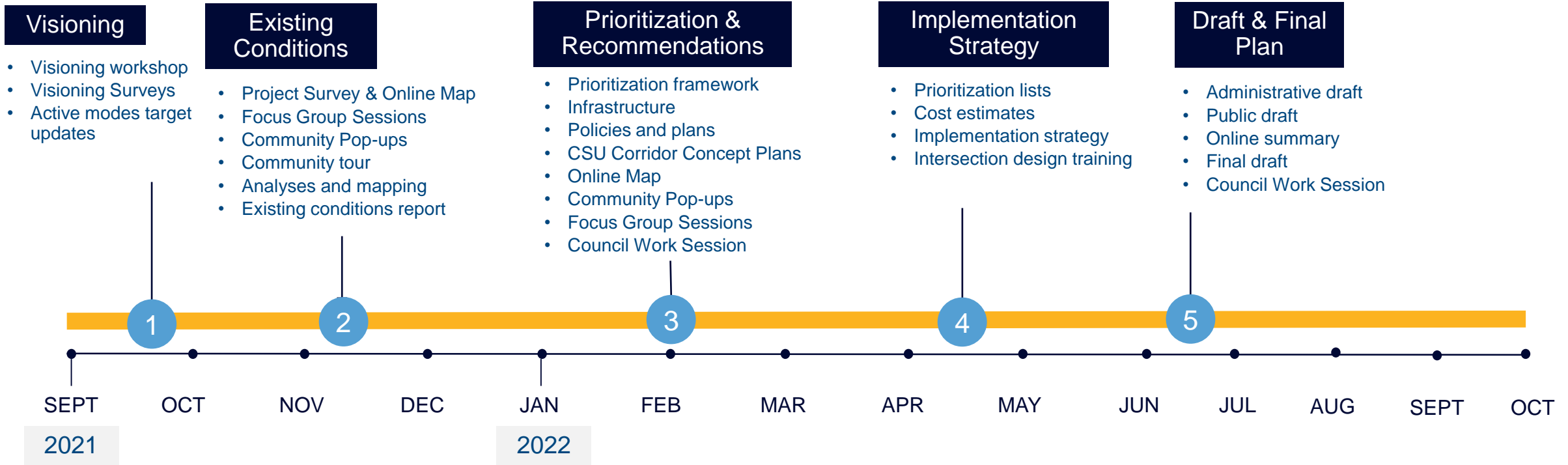
# Background

## Purpose

- 1 Update and consolidate the 2011 Pedestrian Plan and 2014 Bicycle Plan
- 2 Incorporate micromobility options such as scooters and skateboards
- 3 Identify opportunities to improve and expand the City's existing active modes networks, support facilities, policies, and programs



# Process



# Community Engagement

## 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



~ 3,500 people engaged



# Envisioning the Future



## Vision

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.

## Goals

- 50% active modes share of all trips by 2032
- Eliminate active modes fatalities and serious injuries by 2032, in support of Vision Zero





# Recommendations

## Policy & Program Recommendations

- 1 Prioritizing active modes
  - transportation hierarchy
  - funding allocation
- 2 Updating land use policies to support active modes
  - 15-minute communities
  - development practices
  - parking policies
- 3 Aligning standards with active mode goals
  - Larimer County Urban Area Street Standards
  - Multimodal Levels of Service framework
  - sidewalk maintenance and asset management
  - signal timing and intersection design
- 4 Expanding and creating programs that support active modes
  - Safe Routes to School
  - Shift Your Ride travel options
- 5 Engaging communities authentically around active modes
  - Equitable engagement with historically underserved groups
  - Open Streets and asphalt art
  - Increase visibility and importance of walking

## Infrastructure Recommendations

- Spot Treatments
  - High-priority intersection improvements
- Bicycle Network Improvements
  - Linear bicycle facilities

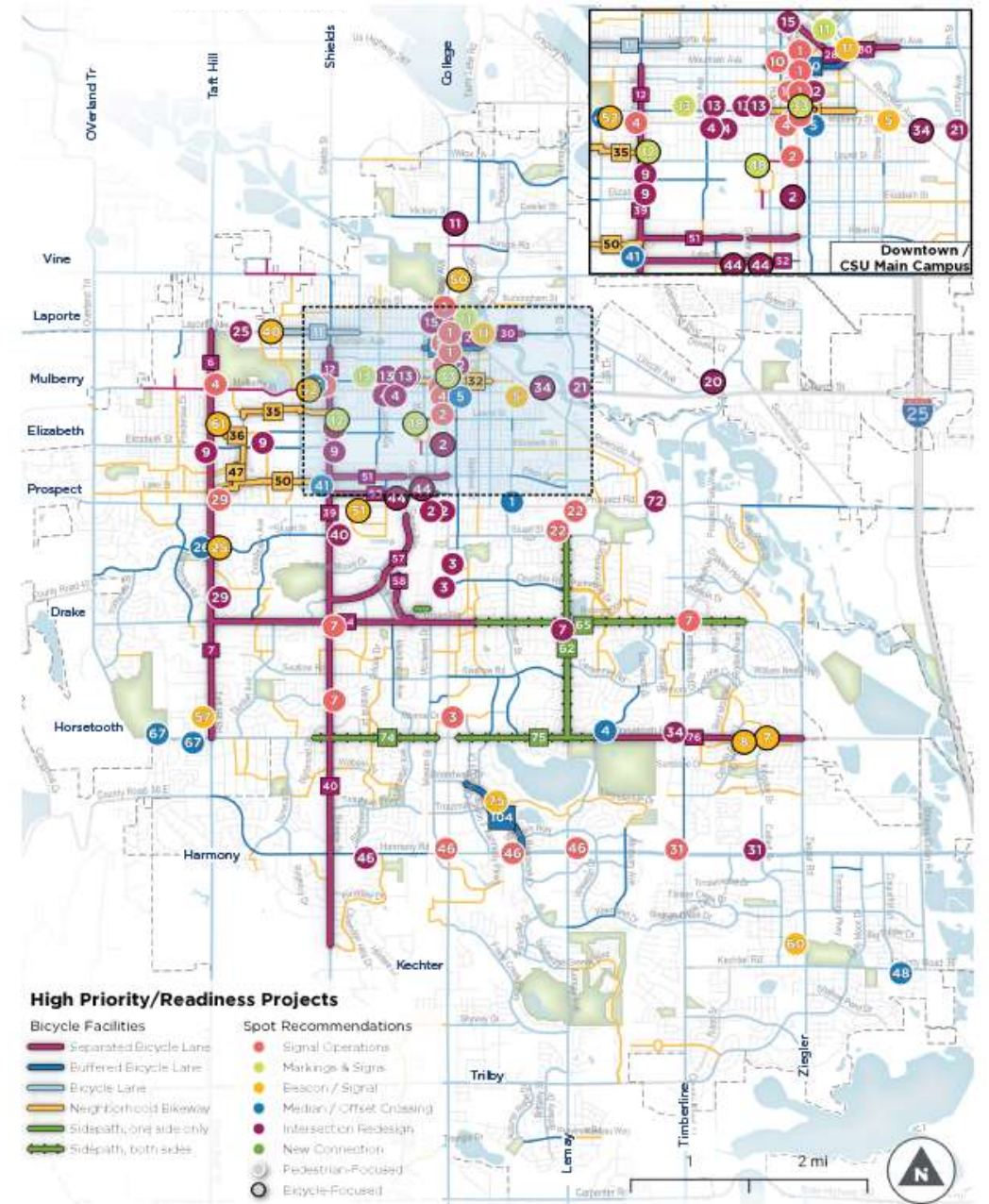
The Active Modes Plan does not supersede the:

- **Pedestrian Needs Assessment** which prioritizes sidewalk and ADA improvements
- **Paved Recreational Trail Plan** which recommends future paved trails



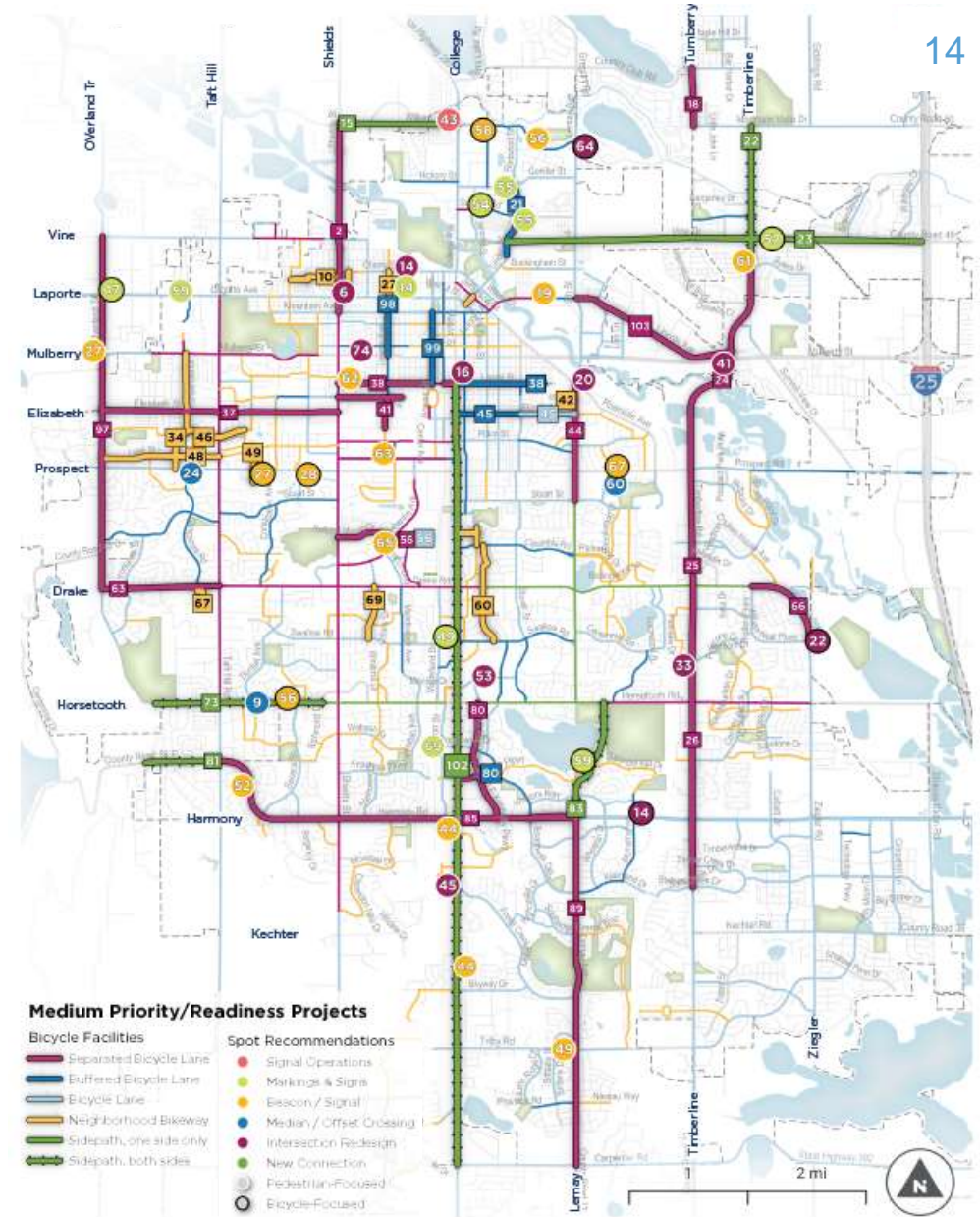
# Phase 1: High Priority/Readiness

- Focused on strengthening the core network
- Includes strategic crossing improvements citywide
  - Cost estimate: \$30.4 million



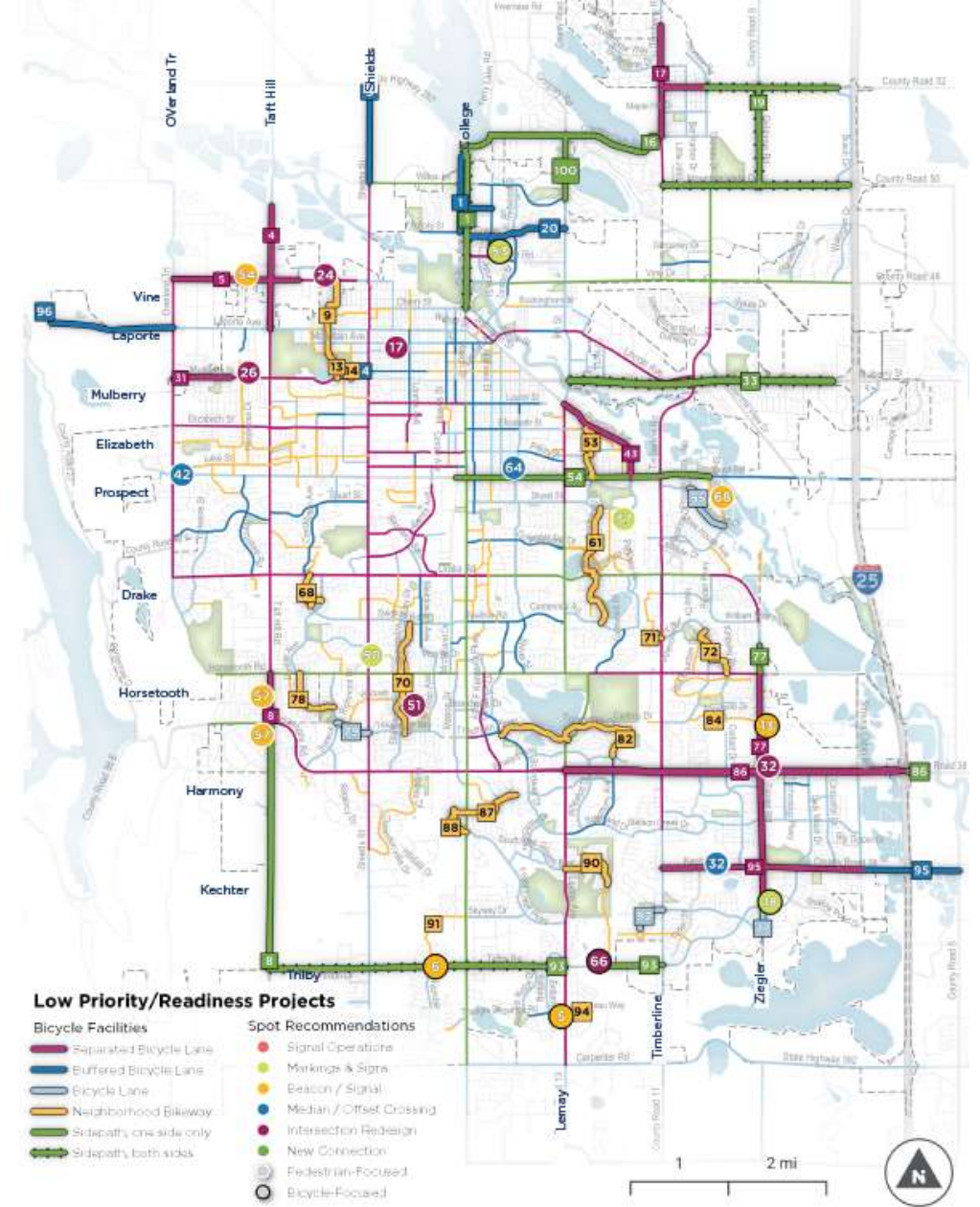
# Phase 2: Medium Priority/Readiness

- Focused on expanding the core network to a larger geography of the city
- Includes more complex projects
  - Cost estimate: \$57.1 million



# Phase 3: Low Priority/Readiness

- Focused on completing the “full-build” network
- Includes transformational projects to complete the citywide network
  - Cost estimate: \$71.2 million





# Key Changes



## Key Changes

### 1 Chapter 4: Big Moves and Next Moves

- Elaborated on need to expand and improve short-term and long-term bicycle and micromobility parking

### 2 Chapter 5: Policy and Program Recommendations

- Emphasized support for amending development code to increase bicycle and micromobility parking
- Addressed need for public education with new or innovative infrastructure
- Added reference to guidelines for accommodating micromobility in design and right-of-way use to improve the safety of micromobility users
- Elaborated on fun, creative programs and strategies to encourage people to try using active modes

### 3 Chapter 7: Implementing the Vision

- Clarified that High Priority/Readiness phase of infrastructure recommendations focuses on strengthening core network, while improving strategic crossing locations citywide



For Questions or Comments, Please Contact:

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