



**walk.
bike. roll.**

ACTIVE MODES PLAN

October 25, 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

Key Questions

- 1 Do Councilmembers support the plan vision and goals?
- 2 Do Councilmembers support the plan recommendations?
- 3 What feedback do Councilmembers have on the plan implementation strategy?



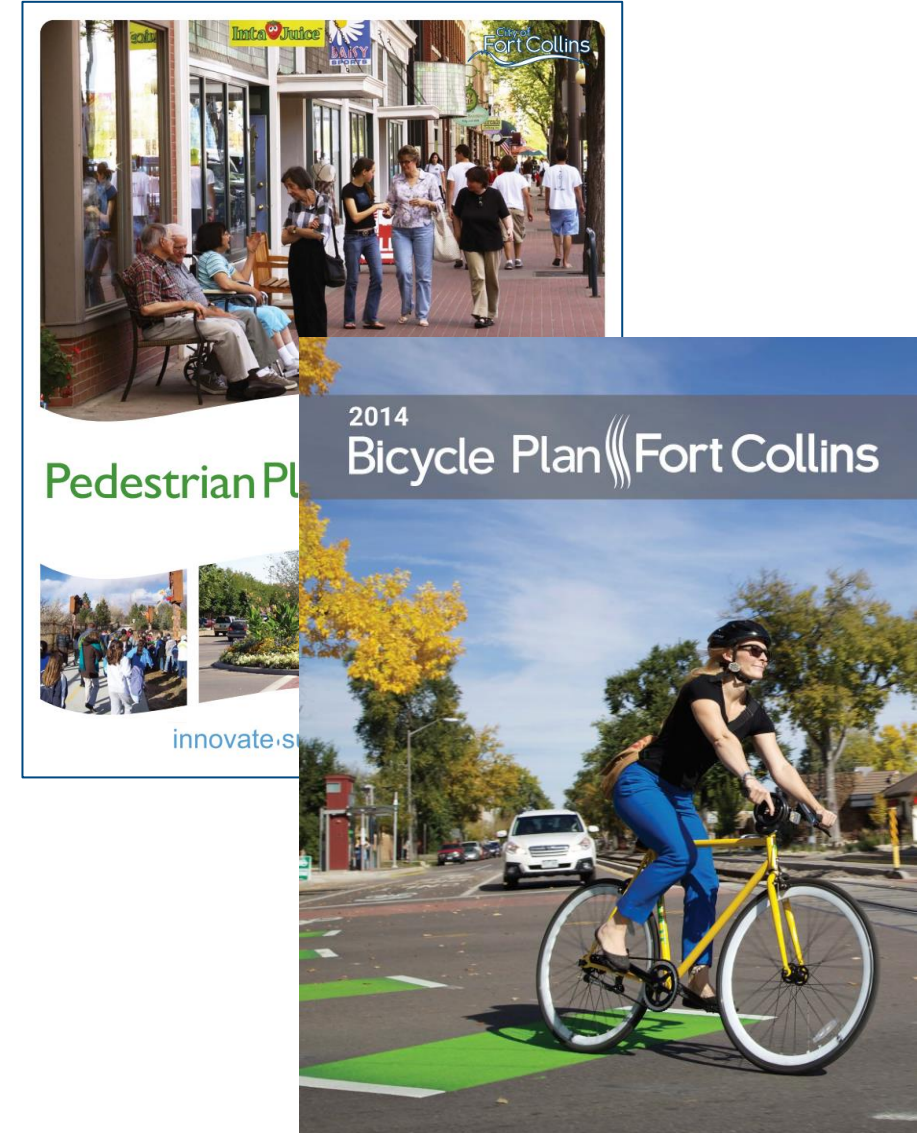
- 1 Background
- 2 Envisioning the Future
- 3 Recommendations
- 4 Implementation



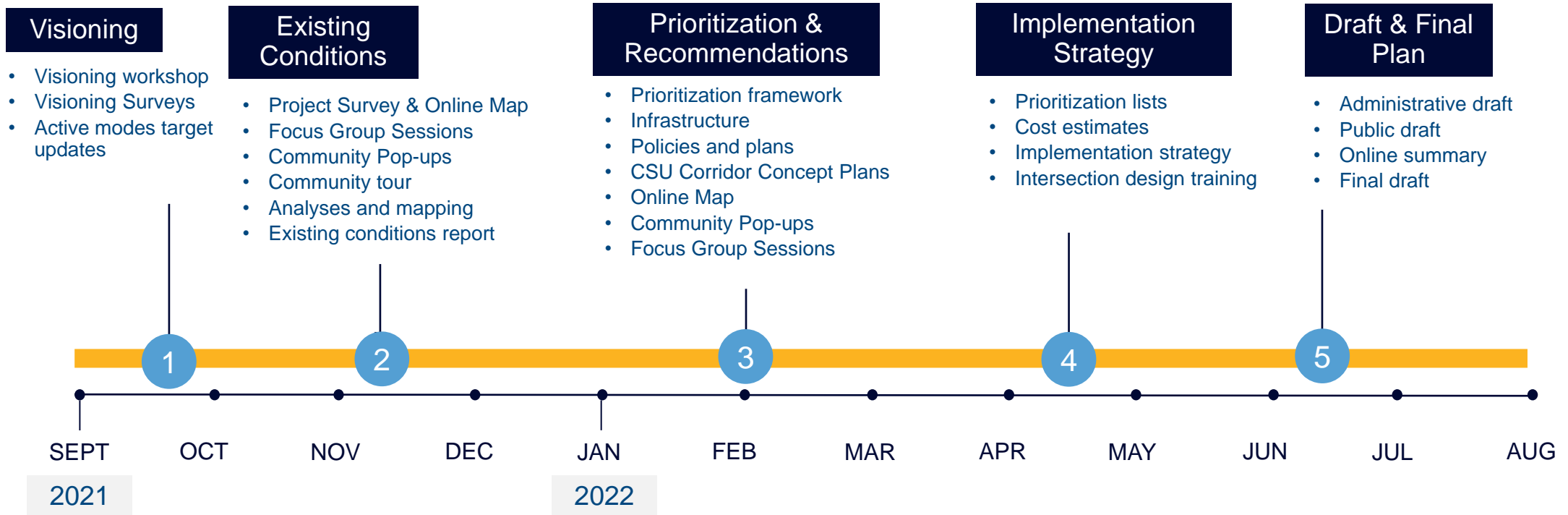
Background

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



Timeline



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

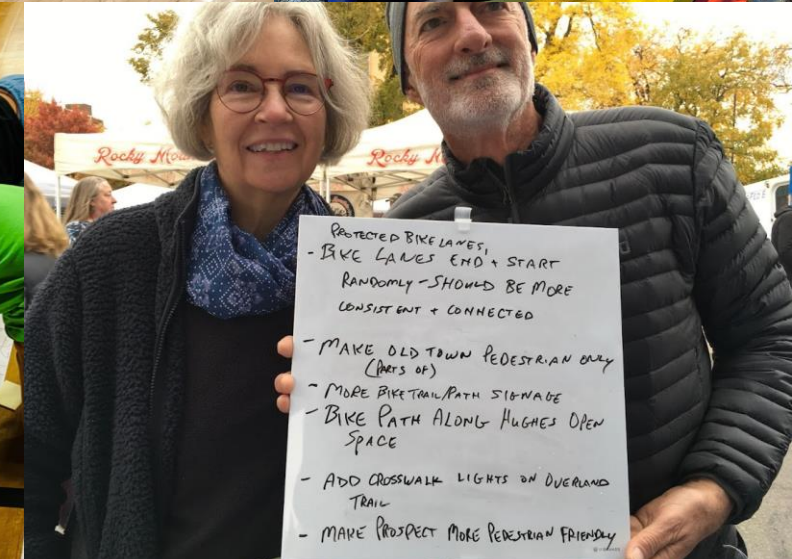
- 2 Public online map exercises (offered in English and Spanish)
- 3 Questionnaires (online and print; offered in English and Spanish)

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



Our Climate Future Alignment

Achieving 50% active modes share of all trips is expected to result in:

- ~13.5% reduction in vehicle miles traveled
- ~7,500 metric tons of CO2 equivalent reduction



BIG MOVE 4

CONVENIENT TRANSPORTATION CHOICES

It is safe, easy, fast and affordable to get around without a car.

BIG MOVE 5

LIVE, WORK AND PLAY NEARBY

No matter where we live, we all can meet our basic daily needs without driving across town.

Big Moves & Next Moves



Complete and Connected Network

- Provide direct connections
- Fill network gaps



Comprehensive Access to Destinations

- Upgrade facilities to meet ADA standards
- Repair sidewalks and bikeways
- Reevaluate snow removal procedures



Safe and Comfortable Travel

- Support Vision Zero implementation
- Increase street lighting (that is Dark Sky compliant)



A Healthy and Equitable Community

- Increase diverse community involvement
- Improve network equity



A Supportive and Inclusive Culture

- Coordinate with Shift Your Ride
- Build active modes awareness



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

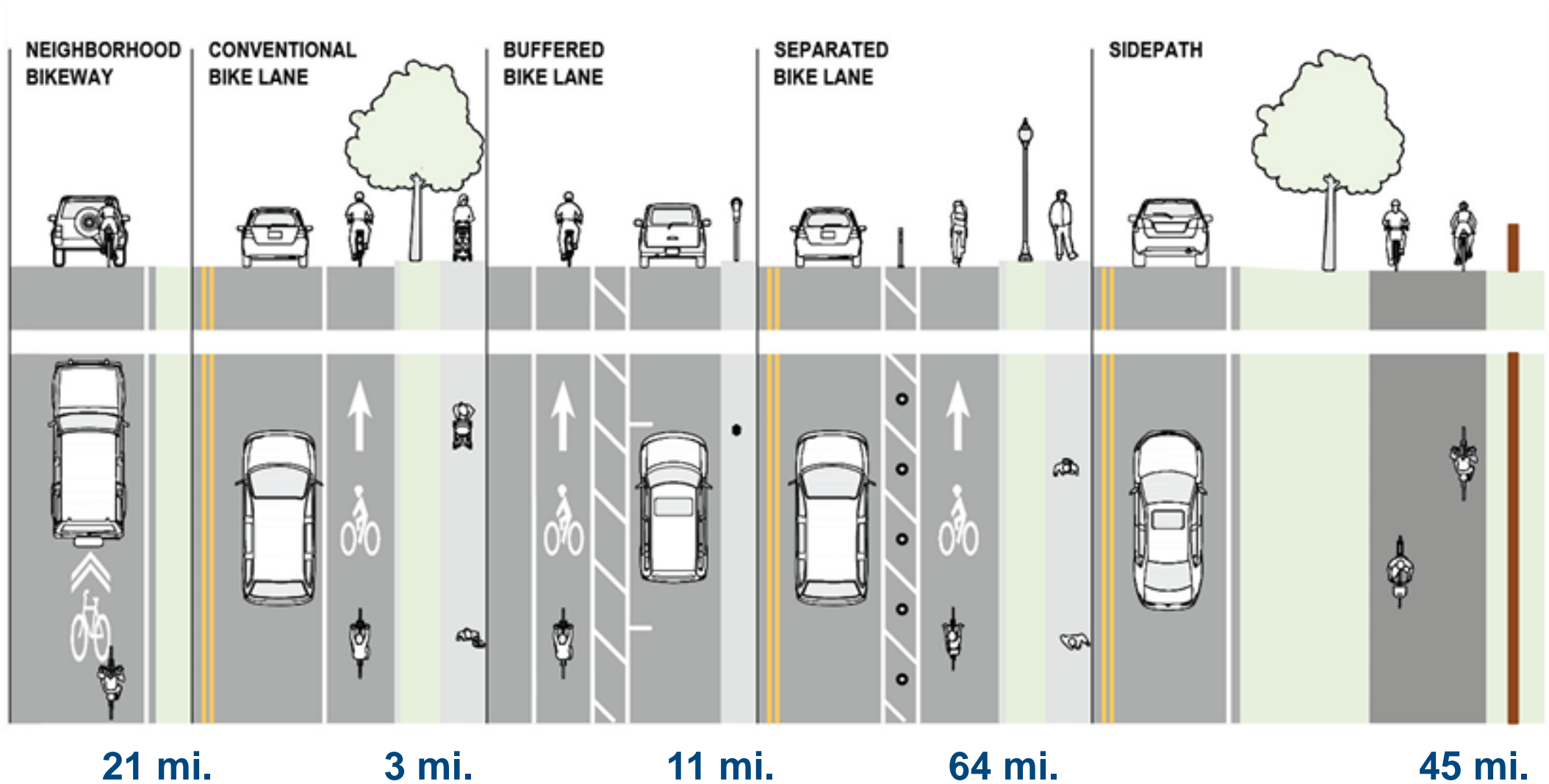


Spot Treatments

- **24** changes to Signal Operations
- **19** High-Visibility Markings and Signage
- **37** Signals or Beacons
- **15** Median Refuge Islands, Intersection Diverters, or Offset Crossings
- **49** Geometric Redesign
- **21** New Connections or Crossings



Bicycle Network Improvements





Implementation

Implementation Strategy

1. **Grow** funding

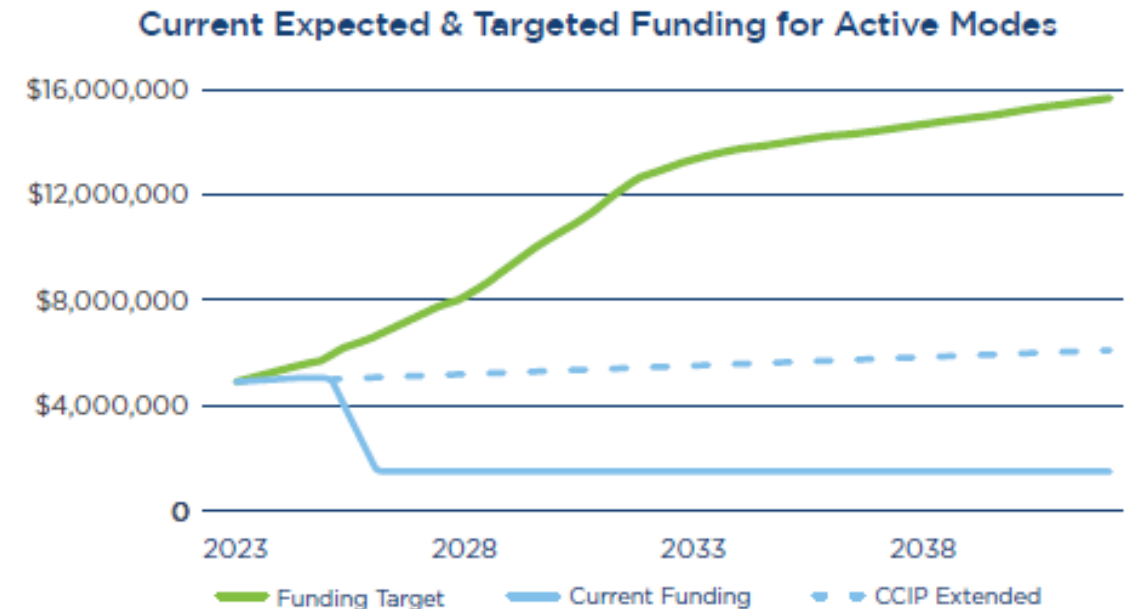
- Extend Community Capital Improvement Program
- Budgeting for Outcomes
- State and federal grants
- Identify new revenue sources

2. **Maximize** existing programs

- Street maintenance program
- Major capital projects
- Utilities work

3. **Leverage** partnerships and development

- Colorado State University
- Larimer County
- New development and redevelopments



Project Prioritization

STEP

1

Outcomes-Based Prioritization

Rooted in the Active Modes Plan Big Moves.

Key prioritization categories:

- Network Connectivity
- Safety and Comfort
- Access
- Health and Equity

STEP

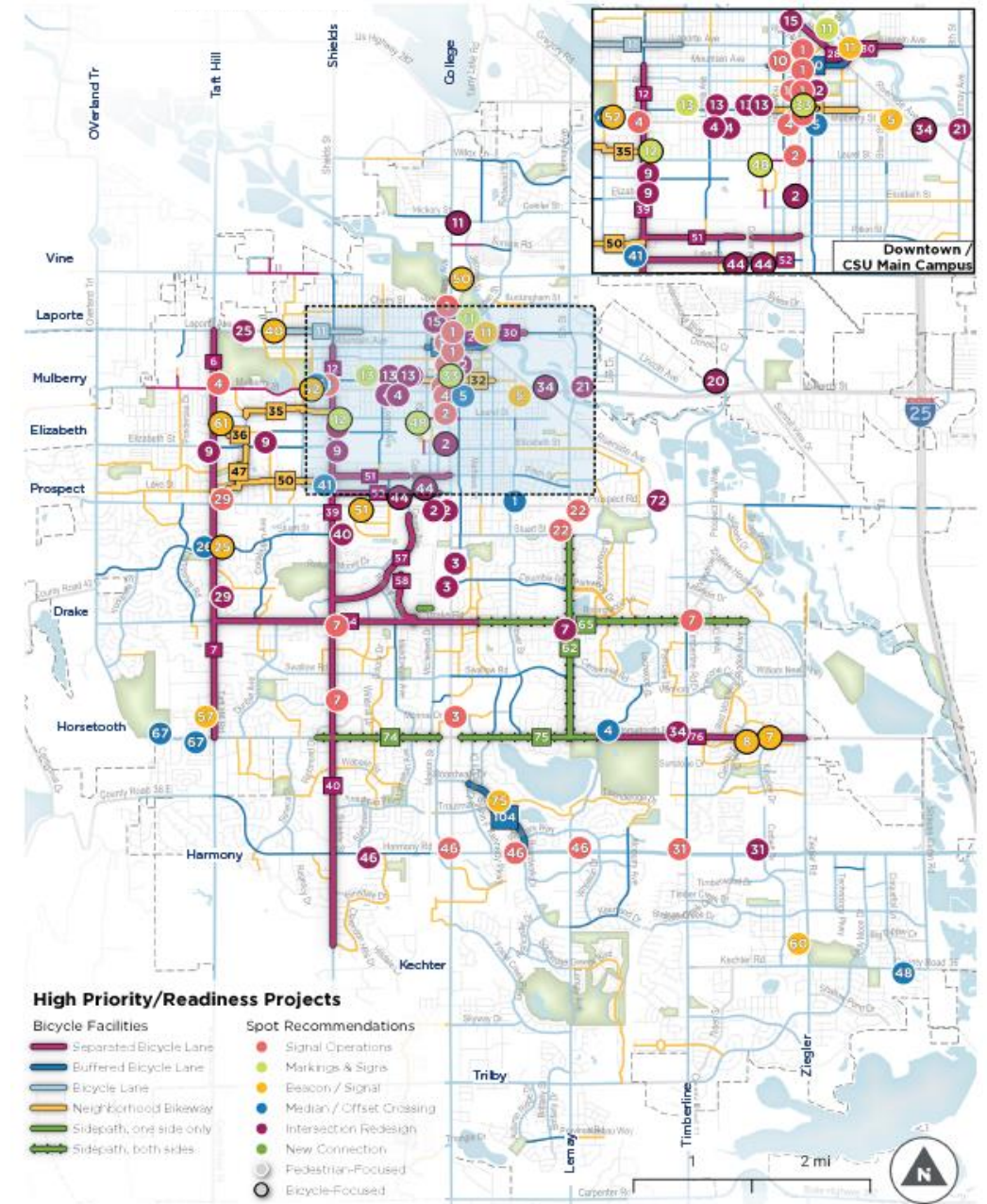
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Implementation-Based Prioritization

Further refines highest-scoring projects based on factors that drive project implementation.

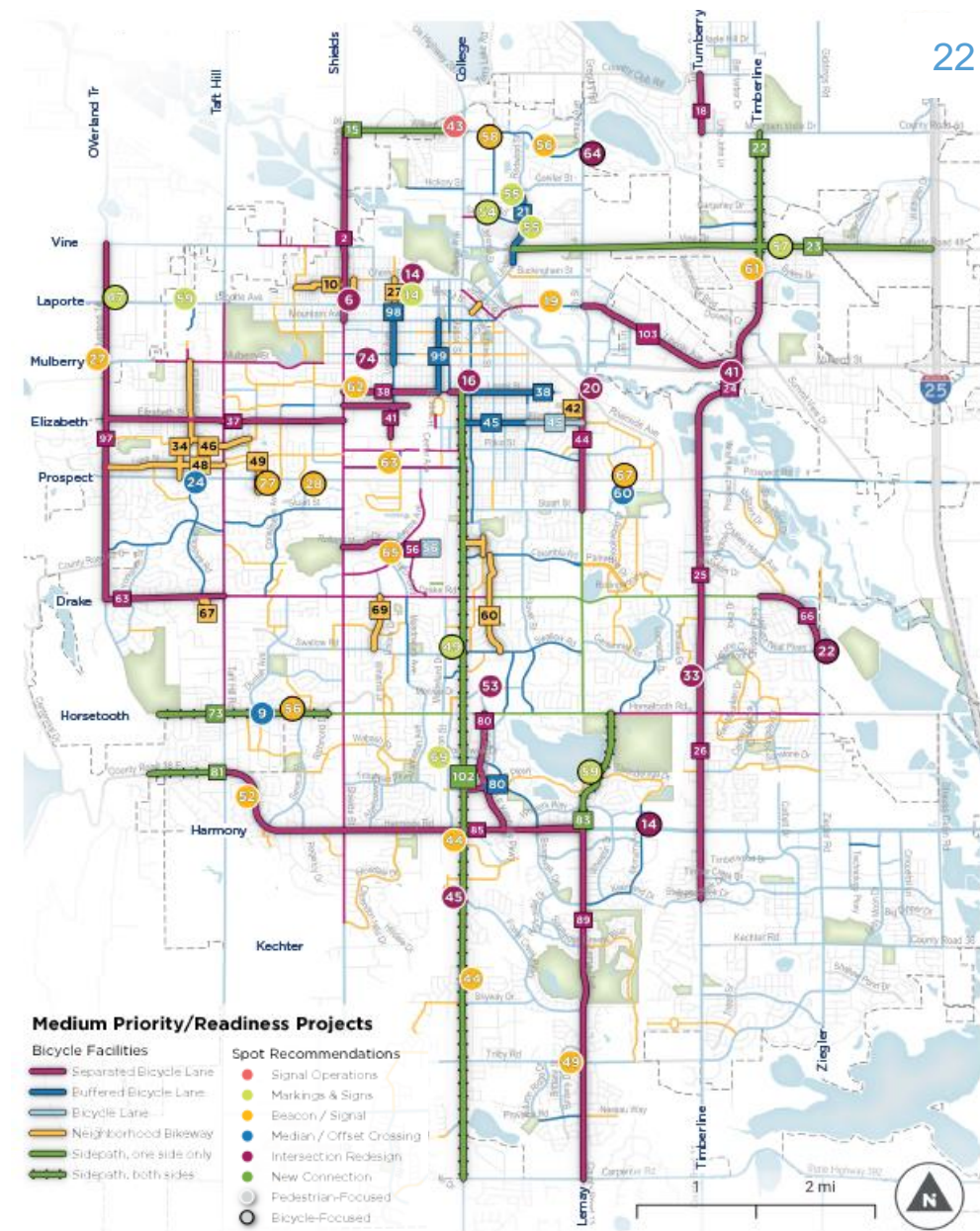
Phase 1: High Priority/Readiness

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



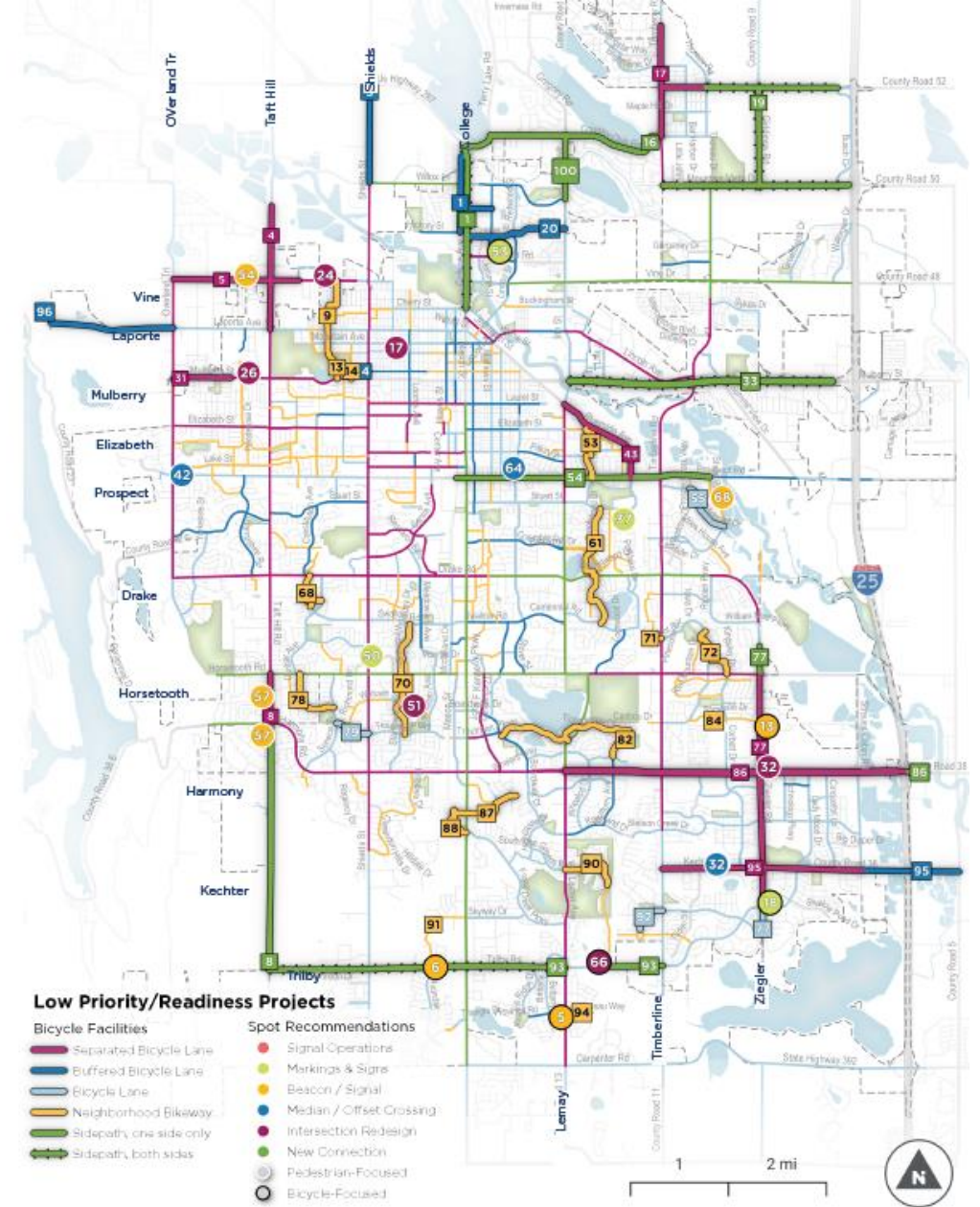
Phase 2: Medium Priority/Readiness

- 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



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For Questions or Comments, Please Contact:

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