Larimer on the Move

Safety. Mobility. Connections.

Transportation Plan

Adopted September 17, 2025

LARIMER COUNTY

Table of Contents

Figures

NOTE: Plan contains no Figure 3

See Recorded Resolution at end of document

Tables

Acknowledgements

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LARIMER COUNTY

Larimer on the Move

Safety. Mobility. Connections.

1 | Background and Context

Purpose of the Transportation Plan

The Transportation Plan establishes a long-term vision for mobility and transportation investments in Larimer County, guiding the improvement of roadways and multimodal infrastructure to meet the County's evolving needs. This plan builds on the foundation set by the 2017 Transportation Master Plan, providing an updated, data-driven assessment of current conditions, future growth trends, and mobility challenges across the county.

As a comprehensive planning document, the Transportation Plan identifies key priorities for enhancing transportation safety, connectivity, and efficiency. It evaluates long-term funding needs and lays out a prioritized list of projects to inform the County's Capital Improvement Program (CIP). With a planning horizon extending to 2050, this update integrates input from residents, stakeholders, and regional partners to create a sustainable, and resilient transportation network that serves all users—drivers, bicyclists, pedestrians, and transit riders alike. The County anticipates revisiting and updating the Transportation Plan periodically between now and 2050 to reflect evolving needs, priorities, and opportunities.

Developed concurrently with this planning process, the Safety Action Plan identifies targeted strategies and project types to reduce traffic-related fatalities and serious injuries, ensuring that safety is embedded throughout the County's long-term transportation vision. While the County's Comprehensive Safety Action Plan is a standalone document, its analysis is summarized in this Transportation Plan, and its recommended projects and strategies are fully integrated into the overall investment framework.

Unincorporated Larimer County Focus

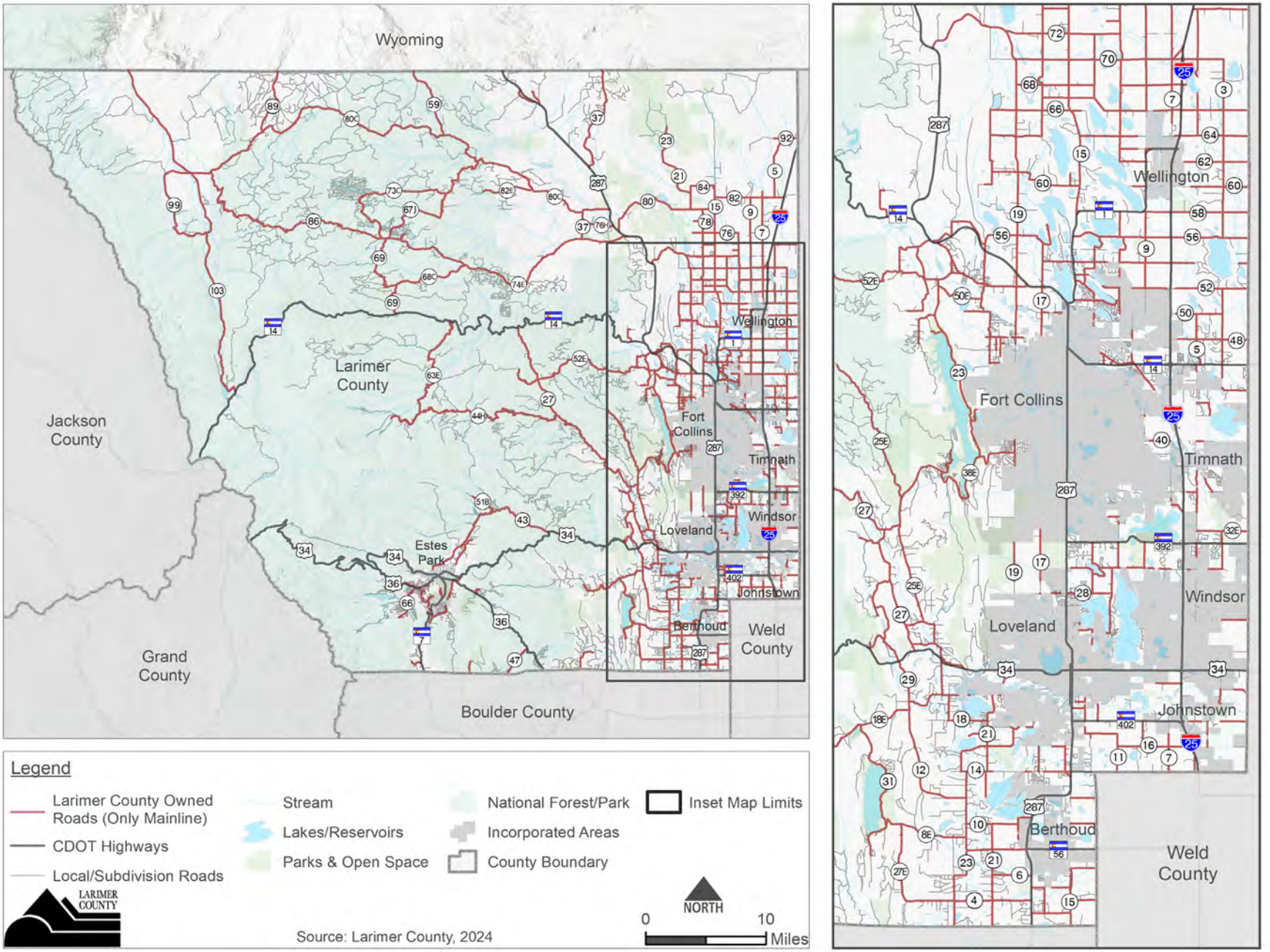
While the Transportation Plan evaluates all transportation modes and outlines strategies to support a comprehensive and connected mobility network, the projects identified in this plan primarily focus on mainline county roads—the infrastructure within the County's jurisdiction. Larimer County is responsible for the provision and maintenance of publicly owned transportation facilities in unincorporated areas, excluding those owned by the state or federal government. As municipalities grow and annex land, responsibility for certain roadways may transition from the County to the respective municipality, shifting maintenance and operational oversight accordingly.

County roads in unincorporated Larimer County fall into two categories: **mainline county roads** and **non-mainline county roads**. Mainline County roads consist of numbered County Roads (CR) that follow a structured grid system, with odd-numbered roads running north-south and even-numbered roads running east-west. These roads are further classified based on their function and role in serving mobility needs. Non-mainline County roads include subdivision roads, County-maintained U.S. Forest Service roads, and roads managed by Public Improvement Districts (PIDs). Subdivision roads, while publicly dedicated, are not maintained by the County; instead, their maintenance falls to other entities. Throughout this Plan, any reference to a County road or CR specifically refers to mainline County roads unless otherwise noted. Other transportation networks within Larimer County, though important, fall outside the scope of this Plan and are described below.

The State and U.S. Highway systems in Larimer County include interstate highways, U.S. highways, and state highways all of which are managed by the Colorado Department of Transportation (CDOT). While these highways significantly influence regional traffic patterns, Larimer County is not responsible for their maintenance or operations.

Respective cities and towns own and maintain the municipal transportation networks in Larimer County. The County includes two cities—Fort Collins and Loveland—and six towns—Berthoud, Estes Park, Johnstown, Timnath, Wellington, and Windsor—either fully or partially within its boundaries. Each municipality has its own street network, separate from the County road system, and is responsible for its maintenance, operations, and improvements. **Figure 1** shows the County road system by ownership.

Figure 1: Larimer County Roads by Ownership



Planning Process

The development of the Transportation Plan began in April 2024 and is expected to be completed by July 2025. This Plan builds on past efforts while incorporating the latest data, emerging trends, and extensive community and stakeholder input. Throughout this planning process, Larimer County has engaged residents, regional partners, and transportation professionals to create a forward-looking strategy that guides transportation investments and policies through 2050.

The planning process follows a phased approach, beginning with a comprehensive assessment of current and future conditions to understand the current state of Larimer County's transportation system and what future transportation demands are anticipated. This analysis examines roadway infrastructure, multimodal networks, safety concerns, and projected growth patterns. Throughout the process, Larimer County's Road and Bridge and Engineering Departments, has played a critical role in guiding technical assessments and prioritizing infrastructure needs.

Engagement has been central to the plan's development, with two rounds of outreach gathering input from residents, businesses, and stakeholders across the county. The first phase of engagement, conducted in summer 2024, focused on understanding community concerns, priorities, and mobility challenges. The second phase, completed in early 2025, helped refine priorities and identify key transportation investments that align with public needs. The planning process has also involved close coordination with local municipalities, state and regional agencies, and key stakeholders to ensure alignment with broader transportation and land use planning efforts.

This Plan reflects the best available data and projections at the time of adoption. It is designed to be adaptable, allowing for updates as new information becomes available, particularly regarding funding opportunities, evolving transportation technologies, and changes in county infrastructure. Future updates will ensure that Larimer County remains proactive in addressing mobility needs and delivering a safe, efficient, and resilient transportation network for all users.

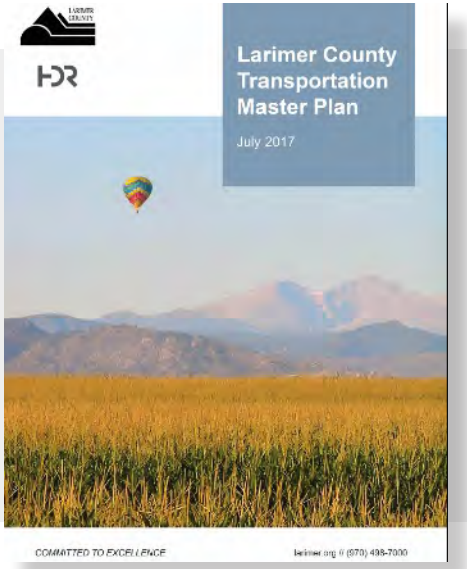
Related Plans

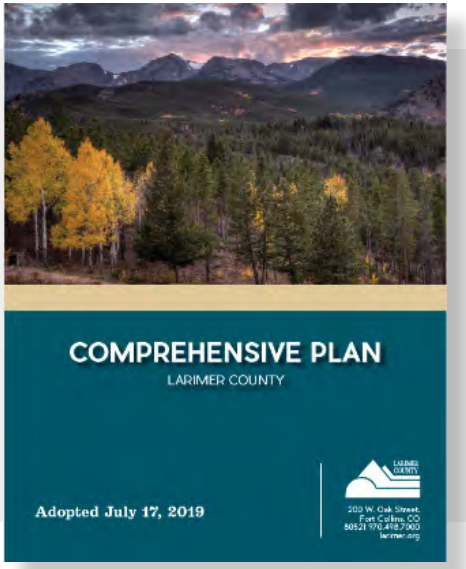
Several previous planning studies informed this Transportation Plan. Key Larimer County plans reviewed and considered include:

- Larimer County Strategic Plan (2024–2028)
- Larimer County Community Health Improvement Plan (2024)
- An Electric Vehicle Charging Station Action Plan for Larimer County (2023)
- Estes Forward Comprehensive Plan (2022)
- Larimer County Broadband Strategic Plan (2021)
- Larimer County Multi-Jurisdictional Hazard Mitigation Plan Update (2021)
- Larimer County Senior Transportation Needs Assessment (2017)
- Open Lands Master Plan (2015)
- Red Feather Lakes Area Plan (2006)
- LaPorte Area Plan (2004)

As part of the plan review effort both regional and local relevant plans were reviewed and considered in the development of this plan.

- North Front Range Metropolitan Planning Organization (NFRMPO) 2050 Regional Transportation Plan (RTP) (2023)
- CDOT US 287 Safety Assessment (2023)
- CSU Transportation Demand Management Plan (2023)
- CDOT 2045 Upper Front Range Regional Transportation Plan (2020)
- CDOT 2045 Upper Front Range Coordinated Public Transit & Human Services Transportation Plan (2020)
- Town of Estes Park 2045 Transportation Plan (Draft 2025)
- Timnath Transportation Plan Update (2024)
- Connect Loveland Transportation Master Plan (2023)
- East Mulberry Plan (2023)
- Fort Collins Active Modes Plan (2022)
- Berthoud Transportation Plan (2021)
- Johnstown Area Comprehensive Plan (2021)
- Town of Wellington Comprehensive Plan (2021)
- Windsor Transportation Master Plan (2020)
- Fort Collins Transportation Master Plan (2019)
- Estes Valley Master Trails Plan (2015, amended in 2021)
- CSU Bicycle Master Plan (2014)





What's in the Transportation Plan?

The Transportation Plan is organized into five chapters that detail the following components of the planning process:

1. Background and Context

This chapter outlines the purpose and scope of the Transportation Plan and provides an overview of how the Plan was developed. It summarizes relevant local and regional planning efforts, describes Larimer County's transportation planning responsibilities, and establishes the foundation for the vision and goals that guide the Plan's recommendations.

2. Current and Future Conditions

This chapter summarizes the detailed Current and Future Conditions Assessment prepared for the Transportation Plan. It includes:

- Existing demographics and roadway, transit, bicycle, and pedestrian elements of the existing transportation system
- Travel demand forecasts for the Transportation Plan horizon year 2050

3. Community and Stakeholder Engagement

This chapter summarizes the process and input received through the extensive three-phase public and stakeholder engagement conducted throughout the Transportation Plan process.

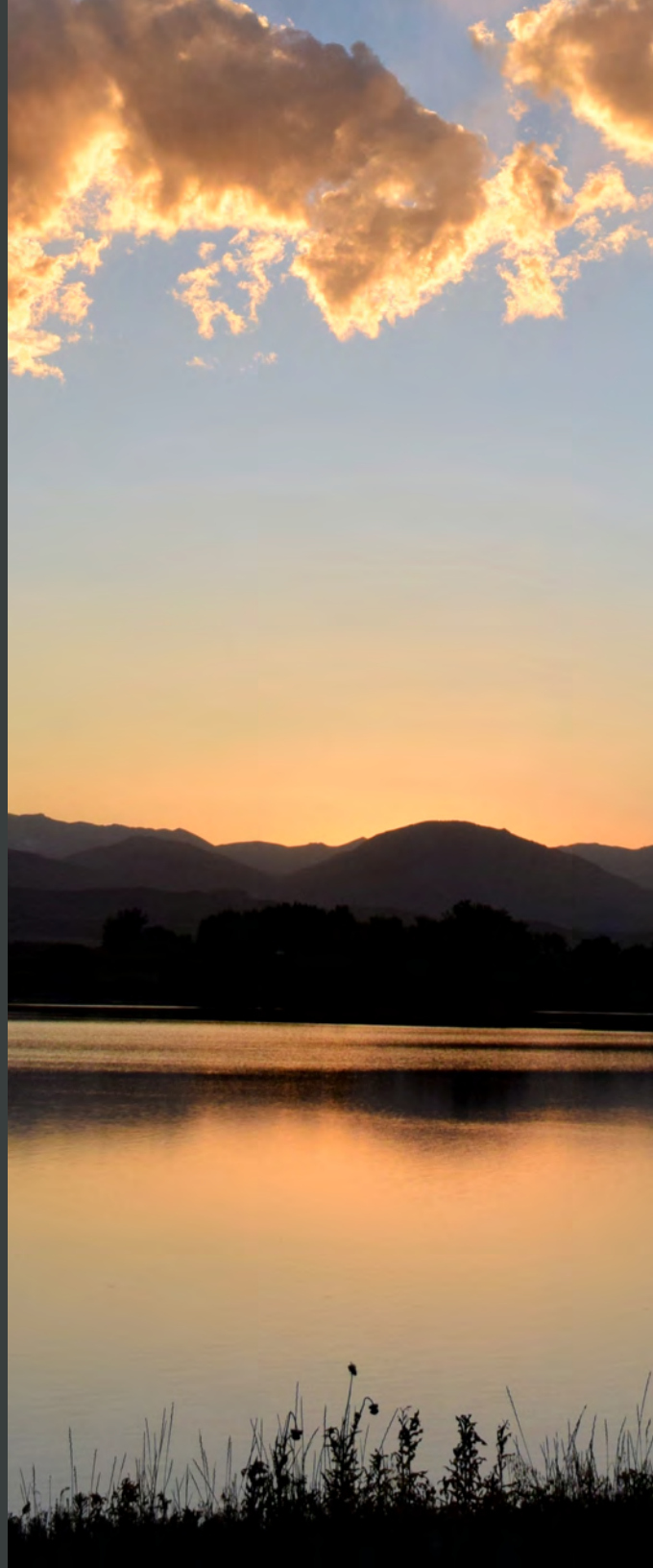
4. Plan Recommendations

This is the largest chapter in the TMP, presenting recommended improvements to the County's transportation system through 2050. It includes five primary subsections:

- Roadway Plan
- Bicycle and Pedestrian Plan
- Transit Plan
- Safety Plan
- LaPorte Subarea Plan

5. Implementation Plan

This final chapter addresses the aspects of implementing recommendations of the Transportation Plan, including sections on project phasing, funding, and performance measures to track the County's progress in meeting Transportation Plan goals.



Vision and Goals

The vision and goals guiding the Transportation Plan are built on the foundation established in Larimer County's 2024–2028 Strategic Plan, Climate Smart Future Ready Initiative, 2017 Transportation Plan, and other key County planning efforts. This Plan also reflects extensive public and stakeholder input to ensure that the Plan aligns with community priorities and regional transportation needs.

Vision

Our vision is to secure long-term funding that supports a safe and strong transportation network. Efforts include maintaining infrastructure, promoting a range of transportation choices, ensuring access, improving quality of life, and connecting our region effectively.

Goals

SAFETY

Ensure that our transportation system is safe and secure for everyone who uses the roads, focusing on preventing deaths and serious injuries through a Safe Systems Approach.

RESILIENCE

Maintain and enhance the transportation network to wisely invest in infrastructure ensuring it can withstand challenges over the long term and be ready for emergencies.

TRAVEL CHOICE

Develop a transportation system that offers a range of sustainable alternatives, such as public transportation, walking, and bicycling, to reduce carbon emissions and encourage a shift toward greener travel options.

EFFICIENCY

Improve traffic flow and reduce congestion on County roads to make our transportation system more efficient overall.

REGIONAL CONNECTIONS

Enhance and expand transportation connections between rural and urban areas to better link our region.

FUNDING

Secure long-term funding for transportation projects and use County funds effectively by forming partnerships and seeking grants.

2 | Current and Future Conditions

Understanding existing transportation conditions and anticipating future needs are critical to developing a transportation system that supports the County's long-term vision. The analysis includes land use and growth projections, travel patterns, roadway performance, multimodal network conditions, and safety trends. These findings serve as the foundation for identifying needs, shaping goals, and informing the development of strategies and investment priorities throughout the Transportation Plan.

Community Profile

Larimer County is a diverse region encompassing both urban centers such as Fort Collins and Loveland and rural, mountainous areas in the west and north. The county spans 2,596 square miles, with approximately 95 percent of the land being unincorporated. While the incorporated communities host most employment and population centers, unincorporated areas rely heavily on county-maintained roadways and infrastructure.

Land Use Forecasts

One of the primary goals of Larimer on the Move is to create a system capable of accommodating a growing population and employment. To better reflect expected growth in unincorporated areas, the project team adjusted the land use forecasts within the NFRMPO travel demand model to align with the County's Comprehensive Plan. The county's population (in both incorporated and unincorporated areas) is expected to grow significantly, from 351,400 residents in 2019 to an estimated 558,300 by 2050, increasing demand for transportation infrastructure. Employment growth is also substantial, with projections estimating a 48 percent rise in jobs by 2050 (**Table 1**). While most of the population growth will occur within incorporated communities and through annexation, it will significantly impact the county-owned mainline road system, particularly for those who rely on it for commuting or recreation trips.

Table 1: Total Household and Employment

Area	Topic	2019	2050	Percent Change
Larimer County (including both incorporated and unincorporated)	Population	351,400	558,300	60%
	Households	140,500	234,700	67%
	Employment	169,600	251,400	48%
Unincorporated Larimer County	Population	27,650	31,850	15%
	Households	10,980	12,780	16%
	Employment	4,220	10,540	150%

*Source: NFRMPO Regional Travel Demand Model, modified by Larimer County**

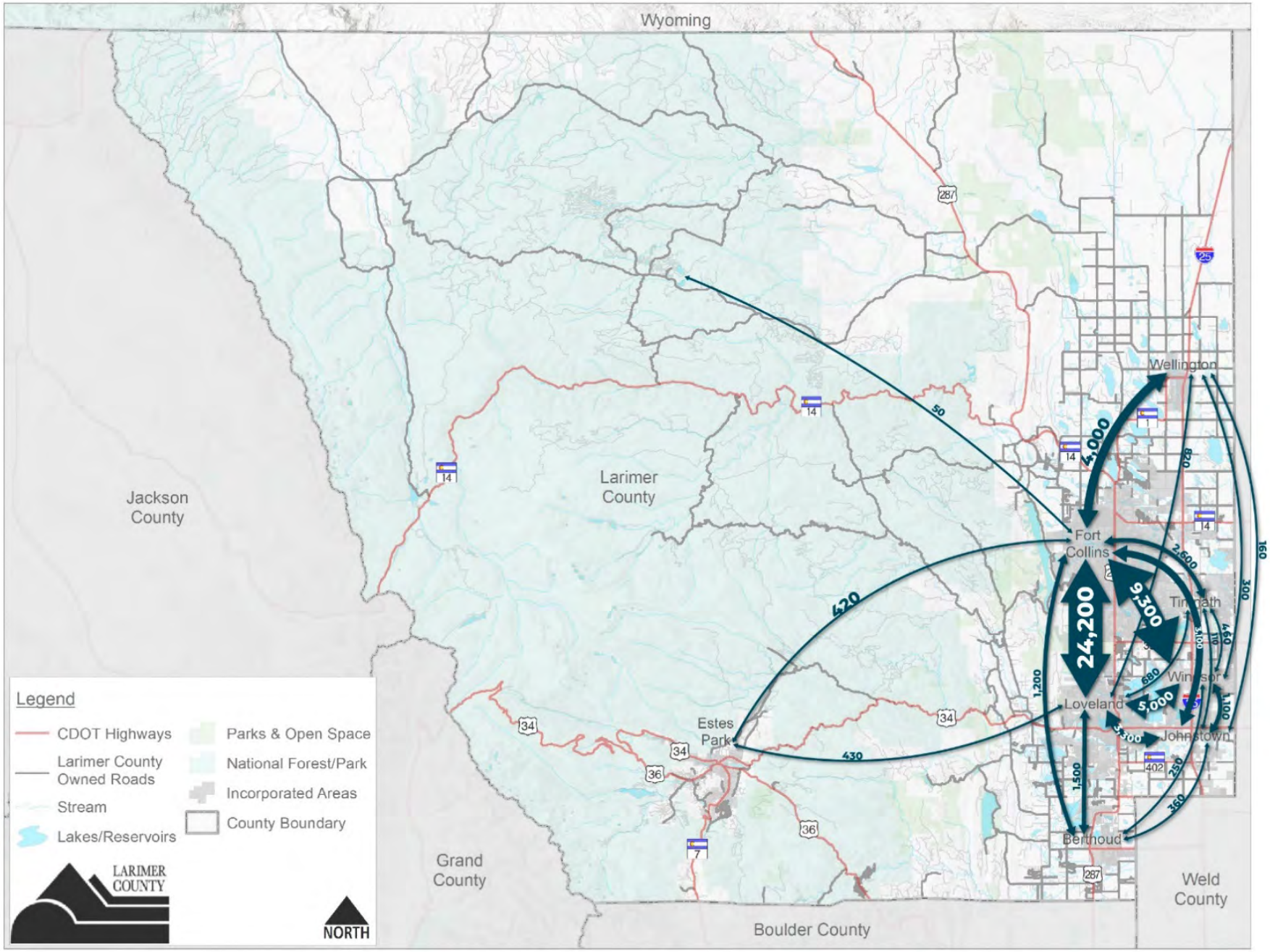
*With input from the Larimer County Community Development Department, employment estimates were reduced by approximately 1,000 jobs across five Transportation Analysis Zones (TAZs) in the regional travel demand model. These adjustments were made to better align future projections with planned development patterns.

Travel Patterns

Inflow and outflow travel numbers show that approximately 87,000 people live and work in Larimer County, with most commuting between Fort Collins and Loveland (**Figure 2**). About 62,000 Larimer County residents travel out of the county for work, while nearly 57,000 people commute into the county for employment purposes. Consistent traffic patterns such as these demonstrate the need for thoughtful planning and investment and regional collaboration to ensure transportation infrastructure and different mobility options meet current and future needs.

Commute distances vary, with more than half of residents traveling less than 10 miles, while 15 percent commute more than 50 miles daily. Short trips, prime candidates for non-vehicular travel, are projected to increase, particularly in areas along the Interstate 25 (I-25) corridor between Windsor and Johnstown. Encouraging a shift to walking, bicycling, or transit for these short trips will require targeted infrastructure improvements. U.S. Census Bureau Means of Transportation to Work data indicate that the majority of Larimer County residents commute by driving alone (65 percent), while a significant portion work from home (17 percent). Smaller shares of residents carpool, walk, bicycle, or use public transit and other shared transportation options.

Figure 2: Daily Commute Patterns of People Living and Working in Larimer County



Source: Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics, 2021

Safety

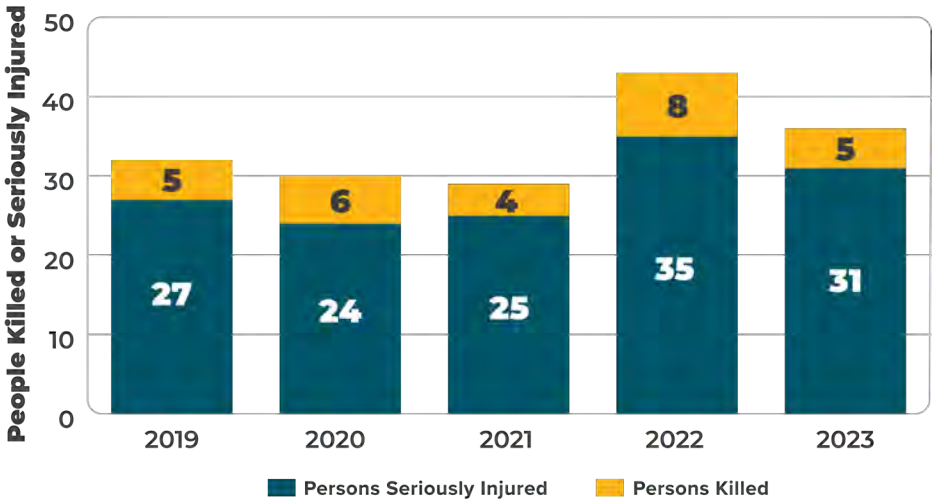
Crash Trends

Between 2019 and 2023, there were 2,229 total crashes on unincorporated Larimer County roads—an average of 445 crashes per year. About 23 percent of those resulted in injuries or fatalities, with 28 total fatal crashes during that time period. Dispersed throughout the county, these incidents often occur on rural, two-lane roads where high speeds, limited shoulders, and geometric constraints contribute to increased crash severity.

Killed and Serious Injury (KSI) Crash Trends

The data shows a lower number of fatalities and serious injuries between 2019 and 2021 followed by an increase in 2022 and 2023 (**Figure 4**). However, compared to statewide trends, Larimer County experienced a more moderate rise in crash severity during that time period.

Figure 4: People Seriously Injured or Killed (2019-2023)



Vulnerable Road Users

Crashes involving vulnerable users—particularly motorcyclists, bicyclists, and pedestrians—are less frequent than vehicle-only crashes but are disproportionately severe. Between 2019 and 2023:

- 172 motorcycle crashes occurred; 74 percent resulted in injury, and 8 were fatal.
- 18 bicycle crashes occurred; 15 resulted in injury, and 1 was fatal.
- 6 pedestrian crashes occurred; all resulted in injury.

Crash Types and Driver Contributing Factors

Between 2019 and 2023, the most common crash type across the network was fixed-object crashes, which represented 37 percent of all crashes. These crashes often occur when vehicles leave the roadway and strike a tree, pole, or barrier. While overturning and rollover crashes accounted for only 11 percent of all crashes, they represented nearly one-quarter (24 percent) of all severe crashes, reflecting their elevated injury risk.

Analysis of driver action and contributing factors reveals that:

- Careless or reckless driving was the leading driver action contributing to crashes, accounting for 39 percent of total crashes and 44 percent of severe crashes.
- Distracted driving and driver inexperience were the top contributing factors to crashes. Distracted driving—including inattention and cell phone use—was cited in 24 percent of crashes, particularly those involving roadway departures and intersection conflicts. Driver inexperience or limited driving ability contributed to 23 percent of crashes, highlighting the need for education and behavior-based interventions.
- Speeding and lane violations were major contributors to the most serious crashes, particularly in rural settings with long, uninterrupted travel segments.

The County's Comprehensive Safety Action Plan further refines these findings and recommends specific strategies for implementation, working toward the long-term goal of zero deaths or serious injuries on the transportation system.

Roadway System

The County maintains 846 miles of mainline roads and an additional 100 miles of subdivision roads, which provide critical connections between communities and regional transportation networks. The road network varies from high-volume arterials to local roads primarily serving residential areas.

Functional Road Classification

Larimer County classifies its roads into four categories as described below and depicted in Figure 5:

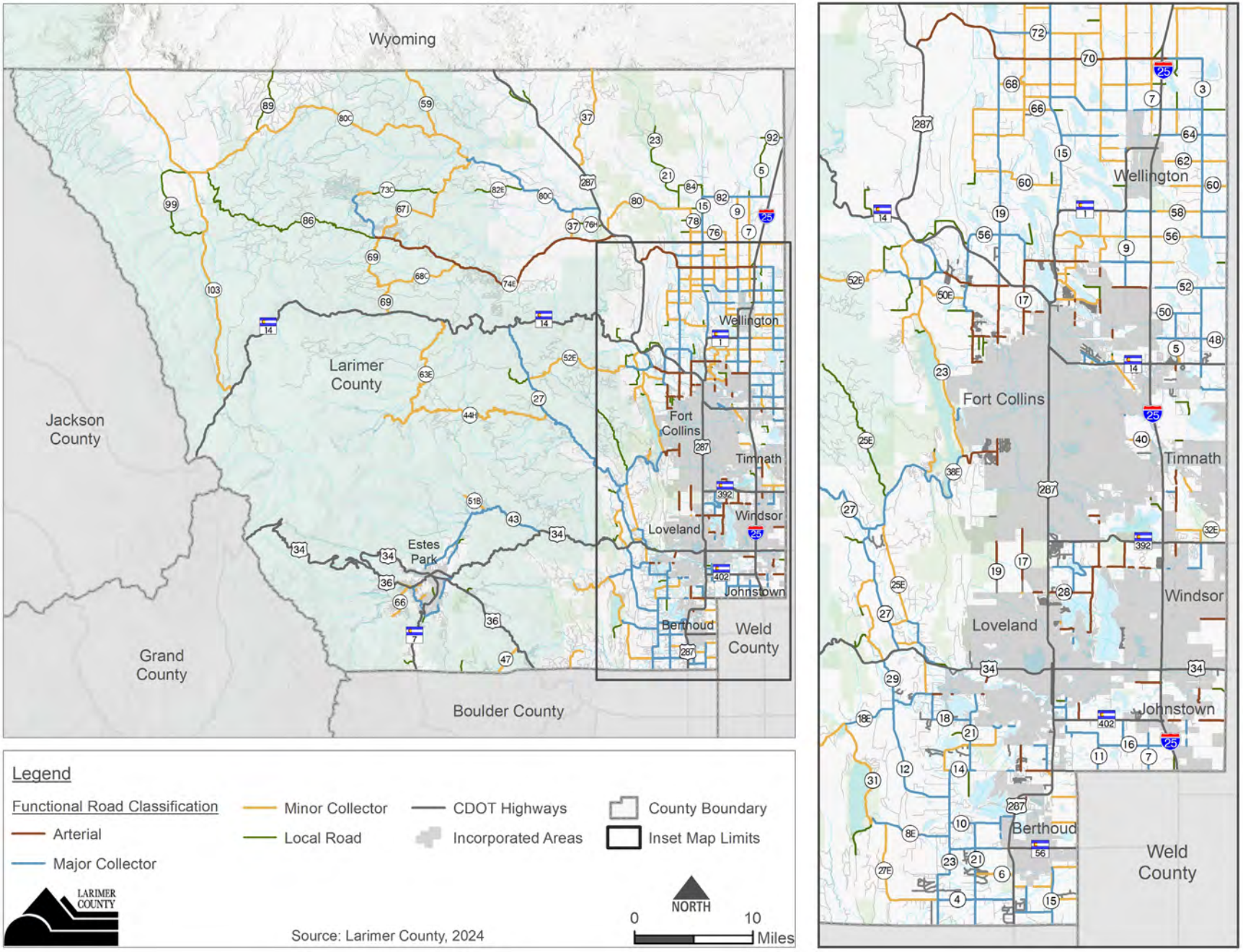
Arterials: Arterials carry longer-distance traffic flow for regional, intercommunity, and major commuting purposes. Arterials have a limited number of at-grade intersections and, only when other alternatives do not exist, direct property access. Arterials can carry significant traffic volumes at higher speeds for longer distances and are seldom spaced at closer than one-mile intervals. Within Larimer County, any roadway with the possibility of future widening to four lanes is designated as an arterial because of the required right-of-way width.

Major Collectors: In an urban context, major collectors are the next highest classification and are higher speed roadways where mobility still takes precedence over access. In a rural context, major collectors can take the place of arterials as the highest classification because the lower vehicular volumes in rural areas do not warrant the arterial classification.

Minor Collectors: Minor collectors serve as main connectors between communities and neighborhoods. They distribute traffic between arterials/major collectors and local roads. Most traffic on minor collectors has an origin or a destination within the community. Also known as rural secondary facilities, this classification includes most mainline County roads that are not classified as major collectors or arterials.

Local Roads: The primary function of local roads is to provide access to adjacent land uses, including residences, businesses, or community facilities. Local streets generally are internal to or serve an access function for a single neighborhood or development. Traffic using local roads typically has a nearby origin or destination. Typically, mainline County roads with a local classification are limited in length and continuity.

Figure 5: Roadway Functional Classification



Current and Future Traffic Forecasts

Currently, the Larimer County mainline road system experiences approximately 1.1 million vehicle miles traveled (VMT) per day. In 2050, the mainline road system is projected to experience nearly 1.9 million VMT per day, about a 70 percent increase over the next 25 years. **Figure 6** details current traffic volumes by roadway segment, while **Figure 7** shows future traffic volumes. Future traffic volumes show that the most traffic volume growth is expected near urban areas and within municipal growth management areas.

Figure 6: Current Average Daily Traffic Volumes

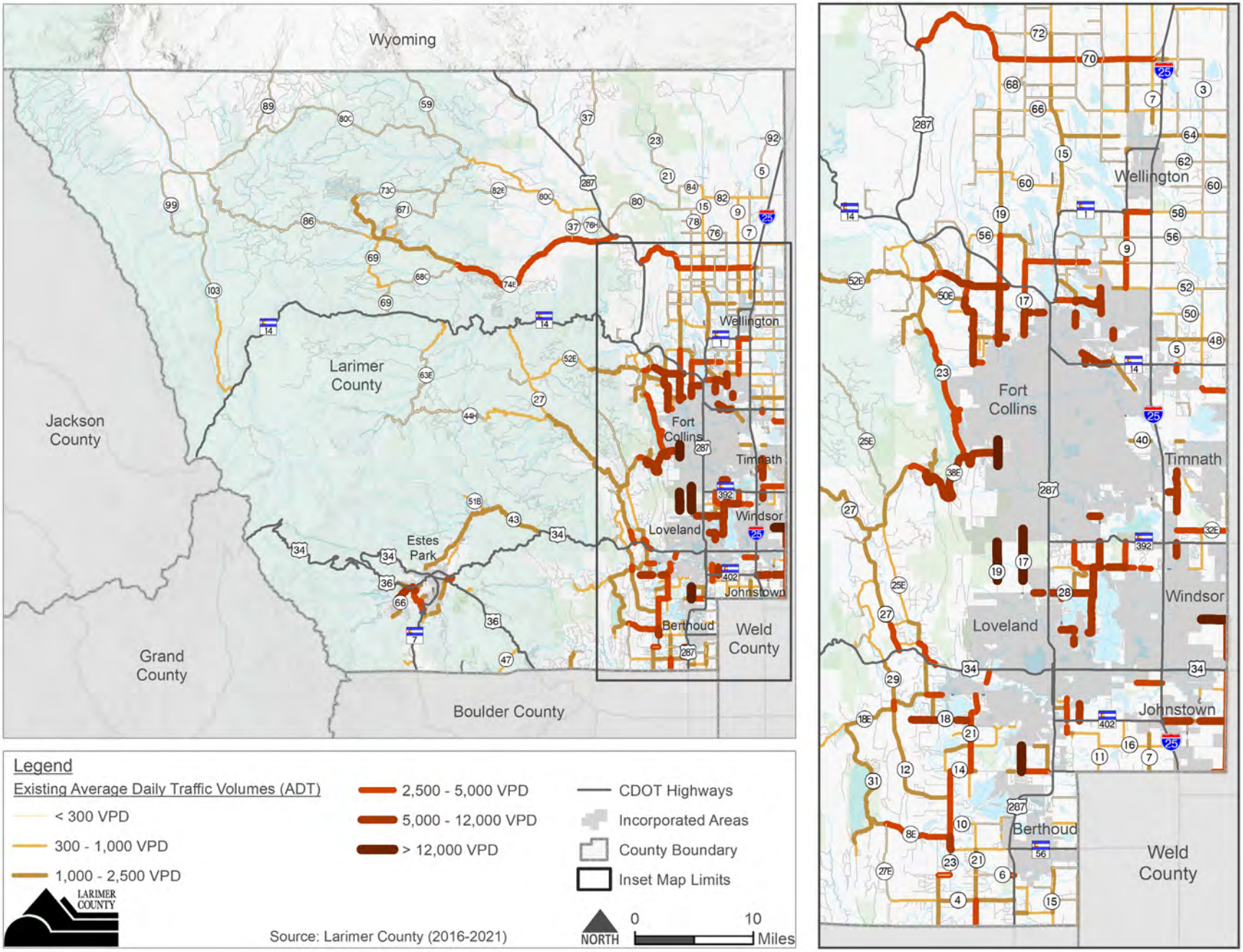
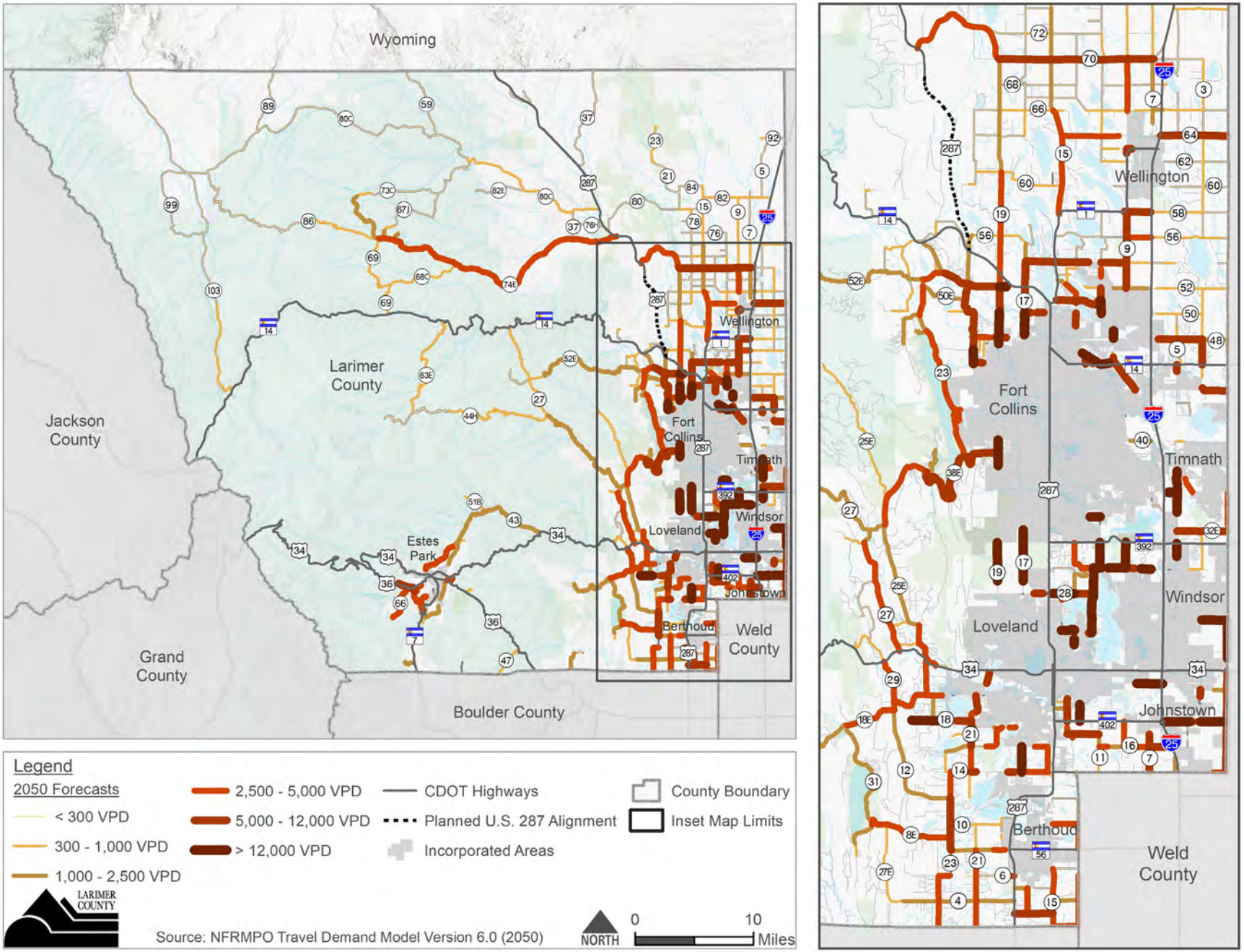


Figure 7: Future Average Daily Traffic Volume Forecasts (2050)



Roadway Capacity

Capacity is defined as the maximum number of vehicles that have a reasonable expectation of passing over a given section of road in one direction, or in both directions of a highway, during a given period of time under prevailing traffic conditions and expressed in terms of vehicles per day (vpd). Standards for capacity of a road vary among urban, rural, and mountain areas of the county. Larimer County maintains a roadway inventory for every section of its roadway system. Each section is evaluated for capacity needs in current and future conditions. Road capacities, as defined in this Transportation Plan, are the maximum traffic volumes that can be accommodated at a desired level of service.

Non-Paved Two-Lane Roads

There are three types of non-paved roadways in the county:

1. **Native or untreated gravel**: No dust control measures.
2. **Gravel-treated**: Gravel surface treated with chemicals to control dust.
3. **Low type bituminous (chip seal)**: A treatment that provides an adequate surface for small volumes of traffic but does not hold up with higher traffic volumes. Many chip sealed roadways look like a typical paved county road.

Table 2 shows the daily capacities for each non-paved roadway surface type.

Table 2: Daily Capacity for Non-Paved Roads

Surface Type	Capacity (vpd)
Native[1]	200
Gravel treated[2]	400
Low type bituminous (chip seal)	400

[1]Colorado Air Quality Control Commission Regulation 1 Section 3.D

[2]Larimer County Land Use Regulation

Paved Two-Lane Roads

Table 3 outlines the assumptions used in calculating the two-lane roadway capacities, and **Table 4** provides the resulting daily capacities based on lane and shoulder widths. Most mainline roadways within the county are two lanes and about half of those roads are paved.

Table 3: Capacity Assumptions for Paved Two-Lane Roads

Assumption	Urban	Rural	Mountainous
Level of Service	LOS D	LOS C	LOS C
Roadway Grade	2%	4%	6%
Directional Split	60%/40%	60%/40%	60%/40%
Heavy Trucks (incl. RVs)	4%	4%	7%
Passing Type	None or Continuous		
Peak Hour Factor	0.95	0.95	0.95
Daily Traffic in Peak Hour	9%	8.5%	8.5%
Section Length	1 mile	1 mile	1 mile
Base Free Flow Speed	45 mph	55 mph	40 mph
Access/Mile	15	8	4

Paved roadway capacity varies by roadway area type (urban, rural, and mountainous) and roadway surface width. Anything beyond a 24-foot pavement width is assumed to have shoulders. **Table 4** outlines the capacity assumptions used for two-lane roadways in Larimer County based on updated methodologies from the Highway Capacity Manual (HCM) 7th Edition, released in January 2022. These assumptions reflect the latest research findings from NCHRP Project 17-65: Improved Analysis of Two-Lane Highway Capacity and Operational Performance, which refined how capacity and operational performance are evaluated for two lane facilities.

Table 4: Daily Capacities of Paved Two-Lane Roads

Lane Width (ft.)	Shoulder Width (ft.)	Pavement Width (ft.)	2025 Daily Two-Way Capacities		
			Urban	Rural	Mountainous
9	0	18	15,300	12,400	10,100
10	0	20	15,500	12,500	10,200
11	0	22	15,700	12,600	10,300
12	0	24	15,800	12,700	10,400
12	1	26	16,000	12,800	10,600
12	2	28	16,200	13,000	10,700
12	3	30	16,400	13,100	10,900
12	4	32	16,600	13,200	11,000
12	5	34	16,800	13,300	11,100
12	6	36	17,000	13,400	11,100

Multilane Roads

Capacities for the three- and four-lane roads were developed from the NFRMPO travel model for the 2006 Larimer County Transportation Plan. Multilane roads are assumed to have capacities corresponding to an urban level of service (LOS D). **Table 5** presents the daily capacity for multilane roads in the urban areas.

Table 5: Daily Capacity for Multilane Roads

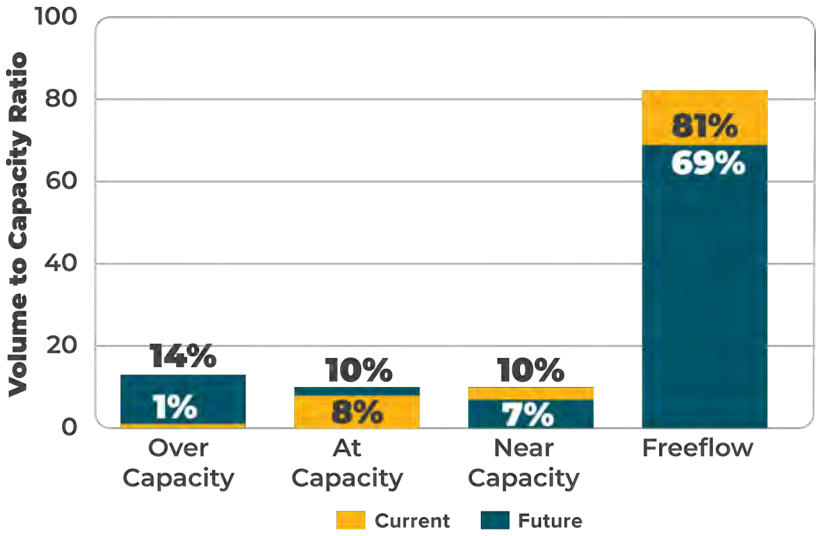
Lanes	Urban (LOS D)
3	23,000 ADT
4	32,000 ADT

Roadway Capacity Needs

One of the key methods to assess congestion is by measuring how many vehicles use a road compared to how much traffic that road can handle. This is often described using a volume-to-capacity ratio, or V/C ratio. A V/C ratio close to 1.0 means a road is operating at or near its capacity—drivers may start to experience slowdowns, backups at intersections, and longer travel times throughout the day. As traffic volumes increase over time due to population and job growth, more roadways are likely to approach or exceed their capacity, especially in growing areas between communities.

Today, most County roads operate with little congestion, but there are signs of strain: about 10 percent of roads are near capacity, 8 percent are at capacity, and 1 percent are over capacity. Looking ahead to 2050, modeling shows that 24 percent of roads may be at capacity or exceed capacity if no major improvements are made **(Figure 8**). Many of the roads expected to see the greatest congestion are unpaved or located between rapidly growing communities, where increased travel demand is expected to put additional pressure on the transportation system.

Figure 8: Current and Future Volume to Capacity Ratios



Road and Bridge Maintenance

Larimer County's Road and Bridge Maintenance Program is a comprehensive system designed to ensure the safety, functionality, and longevity of the County's road and bridge infrastructure, including paved roads, nonpaved roads, and bridges. Note that the maintenance level for roads within subdivisions is governed by specific resolutions from the Board of County Commissioners. Only selected streets within a subdivision may receive County maintenance, and even then, it may apply only to specific segments. Subdivision roads constructed since 1994 are not accepted for County maintenance. In summary, the Larimer County road network is made up of:

- 409 miles of mainline paved roads (48 percent)
- 437 miles of mainline non-paved roads (52 percent)
- Approximately 100 miles of subdivision roads (not included in the Transportation Plan analysis or maps)

Paved Roads

The program for paved roads involves systematic geographical rotation to ensure that all areas receive adequate maintenance. The county is divided into specific zones for both overlay projects and routine maintenance activities such as chip seal, seal coat, and structural patching. This approach ensures consistent upkeep and prioritizes projects based on road conditions and budget considerations.

Larimer County surveys pavement quality of each of its paved roads regularly to systematically assess the surface condition of the roadway network. Doing so helps determine long-term roadway rehabilitation needs. Pavement conditions are rated on a scale from 0 to 100, ranging from very poor to excellent condition. Most roadway pavement within the county is in good or excellent condition based on the 2023 survey.

Non-Paved Roads

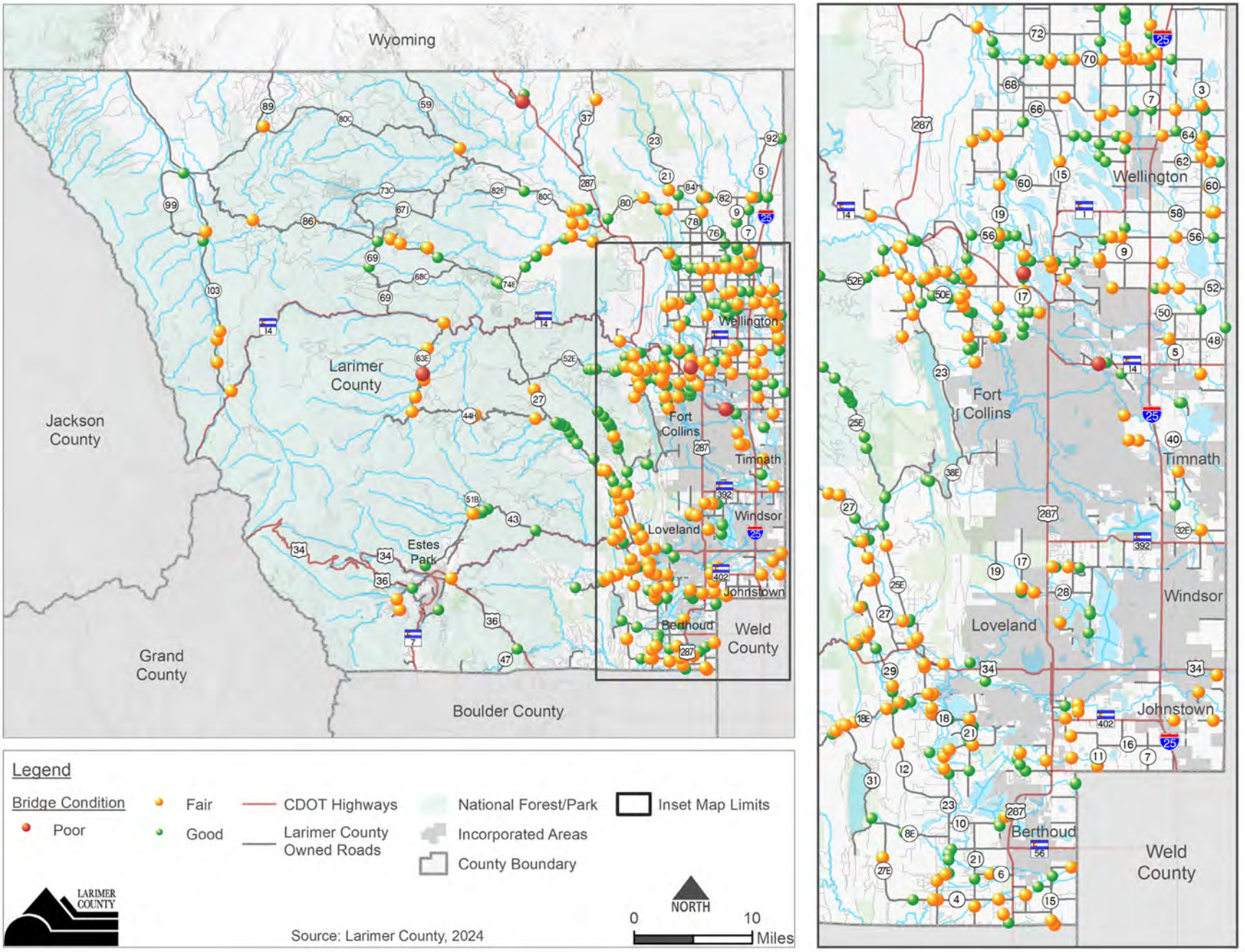
The County maintains approximately 436 miles of non-paved roads. These roads are crucial for access to homes, businesses, and recreational areas, especially in remote locations. Mainline, subdivision, and Forest Service roads receive routine maintenance, and roads surfaced with gravel that also have higher traffic volumes are treated with dust suppressant to protect the road surface and improve visibility and air quality.

Bridges and Roadway Drainage

Maintenance of drainage structures is vital for extending the life of both paved and non-paved roads. Maintenance includes clearing roadside ditches of sediment and debris and ensuring culverts are unobstructed to facilitate proper water flow. The Structures Group manages the repair and maintenance of bridges, culverts, and guardrails and focuses on extending the lifespan of these critical structures through timely repairs and replacements of damaged or aged components.

CDOT categorizes structures as major or minor depending on the span length as measured down the centerline of the road. Major structures are those structures that are over 20 feet in length, and minor structures are those that are between 4 feet and 20 feet in length. All major structures are inspected on a two-year cycle and our goal is to inspect minor structures on a four-year cycle. Maintenance items identified during these inspections are categorized and prioritized and then scheduled to be performed by County crews or contractors. The County maintains approximately 410 structures, with 52 percent rated in good condition, 47 percent in fair condition, and only 1 percent in poor condition which can be seen in **Figure 9**.

Figure 9: Bridge Condition



Bicycle and Pedestrian Facilities

The bicycle and pedestrian network in unincorporated Larimer County consists of various facility types—including signed or marked bike routes, paved shoulders, multi-use paths, and sidewalks in more urbanized areas—each designed to reflect the surrounding context and level of use.

Rural Roads

The Larimer County Rural Area Road Standards (RARS) do not require curbs, gutters, or sidewalks because of the associated costs and the limited pedestrian activity along these roadways. Where possible, the County includes up to a 6-foot shoulder on roadways to accommodate both pedestrians and bicyclists. This design allows for a safe walking space along roads where traditional sidewalks might not be feasible due to lower population density and more extensive stretches of undeveloped land.

- **Signed or Marked Bicycle Routes:** Standard County road bicycle lanes have a minimum width of 4 feet, with 6 feet being the preferred width. Currently, there are approximately 32 miles of signed or marked bicycle routes in unincorporated Larimer County, most of which are located near the urban areas of Fort Collins and Loveland, providing regional connectivity.
- **Paved Shoulders:** A large number of routes near the metropolitan areas around Fort Collins and Loveland have paved shoulders wider than 4 feet, the recommended minimum width. Many mountainous routes, however, have shoulders narrower than 4 feet and are constrained due to the cost of construction due to terrain, drainage, and other features adjacent to rural roadway pavement.

Urban Streets

In 2021, Larimer County, City of Loveland, and City of Fort Collins updated the Larimer County Urban Area Street Standards (LCUASS). These Standards apply to the design and construction of new and reconstructed streets within the two cities and within the Growth Management Areas for Fort Collins and Loveland within Larimer County. Several other municipalities within the county have adopted the LCUASS as their street standards. Depending on the roadway classification, the standards require sidewalk widths between 5 and 7 feet wide. This width ensures that pedestrians have enough space to walk comfortably and safely, even during peak times when foot traffic is heavy. Additionally, sidewalks must comply with Americans with Disabilities Act (ADA) requirements to ensure accessibility for individuals with disabilities. Requirements include providing ramps, tactile indicators, and appropriate slopes to facilitate safe and accessible pedestrian travel.

Larimer County builds and maintains roadways to a rural standard, even within Growth Management Areas. If infrastructure is proposed to be built to an urban standard, it must be funded and maintained by a municipality or developer, not the County. Larimer County is not equipped to handle sidewalk maintenance, and therefore does not accept sidewalk infrastructure as part of its ongoing maintenance responsibilities. This approach ensures consistency with the County's maintenance capabilities and long-term funding strategy while allowing municipalities to implement urban design where desired.

The design of pedestrian facilities within these street standards plays a critical role in ensuring safe and comfortable travel for all users. The following describes the two primary sidewalk configurations commonly used in Larimer County communities and their associated benefits and challenges:

- **Attached Sidewalks:** These sidewalks are directly adjacent to the street, with no buffer zone between the pedestrian walkway and the roadway. While attached sidewalks can be more cost-effective and require less space, they often offer a lower level of comfort and safety for pedestrians. The close proximity to traffic can be unsettling, and there is a higher risk of accidents involving vehicles.
- **Detached or Separated Sidewalks:** These sidewalks are separated from the street by a buffer zone, which might include landscaping, grass, or a strip of land. Detached sidewalks significantly enhance pedestrian comfort and safety. Separation from vehicular traffic reduces the risk of accidents and provides a more pleasant walking experience. Pedestrians are less exposed to noise and pollution, making detached sidewalks the preferred choice in urban planning where space allows. However, these facilities are more costly to construct and maintain, and they require additional space and right-of-way—considerations that may limit their feasibility in certain areas.

Transit Services

While Larimer County does not directly operate public transit, various transit services are available throughout the county through state, regional, municipal, and human services providers. The County remains open to supporting expanded transit access through partnerships, coordination efforts, and external funding opportunities where feasible. These services offer critical connections between communities; support access to jobs, healthcare, and essential services; and enhance mobility options for residents who may not drive. Transit options range from interregional and regional bus lines to local fixed-route systems and specialized transportation services for older adults and individuals with disabilities The following subsections summarize existing transit services operating in Larimer County:

Interregional Service

CDOT's Bustang operates two routes serving Larimer County: one connecting Fort Collins to Denver and another seasonal service connecting Denver to Estes Park and Rocky Mountain National Park.

Regional Bus Service

FLEX, operated by Transfort, and Poudre Express, operated by Greeley-Evans Transit, provide key regional connections among communities such as Fort Collins, Loveland, Berthoud, Greeley, Windsor, Longmont, and Boulder.These services are funded through partnerships among participating communities, Colorado State University, and the University of Northern Colorado.

Local Transit Service

A variety of local and transit services operate within Larimer County, offering fixed-route and demand-response options that serve residents, commuters, and visitors alike:

- **Transfort (Fort Collins)** offers more than 20 fixed routes, including Bus Rapid Transit (MAX), with farefree service.
- **COLT (City of Loveland Transit)** provides service across Loveland with low fares and free rides for youth.
- **Greeley-Evans Transit (GET)** connects nearby communities Monday through Saturday.
- **Berthoud Area Transportation Service (BATS)** provides both fixed-route and door-to-door services within Berthoud and to Loveland.
- **The Peak** in Estes Park offers seasonal service and supports special events, along with shuttles operated by Rocky Mountain National Park.

Human Services Transportation

Fourteen agencies provide specialized transportation for older adults, people with disabilities, veterans, and others who meet eligibility requirements. Services include door-to-door trips, vouchers, and on-demand options.

Park-n-Rides and Mobility Hubs

CDOT owns and operates Park-n-Rides in Berthoud, Loveland, and Fort Collins, and is developing regional mobility hubs (e.g., Centerra-Loveland) as part of the I-25 North Express Lanes project to improve access and multimodal connectivity.

3 | Community and Stakeholder Engagement

Overview

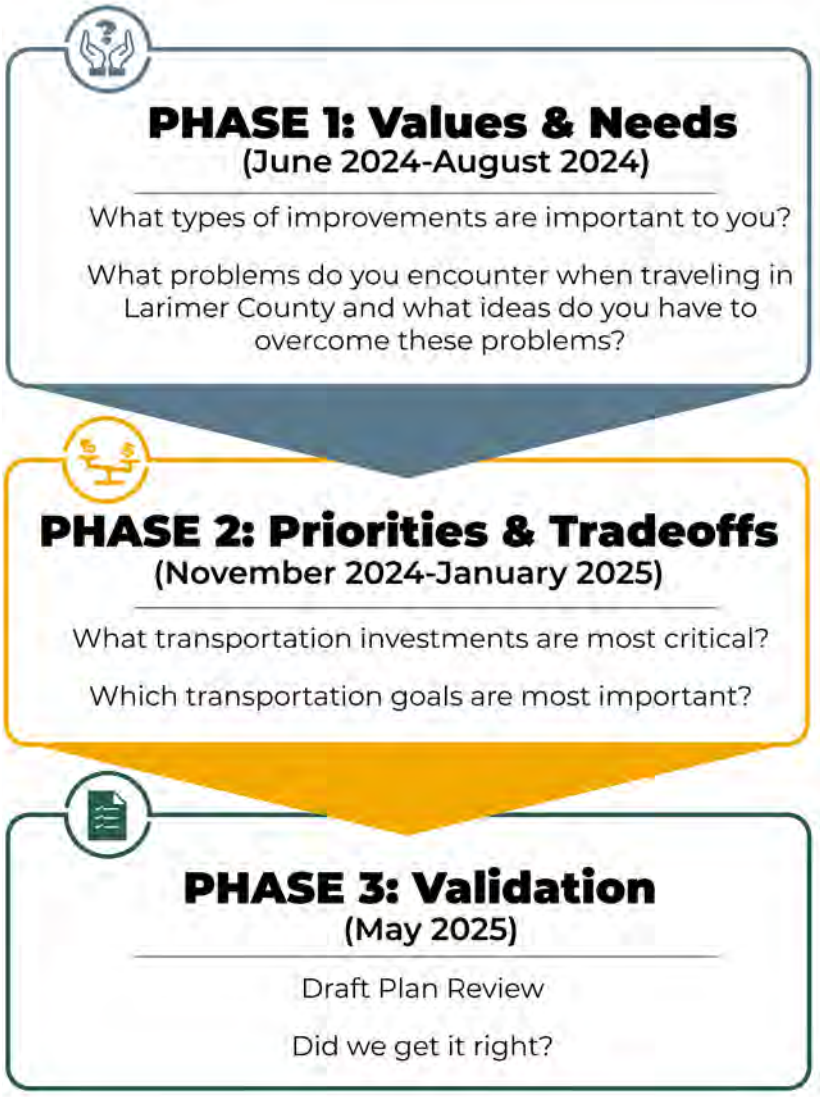
A comprehensive community and stakeholder engagement process was central to developing the Larimer on the Move Transportation Plan. Engagement efforts ensured a broad cross-section of community voices were heard, particularly those from unincorporated areas, and regional stakeholders. Input from both the public and technical stakeholders informed every stage of the planning process, guiding the vision, goals, and project recommendations.

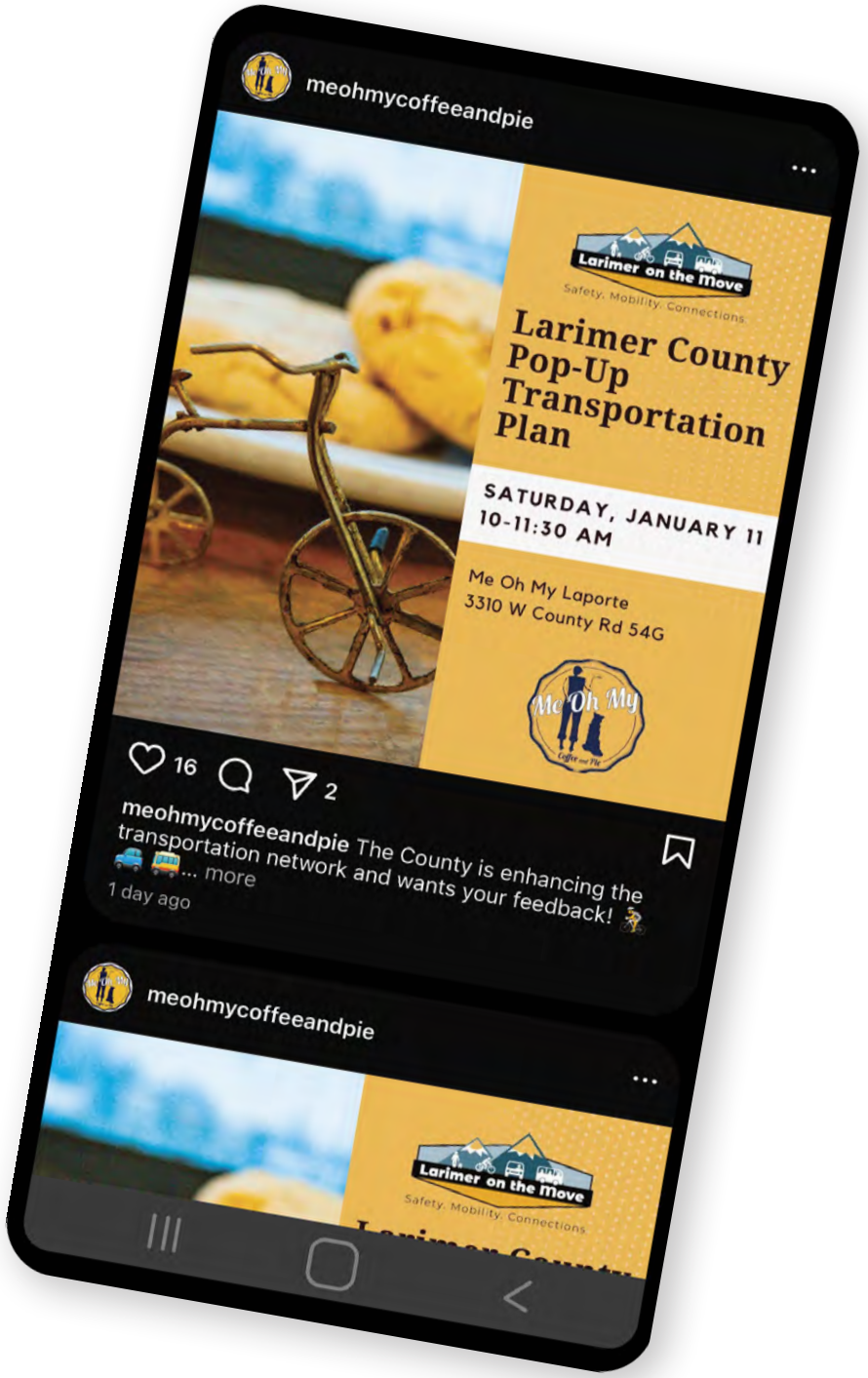
Community

Engagement activities reached residents across the county through interactive online tools, pop-up events, a statistically valid survey, and direct outreach to community-based organizations. The engagement process was structured to reach people where they are—at community events, grocery stores, markets, and local gathering spots—and was offered in multiple languages, including Spanish, to promote accessibility.

Stakeholders

Stakeholder input was gathered from regional partners, municipal staff, advisory boards, and county departments to ensure that the Plan reflects a coordinated and implementable path forward. These discussions shaped plan goals, identified cross-jurisdictional priorities, and highlighted opportunities for collaboration on shared infrastructure and mobility challenges.





Source: Me Oh My Coffee and Pie social media

Phase 1: Values and Needs

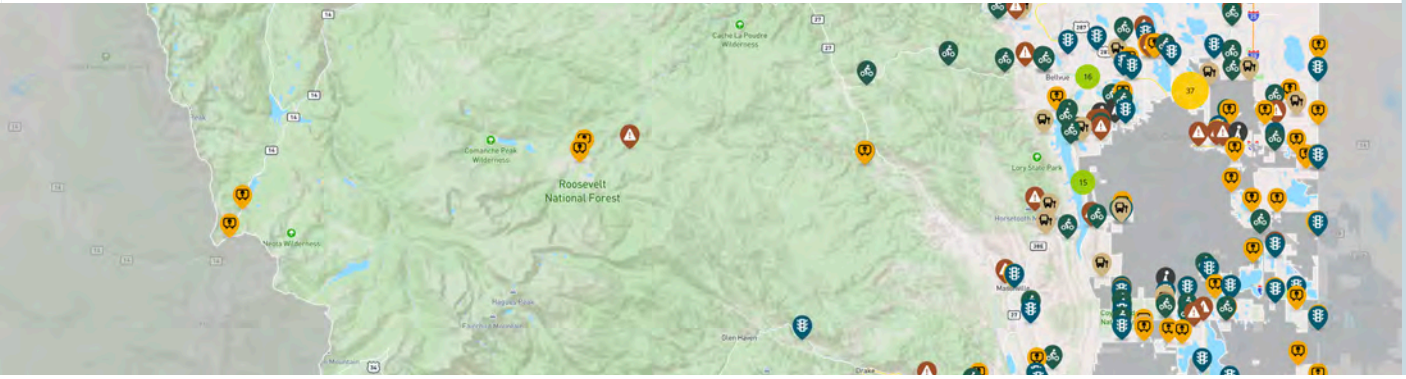
The first phase of engagement focused on understanding community priorities and challenges related to safety and mobility in unincorporated Larimer County. It also introduced the project and informed the development of the Plan's vision and goals. More than 1,300 community interactions were recorded across multiple engagement channels, including in-person events, online tools, a statistically valid survey, and stakeholder meetings.

Pop-up Events

Pop-up events were held at Red Feather Lakes, Wellington, LaPorte, the Berthoud Market, and the Larimer County Fair, reaching 135 participants. These informal, in-person engagements allowed residents to interact directly with the project team, vote on transportation priorities, and share location-specific needs and ideas.

Interactive Online Map

An interactive map allowed residents to drop pins and leave categorized comments (e.g., safety, bicycle, transit). A total of 106 comments were submitted during Phase 1, supplemented by 367 additional comments from the spring 2024 Transportation Funding Survey and 462 votes on submitted ideas.



> "This is an extremely dangerous intersection when southbound CR 9 traffic has to look over their shoulders to see oncoming traffic on Hwy 1."
>
> *— Comment identifying a specific intersection safety concern in the county road network*

> "Drivers don't expect to see bikes out here, and there's no buffer. It's only a matter of time before there's a crash."
>
> *— Comment emphasizing visibility and safety risks for bicyclists in unincorporated areas*

> “In order to age at home, we need public transportation options to Estes Park or Loveland. We don’t have cell service in the canyon, only simulated via WiFi when at home, so ride services like Uber are not feasible.”
>
> *— Comment emphasizing transit needs for older adults and residents in remote areas*

Statistically Valid Survey

The Statistically Valid Survey gathered feedback from more than 1,100 residents through a combination of mail-back surveys, online response options, and text message invitations sent to registered voters. This multipronged approach ensured broad geographic and demographic representation across Larimer County. The survey results provided robust insights into how people travel, their perceptions of safety, and their support for various transportation improvements. Notably, the findings closely aligned with themes identified through other engagement methods.

Stakeholder Meetings

County staff convened boards and commissions, the Board of County Commissioners, and a regional Stakeholder Advisory Committee to align community, safety, and multimodal priorities. Stakeholders identified corridor-level needs and shared insight on key barriers to mobility in rural areas.

Key Takeaways

Community members strongly emphasized the importance of safety and multimodal accessibility. Improving safety at intersections and along roads emerged as a top priority across all engagement methods. Residents expressed a clear desire for more space for people biking and walking.

In rural areas, feedback highlighted a desire for road paving and better maintenance—but also revealed differing views about preserving the rural character of gravel roads. In Wellington and LaPorte, transit access was a major concern, with calls for a shuttle or bus service to Fort Collins.

Stakeholders reinforced the need for cross-jurisdictional coordination, especially where County roads intersect with state highways or connect to trails and regional destinations. Specific attention was drawn to communities with limited transportation options east of I-25 and the need to improve human services transportation.

Phase 2: Priorities and Tradeoffs

The second phase of engagement was designed to validate the Plan's draft goals and gather public input on how limited transportation funds should be prioritized. This phase saw over 280 direct participant interactions, with an additional 360 website visits and outreach to 14 community-based organizations. Feedback was gathered through pop-up events, online tools, and targeted outreach. While participation in this phase was smaller than that of Phase 1, results provided valuable qualitative insights and reinforced previously identified themes.

Pop-up Events

Four in-person events were hosted at the Fort Collins Winter Market, Estes Park Snowman Festival, Me Oh My Coffee & Pie in LaPorte, and Ridley's Market in Wellington, with a total of 142 participants. Using dot voting and a hands-on budgeting exercise, participants were invited to rank goals and distribute "funding" across categories like safety improvements, paving, and bicycle and pedestrian infrastructure.

Online Prioritization Tools

Online tools mirrored in-person activities and collected 99 total submissions, allowing residents to rank project goals and allocate virtual points toward different types of transportation investments. These tools provided qualitative insight into community values and highlighted trade-offs between priorities.

Outreach to Community-Based Organizations

The County contacted 14 community-based organizations, including Spanish-speaking advocacy groups and agencies serving older adults and people with disabilities. Several partners, such as ARC of Larimer County and La Cocina, amplified engagement opportunities through social media.

Stakeholder Engagement

The County hosted coordination meetings with internal departments and local municipalities, neighboring counties, and advisory boards. Conversations emphasized the importance of integrating land use and transportation planning, investing in infrastructure that supports aging in place, and incorporating sustainability metrics like air quality and resilience.

Key Takeaways

Community feedback during Phase 2 reinforced safety and travel choice as the highest-priority goals. In both online and in-person settings, participants prioritized widening shoulders, adding bike lanes, and improving pedestrian safety near schools, parks, and other high-activity areas. Participants also emphasized the need for better maintenance of gravel roads and bridges, particularly in Wellington and other rural communities.

Pop-up events revealed additional concerns about roundabout navigation, the need for better education around road use, and requests for electric vehicle (EV) charging infrastructure and high-speed rail. Conversations in LaPorte and Wellington reiterated the need for improved regional transit options and safe crossings over major highways such as I-25.

Stakeholders emphasized the importance of data-driven prioritization and the integration of multimodal infrastructure in future development. The need to coordinate across departments and jurisdictions—particularly to support emergency response and long-term resilience—was a recurring theme.

"We know there's not enough funding for everything, so I'd rather see money go to maintenance and safety before we widen roads."

— Fort Collins Winter Market attendee discussing funding tradeoffs between capacity and maintenance

"It's hard to choose—bike and pedestrian projects are important, but some of these roads are falling apart. We need both."

— LaPorte participant responding to the budget allocation exercise

Phase 3: Validation

Phase 3 of engagement occurred during the public review period for the draft Transportation Plan in May and June 2025. This phase invited community members and stakeholders to review the full draft plan and share feedback on proposed recommendations and priorities. Outreach was conducted entirely online, including a project website, promotional video, and targeted digital communication. The website drew over 1,300 views, the plan was downloaded 375 times, and 24 public comments were submitted.

Although fewer comments were received compared to earlier phases, strong website traffic and plan downloads suggest broad awareness and general alignment with the draft plan. The comments received were detailed and helped validate many of the plan's priorities—particularly related to rural road conditions, emergency access, and regional transit needs. Feedback on specific corridors, such as County Road 73C, emphasized the need for safety and evacuation improvements, while several comments also expressed support for passenger rail and overall improved transit.

Comments received during this phase were reviewed by the project team and incorporated into the final plan where applicable and appropriate.

4 | Recommended Transportation Plan

This chapter outlines the Recommended Transportation Plan for Larimer County, identifying the multimodal improvements needed to support a safe, connected, and efficient transportation system through the year 2050. Recommendations are based on a comprehensive analysis of current and future conditions, community and stakeholder input, and alignment with the County vision and goals. The Plan includes roadway, bicycle and pedestrian, transit, and safety projects and strategies that address key issues such as congestion, connectivity, and mobility options while supporting anticipated growth in both population and employment. Together, these improvements form a long-term vision for a resilient transportation network to meet the evolving needs of Larimer County residents and visitors.

Regional Projects

In addition to projects identified specifically by Larimer County, the County supports several regionally significant improvements identified through both the CDOT Upper Front Range Transportation Planning Region (UFR TPR) 2050 Plan and the North Front Range Metropolitan Planning Organization (NFRMPO) 2050 Regional Transportation Plan. **Table 6** and **Table 7** summarize key regional priorities supported by Larimer County.

Table 6: CDOT UFR TPR 2050 Priority Projects in Larimer County

Highway	Project	Project Description
CO 1	CO 1 and LCR 58 - Meyers Corner	Improve intersection
CO 1	CO 1 Safety Improvements	Improve safety along CO 1 near CR 9 and CR 62E, potential to realign the highway and make intersection improvements
I-25	I-25 & CO 1 Interchange	Reconstruct interchange
US 34	US 34/US 36 Intersection in Estes Park	Improve intersection
US 34	US 34 & Mall Road; US 36 & Mall Road in Estes Park	Improve intersection
US 36	Central Federal Lands: US 36/Mary's Lake Road/High Drive Improvements	Improve intersection on US 36 at Mary's Lake Road and High Drive
US 36	US 36 and Elm Road in Estes Park	Improve intersection
US 36	US 36 and 4th Street in Estes Park	Improve intersection
CO 14	Central Federal Lands: County Road 63E Bridge of Poudre River and Intersection	Rehab bridge over County Road 63E and improve intersection with CO 14, possibly replace bridge
I-25	I-25 & LCR 58 New Interchange	Replace existing overpass with a new interchange
I-25	I-25 Wellington Ped Crossing	Accommodate safe pedestrian movement across I25 south of I-25/CO 1 Interchange
US 34	Transit Service: Greeley to Loveland to Estes Park	Support regional transit connectivity up US 34
N/A	Estes Park Improved Transit Operations	Local transit, improve transit operating in Estes Park
US 36	US 36 Trail Project from Moraine Davis St to Mary's Lake	Trail project, improve pedestrian and bike access along narrow road
N/A	Regional Active Transportation Corridor (RATC)	Boxelder Creek Trail connecting to NFRMPO RATC #7

Table 7: NFRMPO Priority Projects in Larimer County

Corridor	Limits	Improvement Type
US 34	LCR 3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes, including the addition of bike lanes and sidewalks and improve intersection at LCR 3 and LCR 3E, roadway/railroad grade separation
US 34	US 34/US 287	Improve intersection, including bicycle and pedestrian facilities
US 34	US 34 Corridor within the NFRMPO Boundary	US 34 corridor planning
US 34	Rocky Mountain Ave to Centerra Parkway along US 34	Add grade separated interchanges at Rocky Mountain and US 34, I-25 and US 34, and US 34 and Centerra/ Thompson Parkway and include multimodal improvements, along with the interchanges
US 34	RATC 11: US 34 Non-Motorized at Kendall Parkway	Construct bike lane
US 34	RATC 11: Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue	Construct sidewalk and fill gaps
US 34	Loveland to Greeley	Introduce new bus service (GET Strategic Plan and LinkNoCo)
US 34	Loveland to Estes Park	Introduce new CDOT Bustang service
US 287	Trilby to Harmony	Widen from 4 lanes to 6 lanes and active modes improvements
US 287	SH 287 and LCR 17 (North Berthoud Parkway)	Improve intersection
US 287	US 287 Bridge over Big Thompson River	Reconstruct bridge
US 287	US 287 and LCR 17 (North Berthoud Parkway)	Pedestrian underpass
US 287	Fort Collins to Longmont/Boulder	Increase bus frequency (Transfort Transit Master Plan)
US 287	US 287/North College Ave	Introduce new BRT service (North College MAX Route)
SH 392	I-25 to US 287	Active modes improvements/low stress trail including RATC 5, widen from 2 lanes to 4 lanes
SH 392	SH 392/Timberline Road	Intersection/roundabout
I-25	I-25/SH 14	Reconfigure interchange (Phase 1)
I-25	RATC 7: Front Range Trail (West) at Box-elder Creek	Grade-separated trail crossing

US 34 Corridor Considerations

Larimer County continues to coordinate with CDOT and local partners regarding long-range improvements to US 34, a critical east-west corridor serving regional travel and goods movement. While these improvements are intended to enhance mobility and safety, they may shift traffic volumes to parallel County roads. Future project design and implementation should carefully assess any impacts to nearby County roadways. Larimer County actively participates in the US 34 Coalition and the US 34 Transportation Management Organization (TMO), and will continue coordinating with regional partners to understand and manage the impacts of future corridor improvements.

Growth Management Area Approach

Many projects in the Recommended Transportation Plan fall within municipal Growth Management Areas (GMAs), where Larimer County works closely with cities and towns to coordinate infrastructure planning, land use, and future annexation. While GMAs are intended to guide orderly growth and infrastructure delivery, not all GMAs are currently governed by formal Intergovernmental Agreements (IGAs). At the time of this Plan, Larimer County has IGAs in place with Fort Collins, Loveland, and Timnath, and there is an intention to formalize agreements with other municipalities in the future.

Larimer County recognizes that within GMAs, municipalities are the appropriate long-term service providers. As such, the County is not positioned to be the primary funder or to construct new capital roadway projects to an urban standard within GMAs. However, the County will continue to maintain existing mainline transportation infrastructure until annexation occurs, ensuring roadways remain safe and functional in the interim. As part of this Plan, the County has identified which projects are located within GMAs and expected to transition to municipal responsibility over time.

The following framework guides how projects in GMAs are approached, depending on the nature of the project, the development context, and jurisdictional responsibilities:

If a project is **driven by active development**, annexation of the land and adjacent County roads is preferred where feasible. Road improvements should adhere to municipal street standards and right-of-way (ROW) requirements to ensure consistency with local infrastructure standards. However, if annexation is not feasible, such as in cases where there is a lack of contiguity, improvements must, at a minimum, comply with Larimer County's Rural Area Road Standards (RARS) and ROW requirements. Additionally, developments proposed in locations that already exceed 400 vehicle trips per day (vpd) or would result in exceeding this threshold on a chip seal or non-paved County road must pave the road, in compliance with County policy. In areas where a maintenance agreement with a municipality can be established, urban street features like sidewalks or shared-use paths may be incorporated into a developer-driven improvement project.

For projects **identified as high-priority based on existing conditions** and that will be funded, constructed, and maintained by Larimer County, improvements should comply with the County's RARS and ROW standards. Urban street elements may be added if the County secures a maintenance agreement with the relevant municipality, ensuring ongoing upkeep of those features.

When a project is **developed in partnership with a municipality**, the cross-section and ROW design should be determined collaboratively by both parties. Annexation or a maintenance agreement is preferred once the project is completed. If Larimer County retains ownership of the infrastructure, sidewalks or shared-use paths will require a maintenance agreement with the municipality to ensure proper maintenance and coordination.

photo credit: Kent Kanouse

4.1 Roadway Plan

This section outlines recommended improvements to Larimer County's roadway network to address current deficiencies, respond to development pressures, and accommodate future travel demand. The County's roadway system plays a vital role in connecting residents, businesses, and communities—particularly in unincorporated and rural areas where alternative transportation options may be limited. Recommended improvements are organized into the following categories:

- Roadway improvements including addition or widening of multi-use shoulders, addition of a center turn lane, and in a few cases, addition of travel lanes
- Paving of high-priority non-paved roads
- Intersection and operational improvements

Technical analysis, agency coordination, and extensive public engagement informed these recommendations. Community feedback highlighted concerns about roadway conditions, connectivity, and capacity in growth areas. While multimodal and maintenance needs were recurring themes, certain corridors were also identified for widening or operational improvements to support efficient travel and future land use.

This section focuses specifically on roadway infrastructure needs. For recommended improvements related to safety—such as crash reduction strategies, traffic calming, and traveler behavior—refer to **Section 4.4 Safety Plan**.

Roadway Improvement Recommendations

Larimer County continues to experience growth in regional travel, particularly in areas transitioning from rural to more suburban or urban land uses. In response, roadway widening is recommended on select corridors where future travel demand is projected to exceed existing capacity or where additional pavement width can accommodate bicyclists and pedestrians. These improvements are intended to accommodate increased vehicle volumes, reduce congestion, and support travel mode choice.

Roadway improvement recommendations are based on findings from the future travel demand model outputs, coordination with local and regional partners, and previous planning efforts. Segments identified for widening are those with documented or expected traffic growth. While widening projects generally increase vehicular capacity, many were also identified to help complete a connected bicycle and pedestrian network. By providing additional paved surface width (multi-use shoulders), these projects can enhance multimodal conditions and improve safety and comfort for non-motorized users. More detailed recommendations for bicycle and pedestrian improvements are included in **Section 4.2 Bicycle and Pedestrian Plan**.

All roadway improvement projects identified through this planning process include either resurfacing or full reconstruction, depending on the existing pavement condition. Road segments in "poor" or "extremely poor" condition are generally recommended for reconstruction to address underlying structural deficiencies, while segments in better condition may only require resurfacing.

Public feedback emphasized the importance of maintaining and improving Larimer County's roadway network, particularly in unincorporated and rural areas where driving is often the only viable mode of travel. Residents expressed strong support for paving heavily used gravel roads. Many also highlighted the need for targeted intersection improvements and additional shoulder width to enhance safety. While some supported roadway widening to address congestion and accommodate growth, others raised concerns about preserving rural character and managing development impacts.

US 287 Realignment

The Northern Integrated Supply Project (NISP), led by Northern Water, includes a planned realignment of US 287 west of LaPorte to accommodate the future Glade Reservoir. This new alignment is expected to divert regional traffic around the community, potentially shifting travel patterns, local traffic volumes, and the surrounding land use context. More details about the potential local impacts of these travel pattern changes can be found in the LaPorte Area Plan section.

The projects identified in **Table 8** represent the roadway improvements that are anticipated to make the most significant contributions toward achieving Larimer County's long-term transportation goals. These priority projects address critical needs related to safety, connectivity, congestion, and infrastructure preservation. While the projects are presented in project identification (ID) order for ease of reference, this sequence does not reflect a ranking or order of implementation priority. **Table 9** includes long-term roadway projects to address the anticipated needs through 2050. **Figure 10** shows the locations of the roadway projects.

Table 8: Priority Roadway Improvement Projects

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
2	CR 54 (Douglas Rd)	CR 17 to CR 9	Reconstruct and widen to 6-8 foot shoulders	2.99	Larimer County
3	CR 9 (Giddings)	CR 52 to CR 58	Reconstruct and widen to 6-8 foot shoulders	3.00	Larimer County
8	CR 38E	Lakeview Dr to Red Fox Rd	Widen to 6 foot shoulders and resurface	3.16	Larimer County
10	CR 19 (Taft Hill)	Fort Collins City Limit to CR 54G (Old US 287)	Widen to 6-8 foot shoulders and resurface	2.24	Larimer County
12	CR 30	RR XING to Loveland City Limit	Widen to 6-8 foot shoulders and resurface	1.18	Larimer County
14	CR 9E (Timberline)	CR 48 (Vine Dr) to Fort Collins City Limit	Reconstruct and widen to 6-8 foot shoulders	0.30	Fort Collins
15	CR 46E (Lincoln Ave)	CR 11F (Link Ln) to CR 9E (Summit View)	Widen from 2 lanes to 3 lanes, add 6-8 foot shoulders and resurface	1.23	Fort Collins
16	CR 19 (Taft Hill)	Fort Collins City Limit to CR 40 (Horsetooth)	Reconstruct and widen from 3 lanes to 4 lanes, add 6-8 foot shoulders	0.98	Fort Collins
17	CR 19 (Taft Hill/Wilson Ave)	CR 28 (57th St) to Fort Collins City Limit	Widen from 2 lanes to 4 lanes, add 6-8 foot shoulders and resurface	1.50	Larimer County
23	CR 24E	CR 13E to CR 13	Reconstruct and widen to 6-8 foot shoulders	0.52	Loveland
27	CR 13C	CO 402 to Loveland City Limit	Widen to 6-8 foot shoulders and resurface	0.74	Larimer County, Loveland
28	CR 17 (Berthoud Pkwy)	Berthoud City Limit to CR 16	Widen from 3 lanes to 4 lanes, add 6-8 foot shoulders and resurface	1.00	Larimer County, Loveland
30	CR 18	CR 3 to CR 1	Widen from 2 lanes to 3 lanes and resurface	2.45	Larimer County, Johnstown

Table 8: Priority Roadway Improvement Projects (continued)

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
86	CR 74E (Red Feather Lakes)	Deer Meadow Way to US 287	Add 4 foot climbing shoulders where feasible and resurface	10.27	Larimer County
87	CR 52E (Rist Canyon)	CR 27 to Poudre River	Add 4 foot climbing shoulders where feasible and resurface	12.60	Larimer County
89	CR 38E	CR 27 to Lakeview Dr	Add 4 foot climbing shoulders where feasible and resurface	5.94	Larimer County
90	CR 29/CR 27	CR 18E to 38E	Add 4 foot climbing shoulders where feasible and resurface	8.79	Larimer County
91	CR 8E/CR 31	CR 27E to CR 29	Add 4 foot climbing shoulders where feasible and resurface	7.73	Larimer County
99	CR 1	CR 14 to US 34	Reconstruct and widen to 6 foot shoulders	3.99	Larimer County, Johnstown
108	CR 50/CR 21/ CR 21C	Dean Drive to US 287	Widen to 6 foot shoulders and resurface	3.32	Larimer County
112	CR 50E (Country Club)	CO 1 to CR 11 (Turnberry)	Reconstruct with 4-foot shoulders and add a sidepath	1.90	Larimer County
117	CR 70	CR 15 to CR 9	Reconstruct and widen to 6-8 foot shoulders	3.01	Larimer County
126	CR 67 (Mary's Lake)	US 36 to CO 7	Reconstruct and add 4 foot climbing shoulders where feasible	2.36	Larimer County
131	CR 23	CR 38E to CR 52E (Rist Canyon)	Widen to 6 foot shoulders where feasible and resurface	7.51	Larimer County
134	CR 17 (Shields/Taft Ave)	Loveland City Limit to Fort Collins City Limit	Widen from 2 lanes to 4 lanes and resurface	2.00	Larimer County

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
135	CR 54G (Old US 287)	CR 19 to US 287	Widen from 2 lanes to 3 lanes, add 6-8 foot shoulders and resurface	0.27	Larimer County
139	CR 17 (Shields)	US 287 to CR 54	Widen to 6 foot shoulders and resurface	1.01	Larimer County
717	CR 38E	Red Fox Rd to CR 19 (Taft Hill)	Widen from 2 lanes to 3 lanes, add 6 foot shoulders and resurface	0.63	Larimer County
19	CR 5	CR 34C to CR 36	Widen to 6-8 foot shoulders and resurface	0.76	Larimer County
20	CR 5	Windsor Town Limit to CO 392	Widen from 3 lanes to 4 lanes, add 6-8 foot shoulders and resurface	0.50	Larimer County, Windsor
22	CR 28 (57th St)	US 287 to CR 13	Widen from 2 lanes to 3 lanes, add 6-8 foot shoulders and resurface	0.90	Larimer County
92	CR 23E/CR 6/CR 23	County Line to CR 8	Widen to 6 foot shoulders and resurface	3.46	Larimer County
93	CR 8	CR 23 to US 287	Reconstruct and widen to 6 foot shoulders	2.33	Larimer County
144	CR 28 (57th St)	Railroad Crossing to Loveland City Limit	Reconstruct and widen from 2 lanes to 3 lanes, add 6-foot shoulders	0.35	Loveland
153	CR 28 (57th St)	CR 13 to CR 11C	Widen to 6 foot shoulders and resurface	0.74	Larimer County

Table 9: Long-Term Roadway Improvement Projects

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
1	CR 54G (Old US 287)	CR 21C (Overland Trail) to CR 19 (Taft Hill Road)	Widen from 2 lanes to 3 lanes, add 6-8 foot shoulders and resurface	1.27	Larimer County
5	CR 23	CR 8 to CR 8E	Widen to 6 foot shoulders and resurface	0.50	Larimer County
7	CR 48	Fort Collins City Limit to CR 5	Widen to 6-8 foot shoulders and resurface	0.72	Larimer County, Fort Collins
18	CR 34 (Trilby)	Fort Collins City Limit to CR 11 (Timberline)	Reconstruct and widen to 6-8 foot shoulders	0.39	Larimer County
25	CR 1	Johnstown City Limit to CR 26 (Crossroads)	Widen to 6-8 foot shoulders and resurface	1.51	Larimer County, Johnstown
26	CR 20E	Loveland City Limit to I-25 BRIDGE	Widen to 6-8 foot shoulders and resurface	1.01	Larimer County, Loveland
51	CR 19/CR 16	Sandia Lane to CR 23	Widen to 4 foot shoulders and resurface	1.63	Larimer County
83	CR 73C	74E to Surface Change	Widen to 4 foot shoulders and resurface	1.15	Larimer County
84	CR 74E (Red Feather Lakes)	CR 86 to CR 67A	Add 4 foot climbing shoulders where feasible and resurface	1.58	Larimer County
85	CR 67J	CR 74E (Red Feather) to Fox Acres Drive	Add 4 foot climbing shoulders where feasible and resurface	1.69	Larimer County
88	CR 27	CR 38E to CO 14	Add 4 foot climbing shoulders where feasible and resurface	19.40	Larimer County
95	CR 10	CR 23 to CR 21	Widen to 4 foot shoulders and resurface	1.00	Larimer County
96	CR 14	CR 21 to US 287	Reconstruct and widen to 6 foot shoulders	1.47	Berthoud
97	CR 16	Loveland City Limit to CR 15	Widen to 6 foot shoulders and resurface	0.50	Larimer County
98	CR 13	CO 60 to CR 16E	Widen to 6 foot shoulders and resurface	0.15	Larimer County
100	CR 13	CR 28 to CR 30	Widen to 4 foot shoulders and resurface	1.63	Larimer County
101	CR 11 (Timberline)	CR 30 to CO 392 (Carpenter Rd)	Widen to 6-8 foot shoulders and resurface	0.99	Larimer County
102	CR 9	CR 30 to CR 32	Widen to 6-8 foot shoulders and resurface	1.00	Larimer County
104	CR 1 (Colorado Blvd)	CR 32E (Weld CR 68 1/2) to CR 36 (Twin Bridge Dr)	Widen to 6 foot shoulders and resurface	1.25	Larimer County, Windsor

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
106	CR 9 (Summit View)	CR 44 to CO 14 Frontage Rd	Widen to 6 foot shoulders and resurface	1.23	Larimer County
107	CR 46 (Mulberry St)	CR 21 (Overland Trail) to Fort Collins City Limit	Widen to 6 foot shoulders and resurface	0.37	Fort Collins
109	CR 19	CR 54G to CR 70	Widen to 6 foot shoulders and resurface	8.80	Larimer County
110	CR 56	CR 56 from CR 21C to CR 19	Widen to 4 foot shoulders and resurface	1.09	Larimer County
111	CR 50 (Willox)	CR 17 (Shields) to Fort Collins City Limit	Widen to 6 foot shoulders and resurface	0.54	Larimer County, Fort Collins
113	CR 56	CR 11 to CR 9	Widen to 4 foot shoulders and resurface, pave quarter mile section west of CR 9 (Giddings)	0.61	Larimer County
114	CR 15	CO 1 to CR 66E	Widen to 6 foot shoulders and resurface	4.68	Larimer County
115	CR 64	CR 15 to CR 9	Widen to 6 foot shoulders and resurface	2.24	Larimer County
116	CR 9	CR 66 to CR 70	Widen to 6 foot shoulders and resurface	2.14	Larimer County
118	CR 43 (Devils Gulch)	Estes Park Town Limit to CR 51B	Add 4 foot climbing shoulders where feasible and resurface	4.84	Larimer County
119	CR 61 (Devils Gulch)	CR 43 to End	Add 4 foot climbing shoulders where feasible and resurface	1.15	Larimer County
120	CR 63E (Dry Gulch)	Estes Park Town Limit to CR 61	Add 4 foot climbing shoulders where feasible and resurface	1.88	Larimer County
122	CR 63 (Fish Creek)	Estes Park Town Limit to US 36	Add 4 foot climbing shoulders where feasible and resurface	0.34	Estes Park
123	CR 67E (Riverside)	Estes Park Town Limit to Estes Park Town Limit	Add 4 foot climbing shoulders where feasible and resurface	0.21	Larimer County
124	CR 67E (Riverside)	CR 67 (Mary's Lake) to Estes Park Town Limit	Add 4 foot climbing shoulders where feasible and resurface	0.28	Larimer County
125	CR 65 (Peakview)	CR 67 (MARY'S LAKE) to Estes Park Town Limit	Add 4 foot climbing shoulders where feasible and resurface	0.71	Larimer County
127	CR 63 (Fish Creek)	Estes Park Town Limit to Fish Creek Way	Add 4 foot climbing shoulders where feasible and resurface	2.04	Larimer County

Table 9: Long-Term Roadway Improvement Projects (continued)

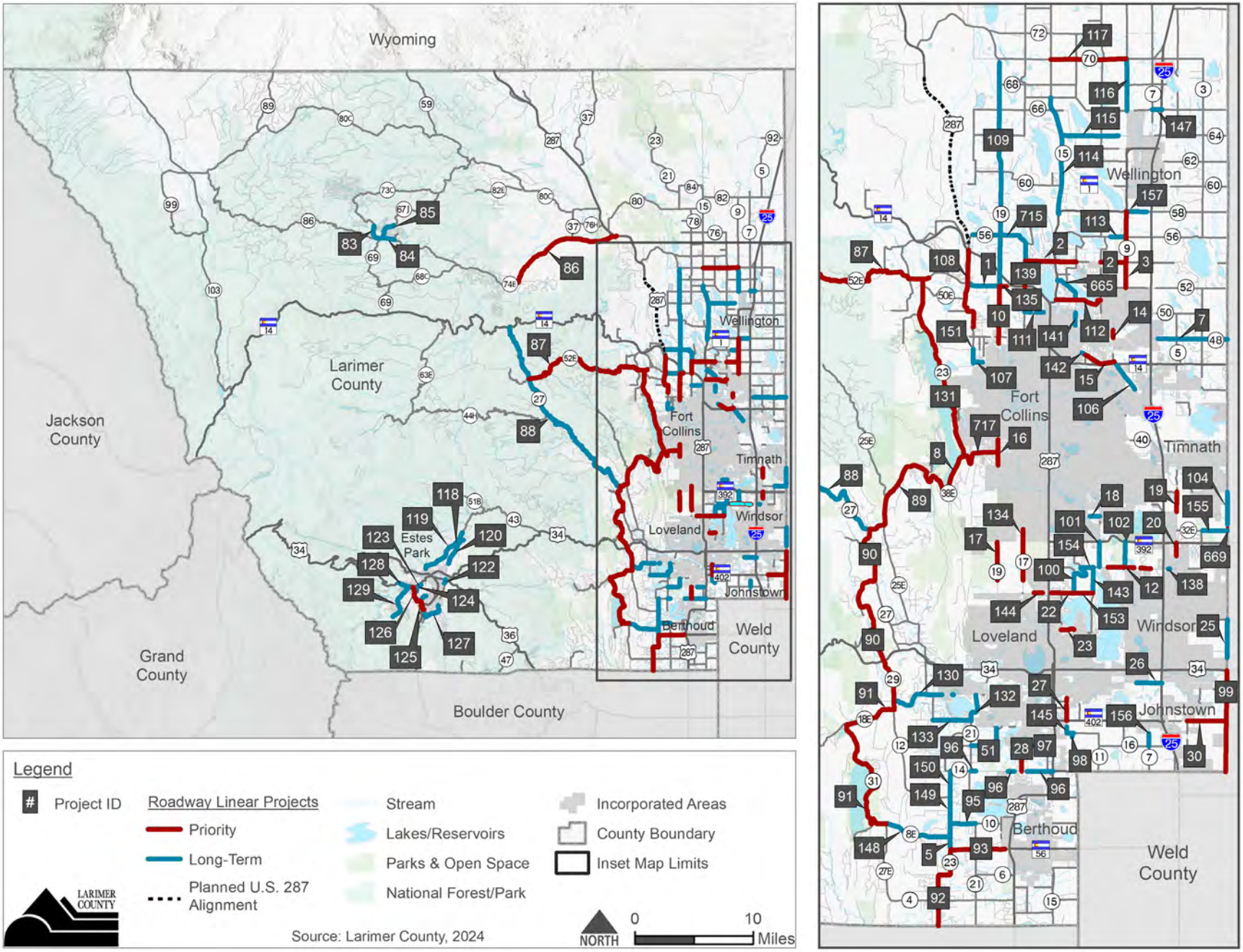
ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
128	CR 67W (High Drive)	Surface Change to Estes Park Town Limit	Add 4 foot climbing shoulders where feasible and resurface	1.09	Larimer County
129	CR 69B (Tunnel Rd)	Estes Park Town limit to Loop	Add 4 foot climbing shoulders where feasible and resurface	3.15	Larimer County
130	CR 20	CR 29 to Loveland City Limit	Widen to 6 foot shoulders and resurface	2.25	Larimer County
132	CR 21	CR 18 to CR 20	Widen to 6 foot shoulders and resurface	1.10	Larimer County
133	CR 18	CR 23E to CR 21	Widen to 6 foot shoulders and resurface	1.50	Larimer County
136	CR 48	CR 5 to CR 1	Widen to 6 foot shoulders and resurface	2.00	Larimer County
138	CR 30	I-25 East Frontage Rd to CR 5	Widen to 4 foot shoulders and resurface	0.07	Windsor
141	CR 13 (Lindenmeier Rd)	Fort Collins City Limit to Fort Collins City Limit	Widen to 6-8 foot shoulders and resurface	0.37	Fort Collins
142	CR 46E (Lincoln)	Fort Collins City Limit to CR 11F (Link Ln)	Widen to 6-8 foot shoulders and resurface	0.17	Larimer County, Fort Collins
143	CR 11C	CR 28 to CR 30	Widen to 6-8 foot shoulders and resurface	0.99	Larimer County
145	CR 13C	CR 16E to Loveland City Limit	Widen to 6 foot shoulders and resurface	0.25	Larimer County
146	CR 16E	CR 13C (St Louis Ave) to CR 13	Widen to 6 foot shoulders and resurface	0.26	Larimer County
147	CR 66	CR 7 to I-25 East Frontage Rd	Widen to 4 foot shoulders and resurface	0.39	Larimer County
148	CR 8E	CR 27E to CR 23	Widen to 6 foot shoulders and resurface	2.67	Larimer County
149	CR 23	CR 8E to CR 12	Widen to 6-8 foot shoulders and resurface	1.55	Larimer County
150	CR 23	CR 12 to CR 14	Widen to 6 foot shoulders and resurface	1.03	Larimer County
151	CR 21 (Overland Trail)	CR 46 (Mulberry) to CR 46E (Laporte)	Widen to 6-8 foot shoulders and resurface	0.55	Larimer County
154	CR 30	CR 13 to CR 11C	Widen to 6 foot shoulders and resurface	0.48	Larimer County

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
155	CR 32E	CR 3 to CR 1	Widen to 6 foot shoulders and resurface	0.97	Larimer County
156	CR 7	CR 16 to Loveland City Limit	Widen to 6 foot shoulders and resurface	0.49	Larimer County
157	CR 58	CR 9 to I-25 West Frontage Rd	Widen to 6-8 foot shoulders and resurface	0.80	Larimer County, Wellington
665	CR 52C (Gregory Rd)	CR 50E (Country Club Rd) to CO 1	Widen to 4 foot shoulders, drainage improvements and resurface	1.18	Larimer County
669	CR 1 (Colorado Blvd)	CR 32E to the north	Realign CR 1 and improve intersection at CR 32E	0.26	Larimer County, Windsor
715	CR 56E/CR 17	CR 56E/CR 17 from CR 19 to CR 54 (Douglas Rd)	Widen to 4 foot shoulders and resurface	1.84	Larimer County
146	CR 16E	CR 13C (St Louis Ave) to CR 13	Widen to 6 foot shoulders and resurface	0.26	Larimer County
110	CR 56	CR 56 from CR 21C to CR 19	Widen to 4 foot shoulders and resurface	1.09	Larimer County
156	CR 7	CR 16 to Loveland City Limit	Widen to 6 foot shoulders and resurface	0.49	Larimer County
98	CR 13	CO 60 to CR 16E	Widen to 6 foot shoulders and resurface	0.15	Larimer County
138	CR 30	I-25 East Frontage Rd to CR 5	Widen to 4 foot shoulders and resurface	0.07	Windsor
141	CR 13 (Lindenmeier Rd)	Fort Collins City Limit to Fort Collins City Limit	Widen to 6-8 foot shoulders and resurface	0.37	Fort Collins
142	CR 46E (Lincoln)	Fort Collins City Limit to CR 11F (Link Ln)	Widen to 6-8 foot shoulders and resurface	0.17	Larimer County, Fort Collins
143	CR 11C	CR 28 to CR 30	Widen to 6-8 foot shoulders and resurface	0.99	Larimer County
145	CR 13C	CR 16E to Loveland City Limit	Widen to 6 foot shoulders and resurface	0.25	Larimer County
146	CR 16E	CR 13C (St Louis Ave) to CR 13	Widen to 6 foot shoulders and resurface	0.26	Larimer County

Table 9: Long-Term Roadway Improvement Projects (continued)

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
147	CR 66	CR 7 to I-25 East Frontage Rd	Widen to 4 foot shoulders and resurface	0.39	Larimer County
148	CR 8E	CR 27E to CR 23	Widen to 6 foot shoulders and resurface	2.67	Larimer County
149	CR 23	CR 8E to CR 12	Widen to 6-8 foot shoulders and resurface	1.55	Larimer County
150	CR 23	CR 12 to CR 14	Widen to 6 foot shoulders and resurface	1.03	Larimer County
151	CR 21 (Overland Trail)	CR 46 (Mulberry) to CR 46E (Laporte)	Widen to 6-8 foot shoulders and resurface	0.55	Larimer County
154	CR 30	CR 13 to CR 11C	Widen to 6 foot shoulders and resurface	0.48	Larimer County
155	CR 32E	CR 3 to CR 1	Widen to 6 foot shoulders and resurface	0.97	Larimer County
156	CR 7	CR 16 to Loveland City Limit	Widen to 6 foot shoulders and resurface	0.49	Larimer County
157	CR 58	CR 9 to I-25 West Frontage Rd	Widen to 6-8 foot shoulders and resurface	0.80	Larimer County, Wellington
665	CR 52C (Gregory Rd)	CR 50E (Country Club Rd) to CO 1	Widen to 4 foot shoulders, drainage improvements and resurface	1.18	Larimer County
669	CR 1 (Colorado Blvd)	CR 32E to the north	Realign CR 1 and improve intersection at CR 32E	0.26	Larimer County, Windsor
715	CR 56E/CR 17	CR 56E/CR 17 from CR 19 to CR 54 (Douglas Rd)	Widen to 4 foot shoulders and resurface	1.84	Larimer County

Figure 10: Roadway Improvement Projects



Roadway Paving

Larimer County maintains an extensive network of native surfaces, gravel roads, and chip-seal roads particularly in rural and mountainous areas where lower traffic volumes, natural resource access, and agricultural activity are common. While many of these roads function adequately as chip-seal or gravel facilities, some have reached or are projected to reach traffic volumes where continued maintenance will become increasingly costly and less effective.

As a general practice, the County may consider paving a gravel road when average daily traffic volumes exceed approximately 400 vehicles per day (vpd), or when the road serves a broader function—such as providing regional connectivity or linking two paved segments to complete the roadway network. At higher traffic volumes, gravel roads can generate significant dust, which negatively impacts air quality and nearby residents' quality of life. Paving these roads helps mitigate dust-related air quality concerns, improves safety, and can also reduce long-term maintenance costs. Additionally, paved roads provide more reliable access for residents, emergency services, and commercial traffic. When gravel roads are paved, they are typically constructed to meet the Rural Area Road Standards (RARS), which include a minimum 4-foot shoulder on each side. Paving recommendations included in this Plan focus on roads where anticipated growth, usage patterns, and strategic connections justify investment. Not all gravel roads in the county will be paved, as many continue to perform adequately under current and projected conditions.

The paving projects identified in **Table 10** represent those that are anticipated to make the most significant contributions toward achieving Larimer County's long-term transportation goals and addressing critical needs. While the projects are presented in project identification (ID) order for ease of reference, this sequence does not reflect a ranking or order of implementation priority. **Table 11** includes long-term paving projects to address the anticipated needs through 2050. **Figure 11** shows the locations of all paving projects.

Table 10: Priority Paving Projects

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
32	CR 73C	Surface Change to Tami Rd	Reconstruct and pave to County standard	3.97	Larimer County
39	CR 122 (Pole Hill Rd)	US 36 to Alpine Dr	Pave to County standard	0.83	Larimer County
46	CR 2	CR 15 to CR 13	Pave to County standard	1.00	Larimer County
50	CR 12	CR 29 to CR 23	Pave to County standard	1.82	Larimer County
55	CR 16H	CR 19 to CR 17C	Pave to County standard	0.24	Larimer County
56	CR 11H	CO 402 to Loveland City Limit	Pave to County standard	0.66	Larimer County
62	CR 40	Fossil Creek Reservoir Inlet to CR 7	Pave to County standard	0.81	Larimer County
63	CR 44	CR 3 TO CR 1	Pave to County standard	1.02	Larimer County
69	CR 52	CR 11 to CR 9	Pave to County standard	0.50	Larimer County
73	CR 60E	CR 21 to CR 15	Pave to County standard	3.69	Larimer County
718	CR 50/CR 5	Frontage Rd to CR 5 and CR 50 to surface change	Pave to County standard	1.34	Larimer County

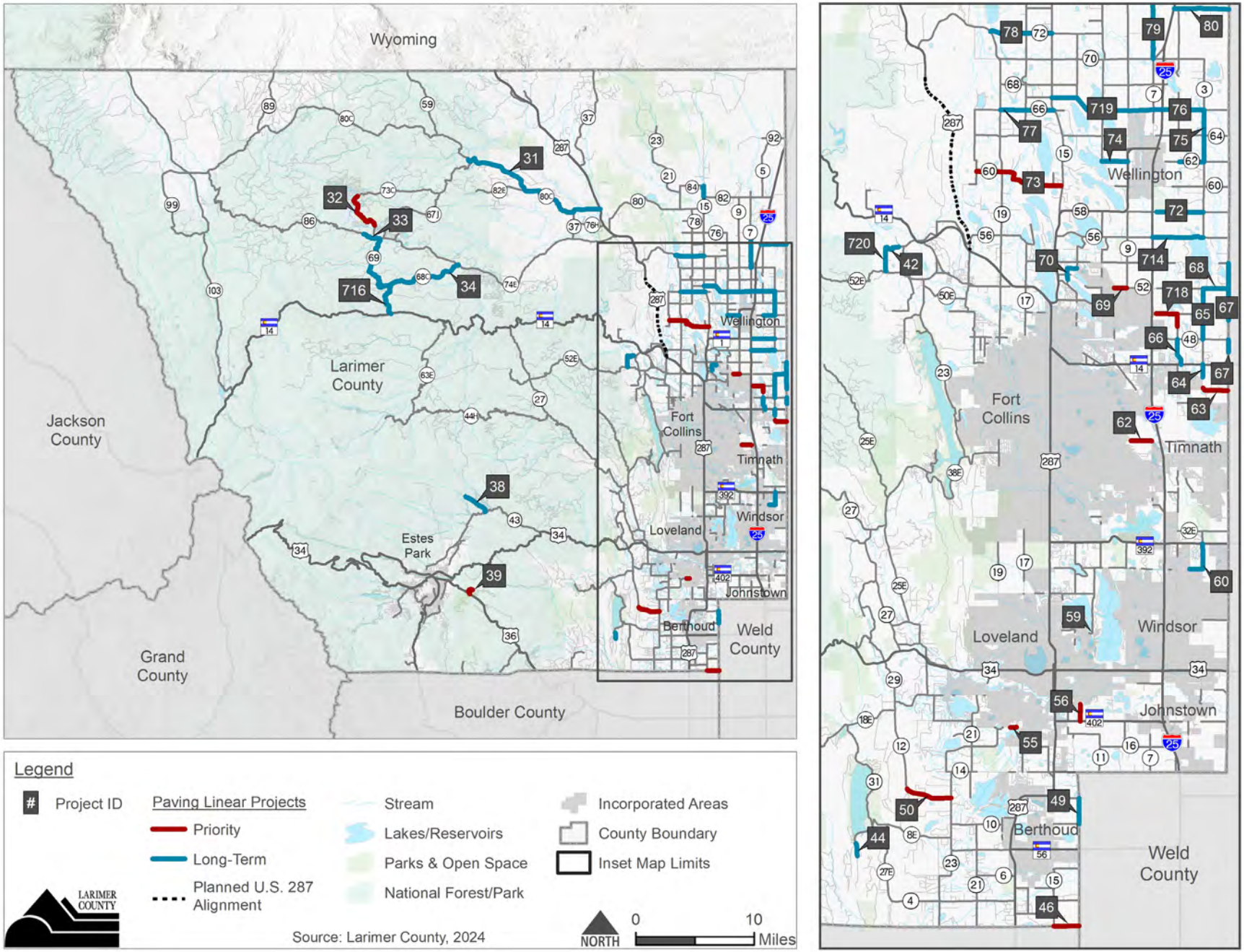
Table 11: Long-Term Paving Projects

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
31	CR 80C	CR 67J to US 287	Pave to County standard	13.83	Larimer County
33	CR 86	Cattlegaurd to CR 73C/74E	Pave to County standard	1.23	Larimer County
34	CR 68C/CR 69	74E to 74E	Pave to County standard	13.52	Larimer County
38	CR 51B (Dunraven Glad Rd)	Gate to CR 43 (Devil's Gulch)	Pave to County standard	2.21	Larimer County
42	CR 54E	CR 27E to CR 25E	Pave to County standard	0.61	Larimer County
44	CR 31	Begin Maintenance to Surface Change	Pave to County standard	0.50	Larimer County
49	CR 13	CR 10 to CR 12	Pave to County standard	1.01	Larimer County, Berthoud
60	CR 30/CR 3	Windsor City Limit to CR 3 and CR 30 to CO 392	Pave to County standard	1.52	Larimer County
64	CR 3	Timnath Town Limit to CO 14	Pave to County standard	0.51	Larimer County, Timnath
65	CR 3	CR 48 to CR 52	Pave to County standard	1.99	Larimer County
66	CR 5	CO 14 to CR 48	Pave to County standard	1.05	Larimer County
67	CR 1 (County Line)	Timnath Town Limit to CR 54 (Conditional: only after Timnath paves north of CO 14)	Pave to County standard	2.76	Larimer County
68	CR 52	CR 3 to CR 1	Pave to County standard	1.00	Larimer County
70	CR 13E/CR 52H	Surface Change to CR 52H (Conditional: only after Fort Collins paves to Douglas Road)	Pave to County standard	0.81	Larimer County
72	CR 58	I-25 to CR 3	Pave to County standard	1.83	Larimer County
74	CR 62	CR 11 to SH 1	Pave to County standard	1.02	Larimer County, Wellington
75	CR 3/CR 62	CR 62 to CR 66 and CR 3 to Wellington Town Limit	Pave to County standard	4.02	Larimer County

Table 11: Long-Term Paving Projects (continued)

ID	Roadway	Limits	Description	Length (Miles)	Anticipated Lead Agency
76	CR 66	CR 9 to CR 3	Pave to County standard	1.90	Larimer County
77	CR 66	CR 19 to CR 15	Pave to County standard	2.10	Larimer County
78	CR 72	CR 19 to CR 15	Pave to County standard	2.44	Larimer County
79	CR 7	CR 70 to Gliderport Entrance	Pave to County standard	3.18	Larimer County
80	CR 74	I-25 to County Line	Pave to County standard	2.16	Larimer County
81	CR 15	CR 82 to CR 84	Pave to County standard	1.03	Larimer County
714	CR 56	I-25 to CR 3	Pave to County standard	2.01	Larimer County
716	CR 69 (Pingree Hill Rd)	CO 14 to Goodell Corner	Reconstruct and pave to County standard	3.15	Larimer County
719	CR 66E/CR 66	CR 15 to CR 9	Pave to County standard	3.23	Larimer County
720	CR 27E	CR 54E to CR 52E (Conditional: only after Project 42 on CR 54E is completed)	Pave to County standard	0.94	Larimer County

Figure 11: Paving Projects



Intersection Improvements

To identify locations where operational improvements may be needed, a systematic evaluation of key intersections across the unincorporated roadway network was conducted. The analysis focused on unsignalized intersections where a County mainline road intersects either another County mainline or a State highway, and where no existing signal or roundabout is in place. The evaluation used both existing and forecasted (2050) traffic volumes to assess both current and future needs.

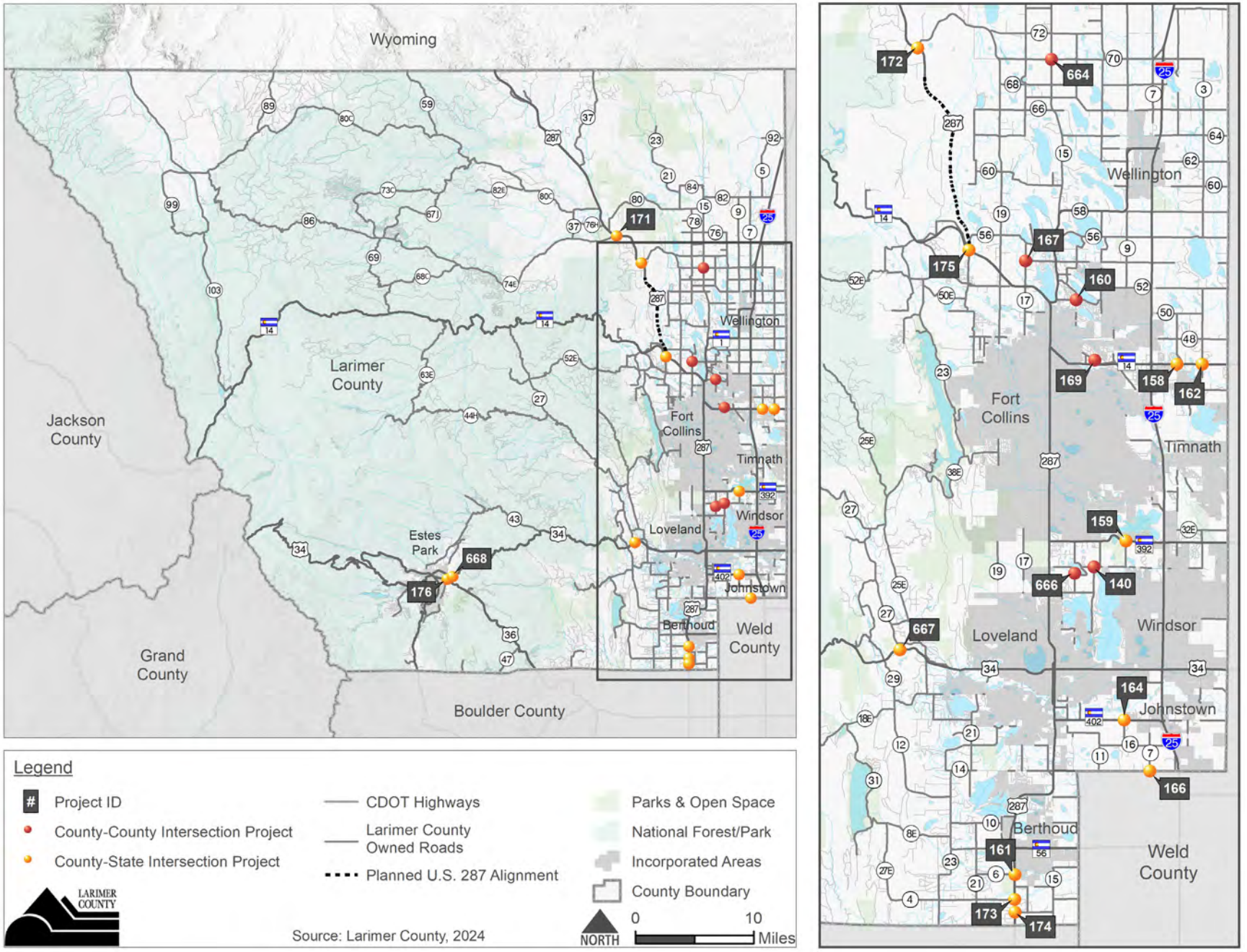
Intersections meeting or exceeding the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 3 thresholds for signalization, were flagged as candidates for further study and potential improvements such as traffic signals or roundabouts. These recommendations are intended to enhance intersection performance, reduce delays, and support overall network efficiency. While the projects in **Table 12** are presented in project identification (ID) order for ease of reference, this sequence does not reflect a ranking or order of implementation priority. **Figure 12** illustrates the location of intersection improvement projects.

Table 12: Intersection Improvement Projects

ID	Location	Description	Anticipated Lead Agency
158	CO 14 & CR 5	Roundabout	CDOT
159	CO 392 & CR 9	Signalization	CDOT
140	CR 30 & CR 11	Improve bicycle and pedestrian connections to roundabout	Larimer County
667	US 34 & CR 27	Signalization or roundabout	CDOT
169	CR 46E (Lincoln) & CR 11C (Airpark)	Signalization or roundabout	Larimer County, Fort Collins
172	US 287 & CR 72	Intersection improvements	CDOT
175	US 287 & CR 21C	Roundabout	CDOT
160	CR 50E (Country Club) & CR 13 (Lemay)	Signalization or roundabout and widen to 6 foot shoulders on south leg of intersection	Larimer County
167	CR 17 & CR 54	Signalization or roundabout	Larimer County
166	CO 60 & CR 7	Signalization or roundabout	CDOT

ID	Location	Description	Anticipated Lead Agency
174	US 287 & CR 2E	Signalization or roundabout	CDOT
161	US 287 & CR 6	Signalization or roundabout	CDOT
173	US 287 & CR 4	Signalization or roundabout	CDOT
162	CO 14 & CR 3	Signalization or roundabout	CDOT
164	CO 402 & CR 9	Roundabout	CDOT
176	US 36 & CR 63	Roundabout	CDOT
668	US 34 & CR 63 (Mall Road)	Signalization or roundabout	CDOT
171	US 287 & CR 74E	Intersection improvements	CDOT
666	CR 13 & CR 30	Intersection improvements	Larimer County
664	CR 70 (Owl Canyon Rd) & CR 15	Intersection improvements including bridge on CR 15	Larimer County

Figure 12: Intersection Improvement Projects



Roadway Strategies

In addition to identifying specific roadway improvement projects, Larimer County has developed a set of roadway strategies that provide a broader framework for maintaining, enhancing, and coordinating the county's transportation infrastructure. These strategies are designed to support the implementation of roadway improvements by ensuring that investments are resilient, cost-effective, and aligned with long-term community needs. Together, they address not only where improvements should occur, but how they should be delivered—through coordination, maintenance, and integration with other infrastructure systems. By complementing the recommended projects, these strategies help ensure that the County's transportation network remains safe, efficient, and adaptable as growth and travel demands evolve. Maintain the County mainline paved roadway system to ensure long-term durability and reliability.

- Repair, rehabilitate, or replace major and minor roadway facilities based on condition, function, and community need.
- Improve roads and bridges along emergency evacuation routes to enhance response to natural disasters such as wildfires and flooding.
- Implement a "One Build" approach to coordinate roadway improvements with other infrastructure investments, such as drainage or utilities.
- Coordinate with CDOT and municipalities where County roads intersect with state facilities or local projects to ensure continuity and efficiency.
- Encourage access management and preserve ROW in growth areas to protect longterm mobility and reduce retrofit costs.
- Monitor and manage roadway and traffic signal maintenance to improve system reliability and reduce lifecycle costs.
- Strengthen coordination with regional partners to align priorities, share data, and support collaborative funding opportunities.

Emergency Routes and Resilient Transportation

Emergency access and evacuation routes are critical components of a safe and resilient transportation system. While these routes may not always be identified as standalone capital projects, Larimer County continuously evaluates their condition and function as part of broader transportation planning and coordination efforts. The County actively seeks funding opportunities to improve emergency route infrastructure, particularly in high-risk or isolated areas. These efforts align with the Larimer County Resiliency Framework and are coordinated through the Office of Emergency Management, which prioritizes transportation routes that support evacuation, emergency response, and post-disaster recovery.

4.2 Bicycle and Pedestrian Plan

Unincorporated Larimer County is defined by its expansive rural character, where the transportation network often lacks traditional urban features such as sidewalks and bike lanes. Within this rural context, the Bicycle and Pedestrian Plan offers a tailored approach to enhancing safety and mobility for non-motorized users.

As outlined in **Section 4.1 Roadway Plan**, shoulder widening projects that provide between 4 and 8 feet of additional space are frequently recommended to support the comfort and safety of bicyclists and pedestrians along key corridors. While the Larimer County Natural Resources Department leads the development and maintenance of the off-street trail network, this Plan seeks to complement that system—particularly where trails are adjacent to mainline county roads—by identifying opportunities to complete gaps with on-road facilities such as wide multi-use shoulders or coordinated shared use paths. Building on the Regional Active Transportation Corridors (RATCs) identified by the NFRMPO, Larimer County aims to close critical gaps and develop a continuous, connected multimodal network that supports safe and accessible travel for all users.

Community members consistently emphasized the need for safer, more connected bicycle and pedestrian infrastructure, especially near schools, parks, and high-activity areas. Feedback called for dedicated bike lanes, off-street paths, and improved crossing treatments—particularly on roadways with higher speeds or no shoulders. Residents also cited maintenance concerns, gaps in the network, and driver behavior as key barriers to walking and biking. While many supported expanded infrastructure, feedback also reflected differing views on where and how facilities should be prioritized in more rural settings.

Facility Types

To support safer and more comfortable travel for people walking and bicycling, this Plan identifies various facility types appropriate to the County's specific context. Facility recommendations are guided by roadway characteristics such as posted speed, traffic volume, and terrain, and are summarized in the Multimodal Shoulder Width Guidance in **Figure 13**.

Multi-use Shoulders

Adding or widening roadway shoulders is one of the most common strategies to improve safety and comfort for bicyclists and pedestrians in unincorporated areas where traditional bike lanes or sidewalks are not feasible. Shoulder width is based on roadway context, with higher-speed and higher-volume roads generally warranting 6- to 8-foot shoulders, while lower-volume rural roads may be served adequately with 4-foot shoulders. Along high-demand bicycle and pedestrian corridors, the County may consider adding a striped buffer to further delineate space for non-motorists. These shoulders enhance the separation between non-motorized users and vehicles, improve sight lines, and provide a recovery area in emergencies.

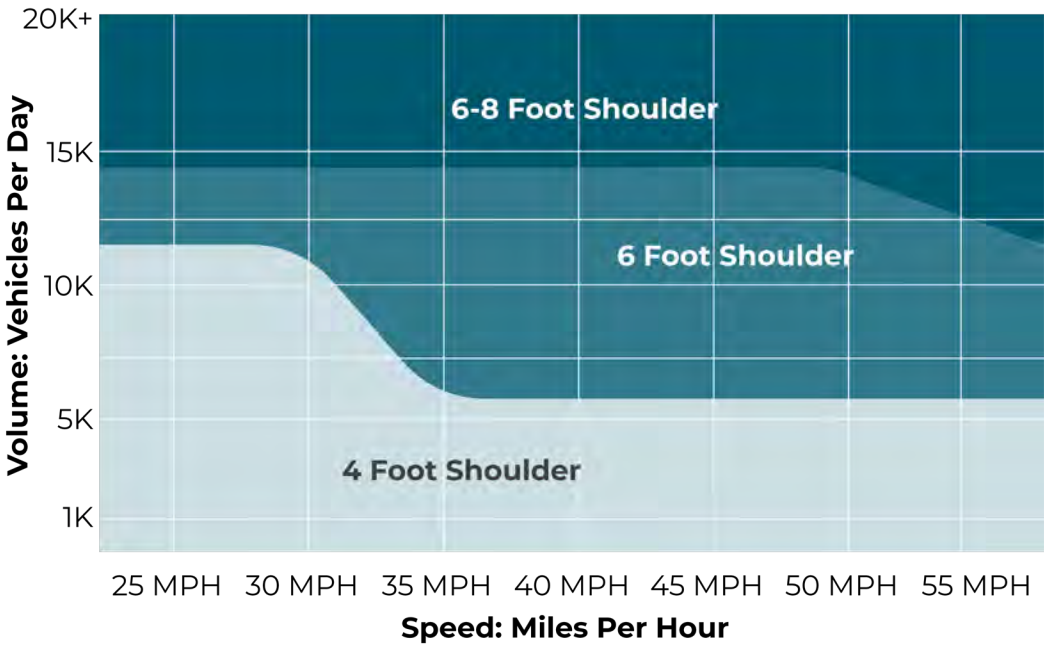
Climbing Shoulders on Mountain Corridors

On steep and winding mountain roadways, particularly those popular with recreational bicyclists or providing access to outdoor destinations, this Plan recommends the addition of 4-foot climbing shoulders where feasible. These facilities allow slower-moving bicyclists to ascend safely while reducing potential conflicts with vehicles on narrow, curving segments. Other corridor-specific improvements may include signage, pullouts, and pavement treatments designed to enhance safety and visibility for all users.

Off-Street Shared Use Paths

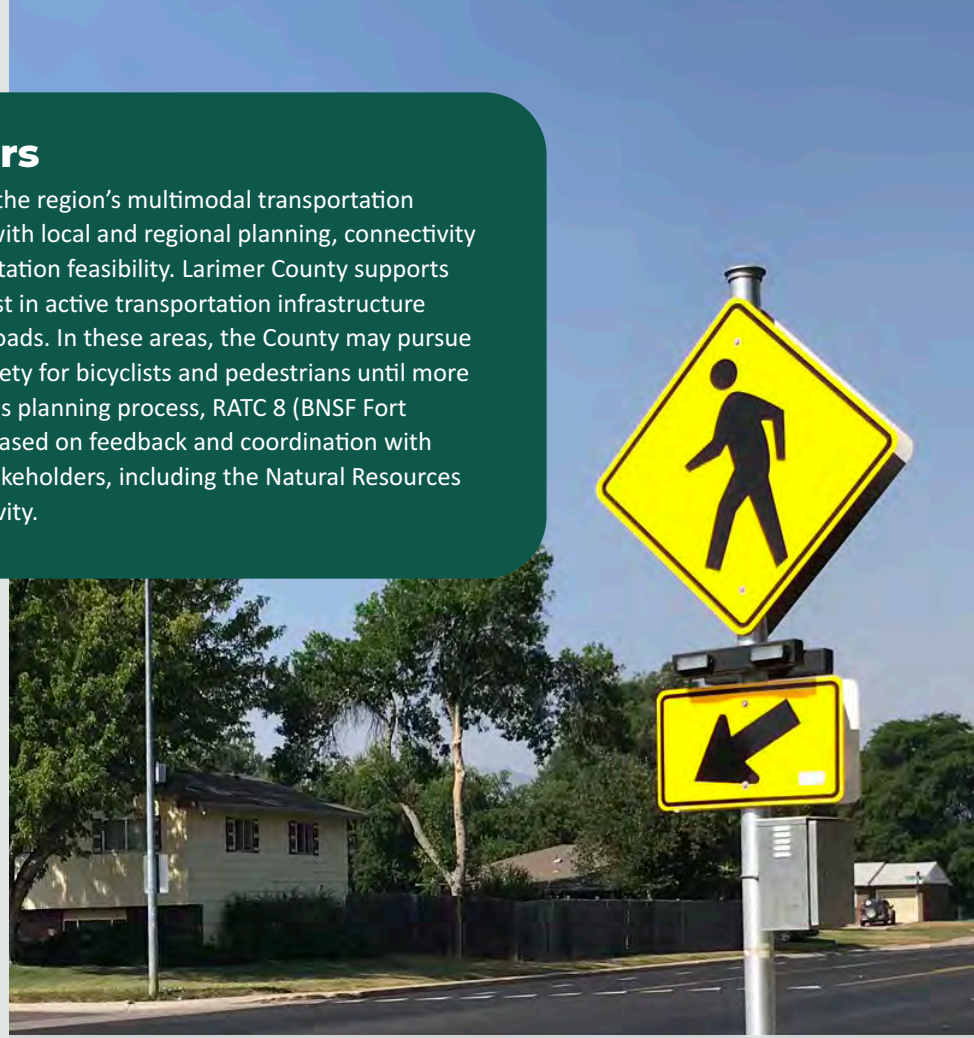
Where space allows and where trails are already planned or present, off-street shared use paths offer a high-comfort option for walking, biking, and other non-motorized travel. These facilities are typically separated from vehicular traffic by a buffer or physical barrier and are particularly beneficial in areas with higher traffic volumes or limited sight distance. While this plan does not include the planning of off-street shared-use paths located outside of the public roadway right-of-way, coordination with the Larimer County Natural Resources Department is critical to ensure these regional trails connect seamlessly with the County's multimodal network and are implemented efficiently in conjunction with adjacent roadway projects. Maintenance responsibilities should be identified early in the planning process, particularly where trail segments may cross jurisdictional boundaries or fall outside the scope of existing County trail maintenance programs. Clear agreements are essential to ensure that these facilities remain safe, accessible, and well-maintained over time.

Figure 13: Multi-Use Shoulder Width Guidance



Regional Active Transportation Corridors

The NFRMPO established the RATC network as a foundational component of the region's multimodal transportation system. These corridors were selected based on criteria such as consistency with local and regional planning, connectivity to key destinations, economic and tourism value, public input, and implementation feasibility. Larimer County supports the implementation of the RATC network by identifying opportunities to invest in active transportation infrastructure along these corridors—particularly where RATCs align with mainline county roads. In these areas, the County may pursue shoulder widening projects as an interim solution to improve comfort and safety for bicyclists and pedestrians until more permanent facilities, such as off-street paths, can be developed. As part of this planning process, RATC 8 (BNSF Fort Collins/Berthoud) was informally extended north to the town of Wellington based on feedback and coordination with the NFRMPO, City of Fort Collins, Town of Wellington, and internal County stakeholders, including the Natural Resources Department, to better reflect local priorities and improve long-term connectivity.



Crossing Improvements

Safe and efficient crossings are critical to the functionality of the RATC network. The NFRMPO Regional Active Transportation Plan identifies a range of crossing improvements along the RATC corridors, organized by level of separation and treatment type. Treatments range from enhanced at-grade options to full grade-separated crossings.

Level 1: Basic Marked Crossings: Level 1 treatments include the most basic interventions and are typically appropriate for low-speed, low-volume roadways. These treatments aim to alert drivers to the presence of crossing pedestrians or bicyclists and improve visibility.

Level 2: Enhanced At-Grade Treatments: Level 2 treatments are applied on moderate-speed or moderate-volume roads where additional visibility or minor separation is needed. These improvements enhance user comfort and provide better driver awareness.

- Advanced stop or yield bars
- Raised crosswalks

Level 3: Protected At-Grade Crossings: Level 3 treatments are designed for higher-speed or higher-volume roads where standard at-grade crossings may not provide adequate safety. These crossings offer higher levels of control and driver compliance through more active warning or signalization.

Level 4: Grade-Separated Crossings: Level 4 treatments offer full separation between motorized and non-motorized users, removing conflict entirely. These are typically used on major roadways, highways, or railroad crossings where no feasible at-grade solution exists, or where user safety cannot be reasonably addressed otherwise.

To support the implementation of the RATC network, Larimer County is incorporating identified crossing improvement projects into this Plan. These crossings will help address key safety and connectivity gaps along RATC alignments—particularly where corridors intersect with mainline county roads or other high-volume routes. By including these projects in the County's long-range planning framework, Larimer County aims to prioritize funding, coordinate with regional partners, and advance the phased implementation of a safer and more connected active transportation network. The following Future Bicycle and Pedestrian Network Map (**Figure 14**) illustrates planned corridors and facility types identified through this plan, while a list of crossing improvement projects can be found in **Table 13**.

Figure 14: Future Bicycle and Pedestrian Network

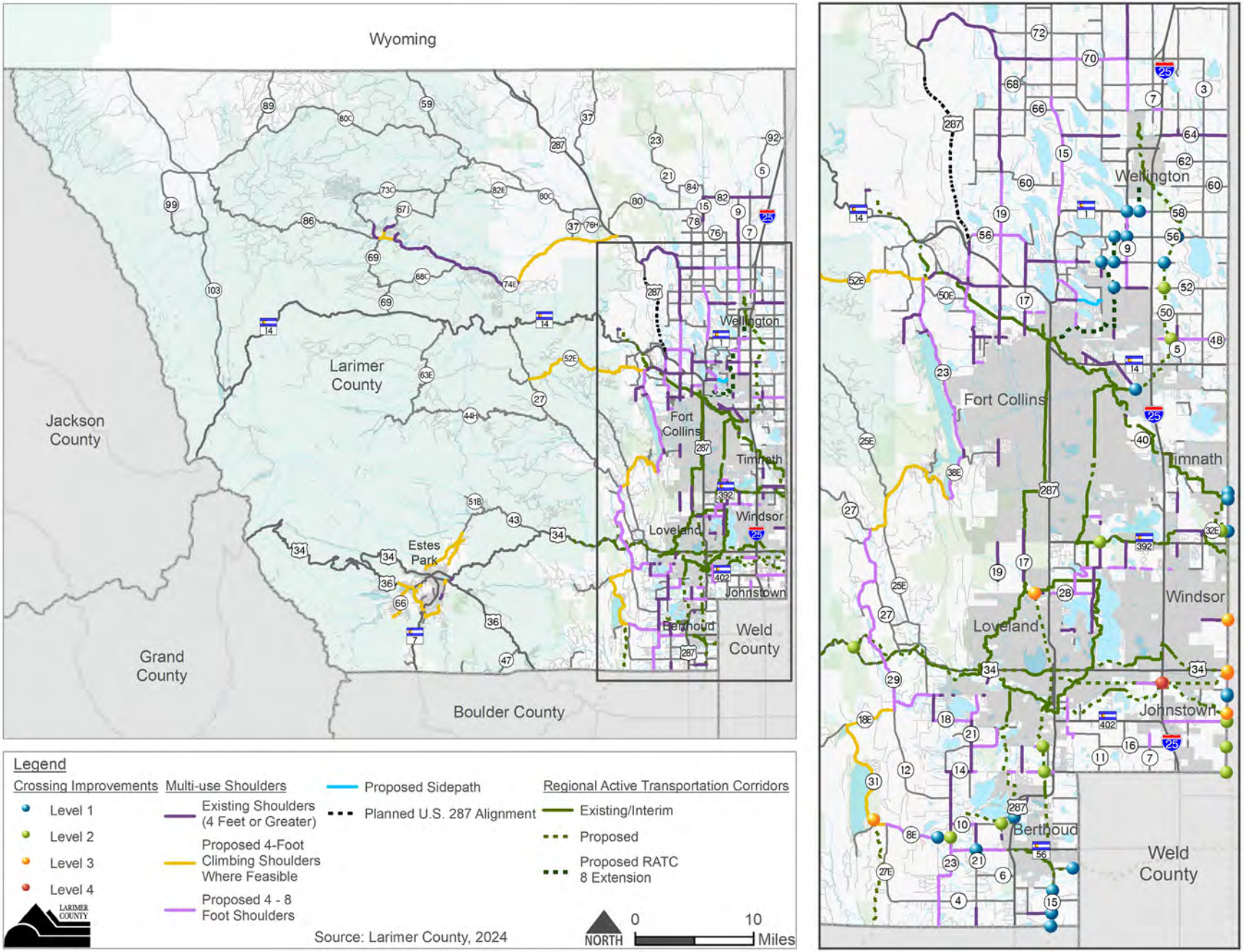


Table 13: Crossing Improvement Projects

ID	Location	Description
670	CR 1 (Colorado Blvd) & RATC 3 (Big Thompson River)	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
671	CR 1 (Colorado Blvd) & RATC 4 (Great Western/ Johnstown/Loveland)	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
672	CR 20E & I-25	Level 4: Grade separated trail crossing.
673	CR 14 (42nd St SW) & RATC 8 (BNSF Fort Collins Berthoud)	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
674	CR 9 & Prospect Rd	Level 1: Multimodal crossing improvements such as pavement markings and signage.
675	CR 48 (Vine Dr) & RATC 7 (Front Range Trail West)	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
676	CR 50 & RATC 7 (Front Range Trail West)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
677	CR 52 & RATC 7 (Front Range Trail West)	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
678	CR 56 & RATC 7 (Front Range Trail West)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
679	CR 32E & RATC 6 (Poudre River Trail)	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
680	CR 32E & WCR 13	Level 1: Multimodal crossing improvements such as pavement markings and signage.
681	CR 11 & CO 392	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
682	CR 8E & Malibu Dr	Level 1: Multimodal crossing improvements such as pavement markings and signage.
683	CR 23 & CR 8E	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
684	CR 8 & CR 21	Level 1: Multimodal crossing improvements such as pavement markings and signage.
685	CR 6C & RATC 2 (Little Thompson River)	Level 1: Multimodal crossing improvements such as pavement markings and signage.

ID	Location	Description
686	CR 20E & I-25 Frontage Road NE	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
687	CR 1 (Colorado Blvd) & CR 26 (Crossroads Blvd)	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
688	CR 10E & Nicholson St	Level 1: Multimodal crossing improvements such as pavement markings and signage.
689	CR 19 & CR 10	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
690	CR 10 & RATC 7 (Front Range Trail West)	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
691	CR 8E & Saint Vrain Canal Rd	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
692	CR 16 & RATC 8 (BNSF Fort Collins Berthoud)	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
693	CR 28 (W 57th St) & RATC 8 (BNSF Fort Collins Berthoud)	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
694	CR 1 (Colorado Blvd) & Twin Bridge Drive	Level 1: Multimodal crossing improvements such as pavement markings and signage.
695	CR 1 (Colorado Blvd) & Burlington Northern Railroad	Level 1: Multimodal crossing improvements such as pavement markings and signage.
696	CR 1 (Colorado Blvd) & CR 20C	Level 1: Multimodal crossing improvements such as pavement markings and signage.
697	CR 1 (Colorado Blvd) & WCR 56	Level 1: Multimodal crossing improvements such as pavement markings and signage.
698	CR 1 (Colorado Blvd) & CR 18	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
699	CR 1 (Colorado Blvd) & CR 16	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
700	CR 1 (Colorado Blvd) & CR 14	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.

Table 13: Crossing Improvement Projects (continued)

ID	Location	Description
701	CR 22H & US 34	Level 2: Multimodal crossing improvements such as advanced warning systems, detection technology, and flashing beacons.
702	CR 54 & RATC 7 (Front Range Trail West)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
703	CR 1 (Colorado Blvd) & US 34	Level 3: Multimodal crossing infrastructure improvements such as a traffic signal, roundabout, or Pedestrian Hybrid Beacon (PHB).
704	CR 15A & RATC 8 (BNSF Fort Collins Berthoud)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
705	CR 2E & RATC 8 (BNSF Fort Collins Berthoud)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
706	CR 2 & RATC 8 (BNSF Fort Collins Berthoud)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
707	CR 52 & RATC 8 (Fort Collins Extension)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
708	CR 54 (Douglas Rd) & RATC 8 (Fort Collins Extension)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
709	CR 54 (Douglas Rd) & RATC 8 (Wellington Extension)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
710	CR 56 & RATC 8 (Wellington Extension)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
711	CR 56 & CR 9 (Giddings Rd)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
712	CR 58 & CR 9 (Giddings Rd)	Level 1: Multimodal crossing improvements such as pavement markings and signage.
713	CR 58 & RATC 8 (Wellington Extension)	Level 1: Multimodal crossing improvements such as pavement markings and signage.

Bicycle and Pedestrian Strategies

To guide the development of a safer, more connected, and accessible active transportation system, Larimer County has identified a series of planning, policy, and programmatic strategies. These strategies support the implementation of the bicycle and pedestrian network and are informed by planning documents including the Comprehensive Plan, Climate Smart Future Ready Plan, and NFRMPO Regional Active Transportation Plan. They emphasize system maintenance, multimodal design, and coordination with land use and development. Key strategies include:

- Improve maintenance, connectivity, safety, and accessibility of bicycle and pedestrian facilities in rural areas.
- Implement bicycle design standards tailored to the rural roadway context in unincorporated Larimer County.
- Encourage new development to include on-site accommodations for bicycles and pedestrians and provide connections to adjacent land uses and networks

4.3 Transit Plan

As urban and rural areas continue to grow and the community ages, the role of transit in connecting residents to employment, healthcare, education, and other essential services is increasingly important. This section provides an overview of primary transit service providers and their future plans, outlines strategies for improving transit accessibility across the county, and offers a toolkit of alternative transportation solutions to better serve residents' mobility needs.

Planned Transit Enhancements

Larimer County is served by a combination of regional and local transit providers, including fixed-route, demand-response, and specialized transportation services. Future fixed-route transit corridors and potential service expansions are illustrated in **Figure 16**, as described in the sections below.

Transfort

Transfort currently operates fixed-route and paratransit services in Fort Collins, including connections to regional destinations such as Loveland, Longmont, and Boulder. Transfort, as outlined in the 2019 Fort Collins Transit Master Plan, is committed to expanding regional transit connections to better serve Northern Colorado communities. Efforts are already underway to establish new intercity transit services to Greeley, Windsor, and Wellington, as well as to explore transit options for Timnath. Additionally, Transfort is working toward fare integration among Greeley, Loveland, and Boulder, making regional travel more seamless. Looking ahead, Transfort will collaborate with CDOT and the NFRMPO to explore enhanced transit connections to Denver, evaluate the potential for a Regional Transportation Authority, and consider the consolidation of transit services with Loveland. As the largest transit provider in the region, Fort Collins will play a leadership role in shaping a more connected and accessible regional transit network.

City of Loveland Transit

City of Loveland Transit (COLT) currently offers fixed-route and paratransit services within Loveland. The Connect Loveland Transit Plan adopted in 2023, however, recommends that additional buses be added to the COLT fleet to increase frequency to 30-min in the near-term Phase 1, and then increase the fleet again to provide high-frequency service (15-min headway) along US 34 and US 287 in the longer-term Phase 2.

Greeley-Evans Transit

Currently, Greeley-Evans Transit (GET) operates the Poudre Express, a regional commuter bus that provides weekday service among Greeley, Windsor, and Fort Collins. The 2023 Greeley on the Go Transportation Plan recommends upgrading select existing transit corridors to "Premium Transit Corridors," which will function as BRT. Long-term regional service includes the development of an express route along US 34 connecting Greeley with I-25 and Loveland, as well as a possible fixed guideway (BRT or even rail) regional connection between Greeley and Fort Collins along the Great Western Rail corridor ROW.

Public feedback revealed strong demand for expanded public transportation options, particularly in suburban and rural areas such as Wellington, Estes Park, Red Feather Lakes, and LaPorte, with a focus on regional connectivity and express transit for commuters. Residents also emphasized the need for improved accessibility, affordability, and service frequency, particularly for vulnerable populations, as well as safer, cleaner, and better-publicized transit options. However, with 85% of respondents reporting that they "rarely or never" use transit in unincorporated Larimer County, barriers such as limited service availability, safety perceptions, and transit access challenges must be addressed.

Town of Estes Park Transit Development Plan

Estes Park is exploring opportunities to enhance regional transit connections following the success of Via's 2023 pilot program, which provided service to Loveland twice a week. Future priorities include expanded transit links to Loveland and Longmont, leveraging their proximity and existing transportation networks. Additionally, extending Bustang service to Denver International Airport is being considered to accommodate visitor demand and reduce single-occupancy vehicle trips.

CDOT Transit

CDOT offers transit service through Bustang/Bustang Outrider and through mobility hubs.

- **Bustang and Bustang Outrider**: Bustang provides interregional transit connections between Fort Collins and the Denver metropolitan area, along with service to Estes Park. While a potential seasonal expansion from Estes Park to Denver International Airport is being considered, there are no current plans for additional Bustang service in Larimer County.
- **Mobility Hubs:** CDOT is constructing a series of mobility hubs across Colorado, which will reenvision the traditional park-n-ride transit locations into centers of transportation activity and connectivity. There are three completed mobility hubs in Larimer County, including Fort Collins Downtown Mobility Hub, Centerra Loveland Mobility Hub, and Berthoud Mobility Hub. The Harmony Rd Park-N-Ride is in the design phase.

Front Range Passenger Rail

The Front Range Passenger Rail (FRPR) initiative proposes new passenger rail service along Colorado's Front Range, with planned stops in Fort Collins and Loveland. The service is intended to connect major population centers across the state, providing an additional regional travel option. If implemented, the project could help reduce reliance on roadways and support long-term travel demand associated with population and employment growth. As of December 2023, the project has been accepted into the Federal Railroad Administration's Corridor Identification and Development Program, marking a crucial step toward securing federal funding and advancing the project. While this acceptance is a positive development, FRPR is still in the planning and development stages, with the first operational trains projected to be at least a decade away. The (FRPR) Alignment Alternatives in **Figure 15** illustrates potential rail corridor alignments through Larimer County as identified by the FRPR project team. Route 1 has been selected as the preferred alternative.

Figure 15: FRPR Alignment Alternatives

Source: Front Range Passenger Rail Route Options Analysis, October 2023

GoNoCo34 Transportation Management Organization

The GoNoCo34 Transportation Management Organization (TMO) is a newly established initiative dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US 34 corridor in Northern Colorado. Serving as a vital link between Larimer and Weld counties, the corridor connects major employment centers, residential areas, and key recreational destinations. The GoNoCo34 TMO brings together local businesses, public agencies, transportation service providers, and community advocates to develop innovative solutions that address the region's evolving transportation needs.

With a mission to reduce single-occupancy vehicle trips, expand transportation choices, and improve air quality, the GoNoCo34 TMO will focus on increasing access to carpooling, vanpooling, biking, walking, and public transit. Through collaboration and strategic investments, the TMO will help shape a more efficient and sustainable transportation network along US 34, supporting both current and future mobility demands in Northern Colorado.

Ride NoCo Program

Ride NoCo is a program developed by NFRMPO to enhance individual, local, and regional mobility across the NFRMPO/Weld/Larimer County areas. The program specifically focuses on addressing the following mobility issues and needs:

- **Improving Individual Mobility**, particularly for groups like older adults, individuals with disabilities, lower income individuals, rural residents, and people who may not speak English as a first language.
- **Improving Regional Mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer and Weld counties.

One Call/One Click Center Project

The One Call/One Click project is in its first phase of implementation, which specifically involves bringing a RideNoCo Trip Discovery Tool to Larimer and Weld counties. Future project phases will bring additional trip planning and trip scheduling capabilities to riders and transportation providers to enhance mobility and accessibility in the NFRMPO area.

NFRMPO Regional Transit Corridors

The NFRMPO has identified Regional Transit Corridors (RTCs) to serve as the backbone of regional mobility, connecting communities and enhancing transit options across Larimer County (**Figure 16**). These corridors support long-term transit planning by identifying key routes for premium transit service, existing service enhancements, local transit priorities, and potential FRPR connections. Implementation of RTCs will be a collaborative effort among local transit agencies, municipalities, and CDOT, ensuring improved service frequency, infrastructure, and regional connectivity. Through the LINKNoCo planning effort completed in 2022, three corridors were identified to advance into foundational projects:

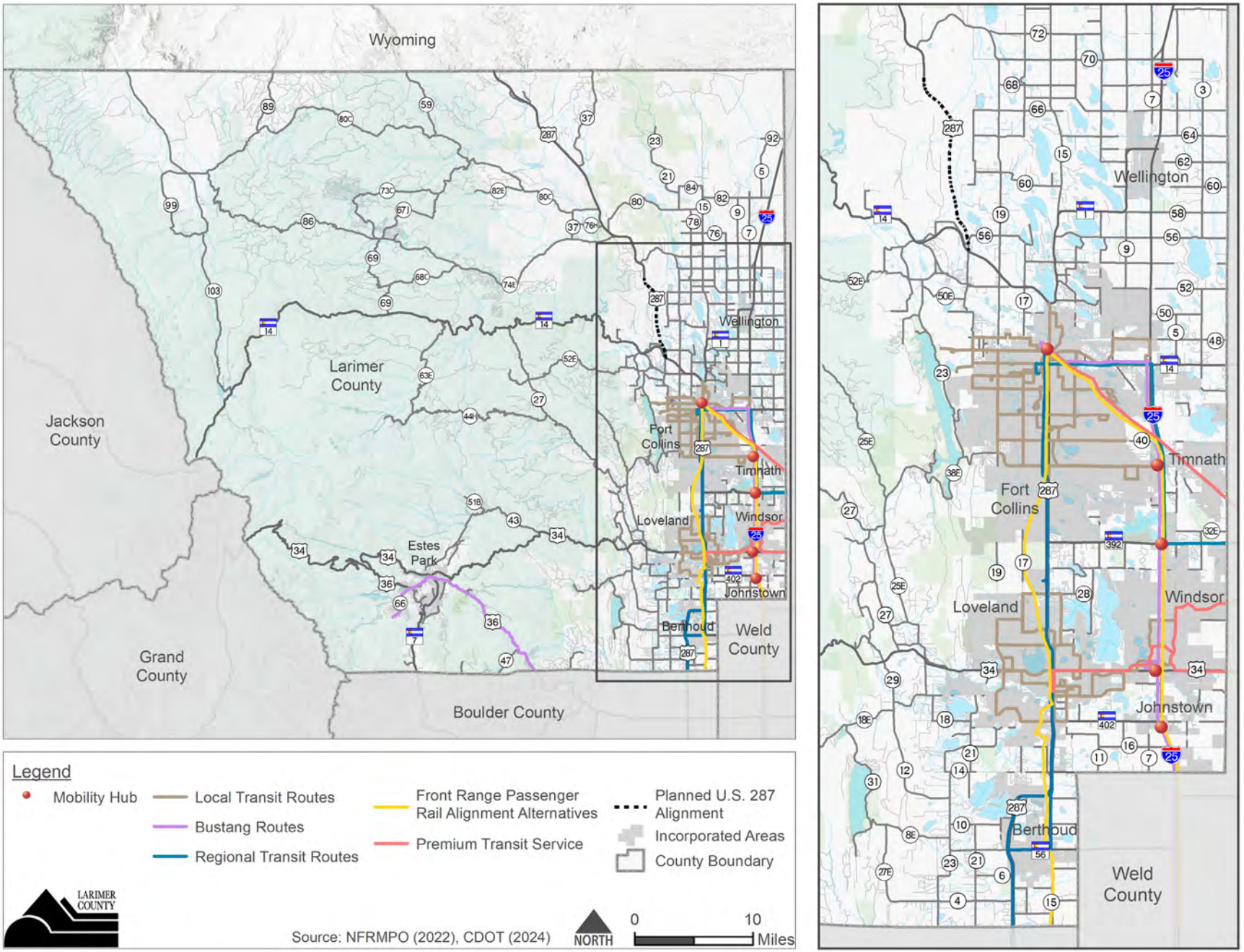
- Loveland to Greeley (US 34)
- Windsor to Loveland (WCR 17/US 34)
- Greeley to Fort Collins (Great Western)

Transit Strategies

To meet the evolving mobility needs of residents and support a more connected, multimodal transportation system, Larimer County has identified a set of transit strategies that focus on coordination, accessibility, and innovation. These strategies are designed to complement regional transit efforts, improve first- and last-mile connections, and expand transit in communities with limited transportation options. The County will continue working with partners to strengthen the transit network through targeted investments, innovative service models, and collaborative funding efforts.

- Continue coordination with public transit service providers to enhance and expand service where feasible.
- Collaborate with businesses and institutions to expand transit options, including the GoNoCo34 TMO.
- Improve connections and access to transit stops through investments in bicycle and pedestrian infrastructure.
- Continue to support regional programs such as the Ride NoCo program and its One Call/One Click Center service.
- Continue to support the advancement of NFRMPO's RTCs and FRPR.
- Continue coordination and support of human services transportation providers to enhance mobility options for older adults, individuals with disabilities, and other vulnerable populations.
- Explore alternative transit solutions such as microtransit and demand-response options in communities with limited transportation options.
- Support transit improvements through the identification and pursuit of federal, state, and local funding opportunities.
- Consider developing a program to support rural transit needs using volunteer drivers and family subsidy tools.

Figure 16: Future Fixed Route Transit



Alternative Transit Solutions Toolkit

The purpose of this toolkit is to provide Larimer County with practical, scalable strategies to expand mobility options for residents who live in areas with limited transportation options. As the County continues to grow and evolve, flexible transportation solutions are increasingly necessary to serve rural areas, aging populations, and communities without reliable vehicle access. This toolkit presents a range of alternative transit models—such as microtransit, volunteer driver programs, carshare services, and caregiver mileage subsidies—that can be adapted to different contexts within the county. Each solution includes guidance on identifying need, structuring programs, funding and administration considerations, and real-world case studies from peer communities.

This resource builds on the findings and recommendations of the 2017 Larimer County Senior Transportation Needs Assessment. That study identified critical mobility challenges facing older adults—especially in unincorporated areas—and emphasized the importance of supporting aging in place through more flexible and community-based transportation options. The toolkit is intended to move those recommendations forward by offering a tactical, action-oriented framework to help Larimer County pilot and partner to implement programs that meet the needs of its residents.

Microtransit

Microtransit or community shuttles typically offer a flexible, on-demand transportation service that can operate on a fixed route or serve door-to-door. It usually involves smaller vehicles like vans or shuttles and offers more localized service based on real-time demand rather than fixed schedules.

Identifying the Need

Before implementing a microtransit program, it's essential to assess the transportation gaps in the area and define the core purpose of the service. Shuttles can address:

First/Last Mile Connectivity: Bridges the gap between transit hubs and residential or employment centers.

Transit Deserts: Serves areas with low fixed-route transit coverage due to geographic barriers, low-density land use, or service gaps.

Areas with Limited Transportation Options: Provides mobility for seniors, people with disabilities, and low-income communities where traditional transit options are limited.

Commuter & Workforce Access: Supports employment centers and industrial zones where transit demand is high but service is lacking.

Replacing or Enhancing Demand-Response Services: Offers more efficient alternatives to traditional dial-a-ride programs.

Choosing a Service Model

Community shuttle programs operate under different models depending on budget, service needs, and operational capacity.

Virtual Bus Stop (Corner-to-Corner): Balances efficiency and convenience by directing riders to nearby pick-up/drop-off points.

Curb-to-Curb: Provides direct service between a rider's pick-up and drop-off locations but does not include assistance beyond the curb.

Door-to-Door: Includes additional operator assistance, commonly used for paratransit services.

On-Demand vs. Pre-Scheduled Service:

- On-Demand (real-time bookings): Ideal for medium-density suburban areas where wait times can be kept under 15 minutes.
- Pre-Scheduled (advance reservations): More cost-effective in low-density and rural areas with fewer daily trips.

Microtransit (continued)

Operational Planning

A successful pilot program should establish clear goals, performance measures, and scalability options.

Service Location & Coverage

- **Urban Areas:** Zones should be 3 square miles or less to maintain short wait times.
- **Suburban Areas:** Zone sizes up to 6 square miles are effective with proper scheduling.
- **Rural Areas:** Pre-Scheduled services may be necessary to ensure cost-effective operations.

Service Span & Frequency

- Minimum 12-hour daily operations on weekdays for effective coverage.
- Evening/late-night service should be considered for shift workers and low-income commuters.

Operational Considerations

- Reservation Options: Mobile app, website, or phone call-based system.
- Payment & Subsidies: Accept cash, debit cards, vouchers, and transit passes to increase accessibility.
- Fare Structure: Ensure fares are affordable and explore fare subsidies to keep costs low.

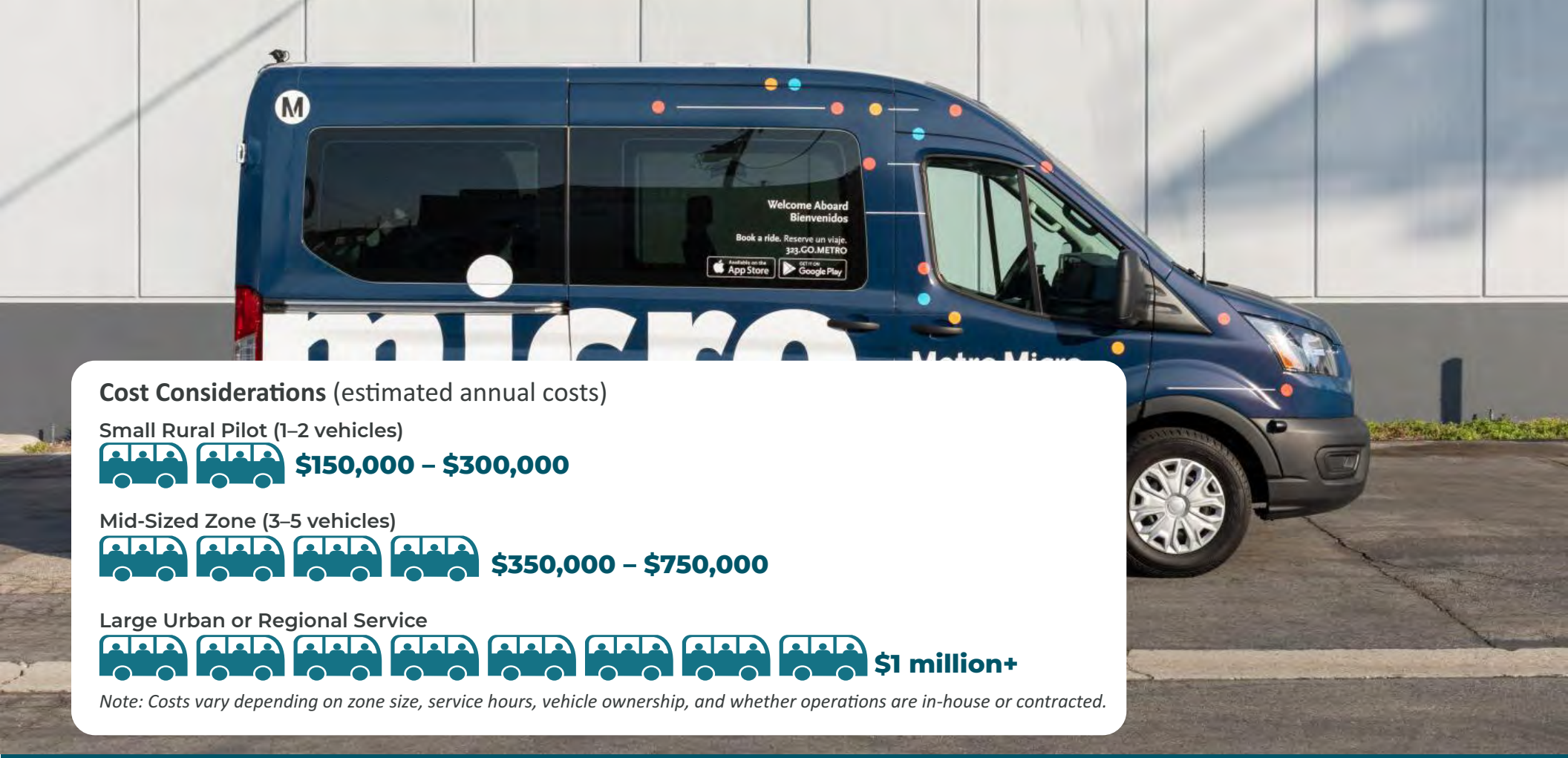
Funding & Administration

Funding Sources

- **FTA Section 5311 – Formula Grants for Rural Areas:** Primary source of federal funding for rural microtransit and demand-response services.
- **FTA Section 5310 – Enhanced Mobility for Seniors & Individuals with Disabilities:** Supports vehicles, software, and operations that increase transportation access for older adults and people with disabilities.
- **CMAQ – Congestion Mitigation and Air Quality Improvement Program:** Applicable in areas where microtransit helps reduce emissions or vehicle trips.
- **CDOT Multimodal Transportation & Mitigation Options Fund (MMOF):** Frequently used for startup or gap funding in areas with limited transportation options.
- **Local General Funds:** Often used for pilot programs, especially when testing new service models.
- **Sales Tax or Ballot Measures:** Some jurisdictions dedicate transportation sales tax revenue to flexible transit options.
- **Private Partnerships and Sponsorships:** Employers, healthcare providers, or developers may contribute funding to improve access to job centers or clinics.
- **Fare Revenue & Subsidy Programs:** While farebox recovery is typically low (10–20% of operating costs), programs may accept cash, vouchers, or integrated transit passes to improve access and cost recovery.

County Investment & Administration Needs

- **Staffing:** At minimum, one full-time staff person is needed to oversee vendor contracts, monitor performance, and coordinate outreach. If operated in-house, additional staff are required for scheduling/dispatch, driver supervision, vehicle maintenance, and customer service. Contracting with third-party operators (e.g., Via, RideCo, Transdev) reduces the County's staffing and insurance burden.
- **Software & Reservation System:** Most on-demand vendors include app-based reservation platforms as part of the service contract. Systems should support mobile apps, web booking, and call-in options to ensure access for all users.
- **Fleet & Vehicle Costs:** Vehicles (vans, shuttles) may be owned by the County or vendor. If County-owned, capital costs can be covered through grants like FTA 5310 or 5311. ADA-compliant vehicles are required to meet accessibility regulations.
- **Insurance & Liability:** County-operated services require risk management planning and full coverage. Vendor-operated models typically include insurance and reduce County exposure.
- **Operations & Outreach:** Marketing and education campaigns are essential to raise awareness and encourage ridership. Successful programs include funding for rider support (e.g., translation, travel training, or ride ambassadors).



Cost Considerations (estimated annual costs)

Small Rural Pilot (1–2 vehicles)

$150,000 – $300,000

Mid-Sized Zone (3–5 vehicles)

$350,000 – $750,000

Large Urban or Regional Service

$1 million+

Note: Costs vary depending on zone size, service hours, vehicle ownership, and whether operations are in-house or contracted.

Case Studies

City of Longmont: RIDE Longmont

In 2024, the City of Longmont secured $1 million in federal Community Project Funding to launch a new microtransit system designed to enhance local mobility. The program will provide residents, workers, and visitors with reliable, on-demand rides anywhere within city limits—typically within 30 minutes of a request. The City is partnering with RTD through an intergovernmental funding agreement to create a long-term funding mechanism that ensures sustainability and regional integration. Operations will be contracted to a third-party vendor, allowing the City to maintain program oversight while leveraging private-sector expertise in on-demand service delivery. The initiative is part of a broader strategy to expand access, reduce transportation barriers, and serve areas not covered by fixed-route transit.

City of Greeley: Transitioning from Fixed-Route to Flexible Service

In 2023, the City of Greeley launched an on-demand microtransit program to replace underperforming fixed-route bus lines with zone-based shuttle service. The transition was driven by the need to improve coverage in suburban neighborhoods and better connect residents to key destinations such as transit hubs and industrial job centers. The service offers riders a flexible alternative to traditional transit, with shorter wait times and expanded access to areas not previously served. By shifting to an on-demand model, Greeley has improved ridership, reduced operational costs, and enhanced workforce mobility—particularly for residents commuting to employment areas outside traditional transit corridors. The program's success illustrates the potential for microtransit to fill service gaps in medium-sized communities facing growth and changing mobility needs.

Volunteer Driver Program

Volunteer driver programs pair residents in need of transportation—often older adults, people with disabilities, or those living in remote areas—with community members willing to provide rides in their own vehicles. Programs are typically coordinated through nonprofits, human service agencies, or local governments and rely on mileage reimbursement and volunteer support.

Identifying the Need

Volunteer driver programs are well-suited for:

- **Rural Communities with Aging Populations:** Offering mobility to those unable to drive.
- **Areas with Limited or No Transit Access:** Filling gaps in fixed-route or demand-response coverage.
- **Medical and Human Service Appointments:** Supporting non-emergency medical transportation (NEMT), grocery trips, and errands.

Program Structure & Operations

- **Scheduling:** Riders must request rides in advance (often 24–72 hours), typically via phone.
- **Volunteer Recruitment:** Programs rely on background-checked volunteers with valid licenses and insurance.
- **Coordination:** Trips are often coordinated through a central dispatcher or software tool to optimize efficiency.
- **Service Area:** Service boundaries may be countywide or focused on low-density and unincorporated areas.

Funding & Administration

Federal & State Grants:

- **FTA Section 5310** (Enhanced Mobility of Seniors & Individuals with Disabilities) is a common funding source.
- **Older Americans Act (OAA)** funds may also be leveraged through Area Agencies on Aging (AAA).
- **Human Services Funding**: County departments may coordinate funding through aging and disability services.
- **Private Foundations & Local Contributions**: Programs often secure donations, volunteer stipends, or support from health providers.

County Investment & Administration Needs

- **Staffing:** At a minimum, a part-time program coordinator is needed to manage volunteer recruitment, scheduling, compliance, and coordination. If the program is larger or countywide, a full-time mobility coordinator or human services transportation specialist may be warranted.
- **Technology:** Trip scheduling software or a simple dispatch tool (e.g., TripMaster, Ecolane, or spreadsheet-based system) is needed to coordinate rides efficiently.
- **Insurance:** County or nonprofit sponsors may need to provide liability insurance or supplemental coverage for volunteer drivers.
- **Driver Support & Training:** Funding is needed for volunteer background checks, orientation, and ongoing communication.
- **Office/Admin Overhead:** Program coordination will require a workspace, phone/internet access, and administrative support.

Cost Considerations

Typical annual program costs depending on the service area, number of rides, and staffing levels:

$75,000–$200,000

Per-ride costs are typically lower than paratransit or dial-a-ride services—making it a cost-effective solution when scaled appropriately.

Case Study

Boulder County: Peak to Peak Volunteer Driver Program

Boulder County's Mobility for All Program is dedicated to expanding accessible and affordable transportation options for all residents—particularly older adults, individuals with disabilities, and those living in rural areas. One of the program's major initiatives focuses on improving mobility in the County's mountainous regions, where geographic isolation and limited transit access present significant barriers. As part of this effort, the County launched the Peak Ride planning process, which led to the development of the Mountain Driver Program—a pilot volunteer driver service designed to meet the essential transportation needs of residents in communities such as Nederland, Allenspark, Ward, and Jamestown.

Building on the success and community support of the pilot, Boulder County is now working to formalize and scale the effort through the development of a permanent Peak to Peak Volunteer Driver Program. Efforts include the creation of a comprehensive program framework and implementation plan that outlines service design, staffing, funding, volunteer coordination, and partnerships with local human services agencies.

Family & Friends Subsidy Program

This low-cost, community-based approach provides mileage reimbursement or trip stipends to informal caregivers—such as neighbors, friends, or family members—who regularly transport residents without access to a vehicle.

Identifying the Need

This model works best where:

- **Formal Transit is Not Feasible:** Especially in very low-density areas or isolated mountain communities.
- **Trusted Transportation Networks Exist:** Informal care networks already support travel but lack resources.
- **Aging or Disabled Residents Need Support:** Offers a dignified, familiar alternative to specialized transportation.

Program Implementation

- **Eligibility**: Riders apply or are referred by case managers, human service agencies, or local programs.
- **Reimbursement Process**: Caregivers log trips using a simple reporting tool and receive per-mile reimbursements or trip-based stipends.
- **Program Oversight**: Typically managed by human services or aging programs with minimal staff time.

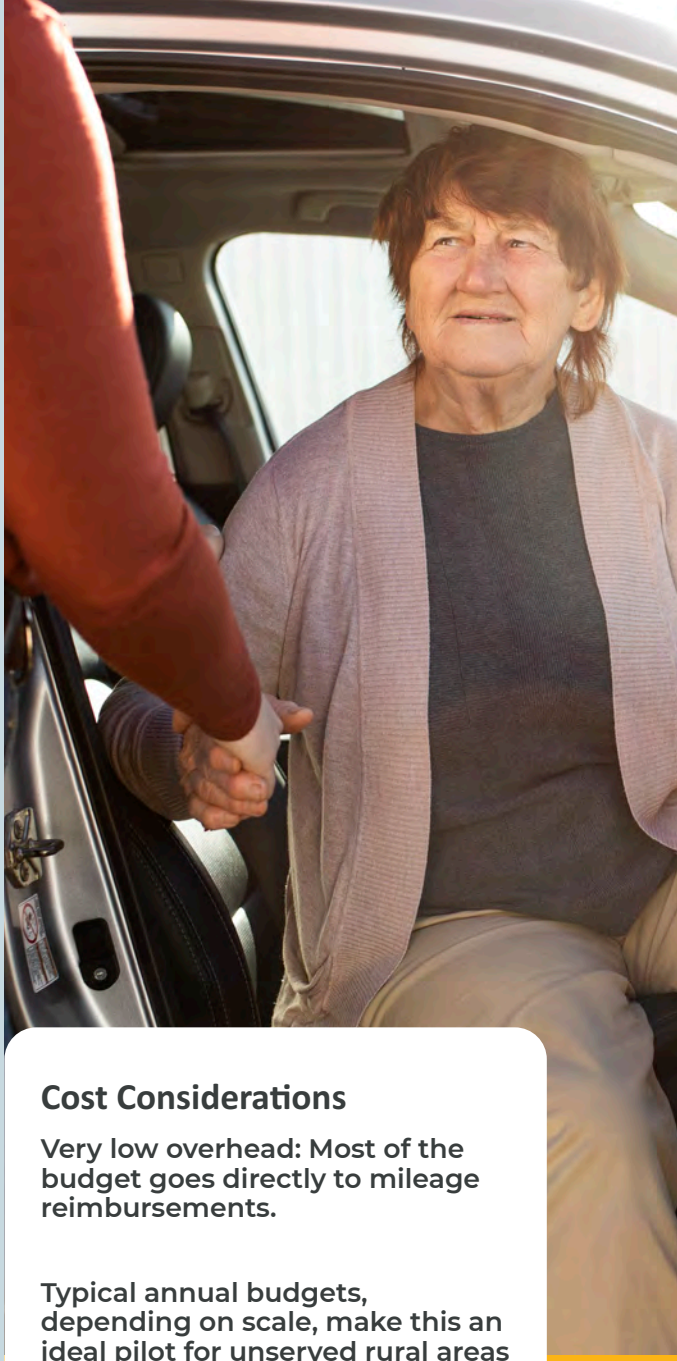
Funding & Administration

Funding Sources

- **Local Human Services or Aging Programs:** Often administered through a County's Human Services Department or Office on Aging.
- **Medicaid NEMT (Non-Emergency Medical Transportation):** If structured correctly, some costs may be reimbursable.
- **Grant Funding:** Pilot programs are often supported through small grants from aging, disability, or health access-focused foundations.

County Investment & Administration Needs

- **Staffing:** A part-time administrative coordinator can typically manage program operations. If combined with volunteer driver coordination, a full-time staff person may oversee both.
- **Mileage Reimbursement:** Based on trip logs submitted by riders or informal caregivers, typically reimbursed at $0.50–$0.65/mile.
- **Program Materials:** Includes reimbursement forms, instructions, outreach flyers, and reporting templates.
- **Monitoring & Accountability:** Basic reporting requirements and trip validation processes must be in place to prevent misuse.
- **No Vehicle Fleet Required:** Since participants use their own vehicles, capital costs are negligible.



Cost Considerations

Very low overhead: Most of the budget goes directly to mileage reimbursements.

Typical annual budgets, depending on scale, make this an ideal pilot for unserved rural areas or hard-to-reach populations.

$25,000–$75,000

Carshare Program

Carshare programs allow individuals to rent vehicles by the hour or day, providing flexible access to a car without owning one. These programs are ideal in areas with limited transit where occasional vehicle use is needed for errands, appointments, or recreation.

Identifying the Need

Carshare programs can support:

- **First-Time Car Access:** For zero-vehicle households.
- **Rural Service Gaps:** Where car ownership is unaffordable or unnecessary full-time.
- **Low-Income Communities:** Offers affordable access to vehicles for job access, errands, or medical appointments.
- **University or Employer Campuses:** Provides access for those who commute via bike or transit.

Program Models

- **Round-Trip**: Vehicles must be returned to their original location (e.g., Zipcar).
- **One-Way/Flex Carshare**: Vehicles can be dropped off at different locations (more complex to manage).
- **Peer-to-Peer**: Community members rent out their personal vehicles (e.g., Turo, Getaround).
- **Municipally Supported**: Local governments may subsidize or provide dedicated parking, EV chargers, or vehicles.

Implementation Tips

- **Start Small**: Pilot in communities near transit, affordable housing, or employment centers.
- **Partner Locally**: Collaborate with housing authorities, nonprofits, or carshare providers.
- **Support Access**: Accept various forms of payment, offer multilingual support, and consider vehicle accessibility needs.

Funding & Administration

Funding Sources

FTA Section 5310/5311: Can be used for vehicle purchases, for startup costs, or to support access for older adults and people with disabilities.

State Clean Transportation or Climate Grants: Especially for EV carshare initiatives.

Public-Private Partnerships: County provides parking, marketing, or subsidies while a provider manages operations.

Foundation Grants: Programs serving low-income communities may be eligible for funding.

County Investment & Administration Needs

Start-Up Costs:

- **Vehicles (if county-owned)**: Purchase or lease costs (can vary from $25,000–$40,000 per vehicle).
- **Infrastructure**: EV chargers or dedicated parking spaces (ideally near housing or community centers).
- **Software Platform**: Either through a vendor (e.g., Colorado CarShare, Zipcar) or as part of a mobility management contract.

- **Staffing**:
  - Mobility Programs Manager/ Contract Administrator: County staff would need to assign this person to coordinate vendor partnerships, oversee outreach, and manage performance reporting.
  - **Insurance, Maintenance & Marketing**: These may be absorbed by the vendor or the County, depending on the model.
  - **Programming**: Additional staff time or partnerships may be needed to promote access throughout the County.

Cost Considerations

County-led programs (with County-owned vehicles) require higher upfront costs but offer greater control.

Vendor-led partnerships can reduce County risk but may need startup subsidies or operational guarantees.

Annual program costs vary, depending on number of vehicles and level of subsidy.

$100,000–$250,000+

Case Study

Denver-Boulder Metro Area: Colorado CarShare

Colorado CarShare, a nonprofit carshare provider based in the Denver-Boulder region, has served as a model. In recent years, the organization partnered with the City and County of Denver and the Denver Housing Authority to launch a targeted expansion of their services. This initiative supported mobility for those without reliable access to a personal vehicle. The effort not only improved access to essential services and employment opportunities but also aligned with Denver's broader goals for transportation.

Building on this model, pilot programs are now being planned in Grand Junction and Unincorporated Adams County, funded by the Colorado Energy Office's Community Accelerated Mobility Program (CAMP). These pilots aim to test carshare models in less urban contexts, thereby providing critical insights into how shared mobility can serve smaller and more rural communities across the state.

4.4 Safety Plan

In alignment with the County's vision for a safer, more connected transportation system, a Safety Action Plan was developed in tandem with the broader planning process for Larimer on the Move and reflects both technical analysis and extensive public and stakeholder input. While the Safety Action Plan is a standalone document that includes detailed data analysis, crash trends, and a systemic safety framework, this section provides a high-level overview of how safety improvements were identified, recommended short- and long-term safety projects, as well as strategies and policies to improve transportation safety for all users.

The County's Comprehensive Safety Action Plan establishes a clear and proactive path toward Vision Zero—the long-term goal of eliminating all traffic-related fatalities and serious injuries. Adopted by the Board of County Commissioners in 2025, the Plan reflects a strong leadership commitment to making transportation safety a core value throughout Larimer County. Grounded in a Safe System approach, the Plan recognizes that human error is inevitable and focuses on designing a transportation system that reduces the likelihood and severity of crashes. This includes strategies such as speed management, safer roadway design, expanded access to safe travel options, and targeted infrastructure investments in high-risk areas. The Plan also prioritizes improvements in communities with high safety issues. In addition, the County conducts an annual safety report to track trends in crashes, monitor progress toward Vision Zero, and inform future investments.

Safety Improvements

The safety improvements in this Plan were developed through a data-informed, community-driven process. A Safe System Approach guided the analysis, focusing on identifying roadway features and risk factors commonly associated with severe crashes, rather than relying solely on high-crash locations. This method allows Larimer County to proactively address safety concerns on roads with similar characteristics to those where serious crashes have occurred. The project identification process was informed by:

- Crash data analysis, including the location, type, and severity of crashes on the County roadway network
- Roadway characteristics, such as speed limits, lane widths, shoulder conditions, and presence of intersections or curves
- Access considerations, ensuring projects address safety in areas with limited transportation options, including older adults, people with disabilities, and residents in zero-vehicle households
- Public and stakeholder feedback gathered through two phases of engagement, including a statistically valid survey, online mapping tools, pop-up events, and meetings with municipal partners, advisory boards, and regional stakeholders
- Field review and GIS screening to verify project feasibility and assess site-specific conditions

Safety emerged as a top priority across all public engagement activities, with residents expressing strong concern over speeding, distracted driving, poor visibility, and unsafe intersections. Particular attention was drawn to locations with limited signage, narrow shoulders, and high crash histories. Vulnerable road users—such as pedestrians, cyclists, and older adults—were seen as especially at risk, with many residents requesting better enforcement, lower speed limits, and infrastructure improvements. Community input reinforced the need for a proactive and data-driven approach to reducing traffic fatalities and serious injuries.

The Action Planning process prioritized lower-cost, high-impact improvements identified as priority projects—those that can be implemented in the short- or mid-term. These projects are summarized in **Table 14 and Table 15** and mapped in **Figure 17**. While the projects are presented in project identification (ID) order for ease of reference, this sequence does not reflect a ranking or order of implementation priority. Long-term projects, shown in **Table 15** and mapped in **Figure 18,** include more capital-intensive solutions that will require additional funding, phasing, or interagency coordination.

Table 14: Priority Safety Projects

ID	Roadway	Limits	Description	Length (Miles)
177	CR 72	US 287 to CR 21	Explore speed management treatments including longitudinal rumble strips and wider edge lines. Slope flattening effort was completed in 2021.	3.12
180	CR 54G	CR 52E (Rist Canyon Rd) to US 287	Signing and striping improvements were completed in 2024. Also consider wider edge lines.	2.65
181	CR 50E (Bingham Hill)	CR 23 to CR 21C (Overland Trl)	Consider roadside vegetation management, wider edge lines, and bike safety enhancements.	1.89
182	CR 21C/CR 21 (Overland Trl)	Orchard Dr to n.o. High St	Consider multimodal improvements for bike, pedestrian, and equestrian safety, and implementation of wider edge lines.	2.81
183	CR 19 (Taft Hill Rd)	US 287 to Laporte Ave	Consider trail crossing improvements with additional warning signs and temporary speed feedback signs.	3.06
184	CR 50E (Country Club Rd)	CR 13 (Lemay Ave) to Warren Dr	Consider roadside design improvements and speed management treatments.	0.58
185	CR 50 (Willox Ln)	CR 17 (Shields St) to Fort Collins City Limit	Consider roadside design improvements and school zone safety measures.	0.75
190	CR 23/CR 42C	CR 25G (Lodgepole Dr) to Fort Collins City Limit	Explore motorcycle and pedestrian safety enhancements and traffic calming features for speed management.	5.31
192	CR 38E	e.o. CR 25E to CR 23 (Centennial Dr)	Explore trail and pedestrian crossing improvements and traffic calming features for speed management.	5.47
193	CR 38E	CR 23 (Centennial Dr) to CR 19 (Taft Hill Rd)	Consider intersection access delineation and bike safety improvements.	1.90
194	CR 19 (Taft Hill Rd)	Horsetooth Rd to Fort Collins City Limit	Explore speed management treatments including medians and signage.	1.01

Table 14: Priority Safety Projects (continued)

ID	Roadway	Limits	Description	Length (Miles)
195	CR 19 (Taft Hill Rd)	Spring Mesa Rd to 57th St	Consider enhanced signage and pavement markings, including wider edge lines.	1.99
207	CR 11H	Loveland City Limit to CO-402 (14th St)	Consider enhanced signage and pavement markings, including wider edge lines.	0.66
223	CR 29	US 34 to s.o. Big Valley Dr	Consider roadside design improvements, safety edge treatments, and clear zone assessment.	1.14
225	CR 31	s.o. Sky View Campground to CR 38E	Explore speed management treatments including centerline rumble strips and traffic calming measures	0.95
226	CR 19 (Taft Hill Rd)	CR 19 (Taft Hill Rd) & CR 48 (Vine Dr)	Review roundabout geometry including entry angle and approach geometry for appropriate speeds and consider restriping to make pavement marking improvements, and improve pedestrian visibility by providing pedestrian oriented lighting at pedestrian crossings.	N/A
227	CR 30	CR 30 & CR 11 (Timberline Rd)	Review central island design for truck aprons, review signing and placement of signs and improve pavement markings to ensure retro reflectivity, consider improving advance signing to reduce approach speed.	N/A
230	CR 30	CR 30 & CR 11C	Review island and splitter design for speed reduction, consider improving pedestrian visibility with enhanced lighting at pedestrian crossings.	N/A
232	CR 29	CR 29 & CR 18E (Pole Hill Rd)	Consider providing advance warning signs and improving visibility through enhanced signing, delineation, and relocating the stop bar.	N/A
235	CR 19 (Taft Hill Rd)	CR 19 (Taft Hill Rd) & CR 54G	Consider improving delineation through channelizing islands and enhanced striping, provide signal head backplates with retroreflective borders.	N/A

ID	Roadway	Limits	Description	Length (Miles)
236	CR 21 (Overland Trl)	CR 21 (Overland Trl) & CR 48 (Vine Dr)	Perform an intersection control evaluation and consider improvements to visibility through enhanced signage, delineation, and clear sight triangles. Explore adding bike lane striping through the intersection.	N/A
237	CR 46E (Lincoln Ave)	CR 46E (Lincoln Ave) & CR 11F (Link Ln)	Consider evaluating the intersection control, including the addition of flashing yellow arrow (FYA) signal heads, reviewing clearance intervals, and optimizing signal phasing. Consider improving the intersection design by adding channelizing islands and providing a positive offset for left turns, restriping the intersection for better stop bar placement, and adding pedestrian crosswalk striping with a reduced crossing distance from the channelizing islands. Consider installing a flashing beacon with advance signal warnings on northbound Link Ln.	N/A
238	CR 46E (Lincoln Ave)	CR 46E (Lincoln Ave) & CR 11C (Air Park Dr)	Perform intersection control evaluation and consider implementing a roundabout at this location and improving visibility with enhanced signing, delineation, and clear sight triangles.	N/A
240	CR 54G	CR 54G & CR 21 (Overland Trl)	Consider the following improvements: providing advance warning signs for the westbound signal, installing mast arm signals with flashing yellow arrow (FYA) signal heads, improving the lateral offset of signal poles, and reviewing clearance intervals and signal phasing. Additionally, enhancing the intersection design by adding a positive offset for left turns, using backplates with retroreflective borders, and improving intersection lighting could be beneficial. In the long term, installing a roundabout may also be worth exploring.	N/A
246	CR 9	CR 9 & CR 32	Consider restriping in the short-term to improve stop bar location on LCR 9 to increase visibility and providing advance intersection warning sign on LCR 9. Consider intersection control evaluation in long-term.	N/A

Figure 17: Priority Safety Projects

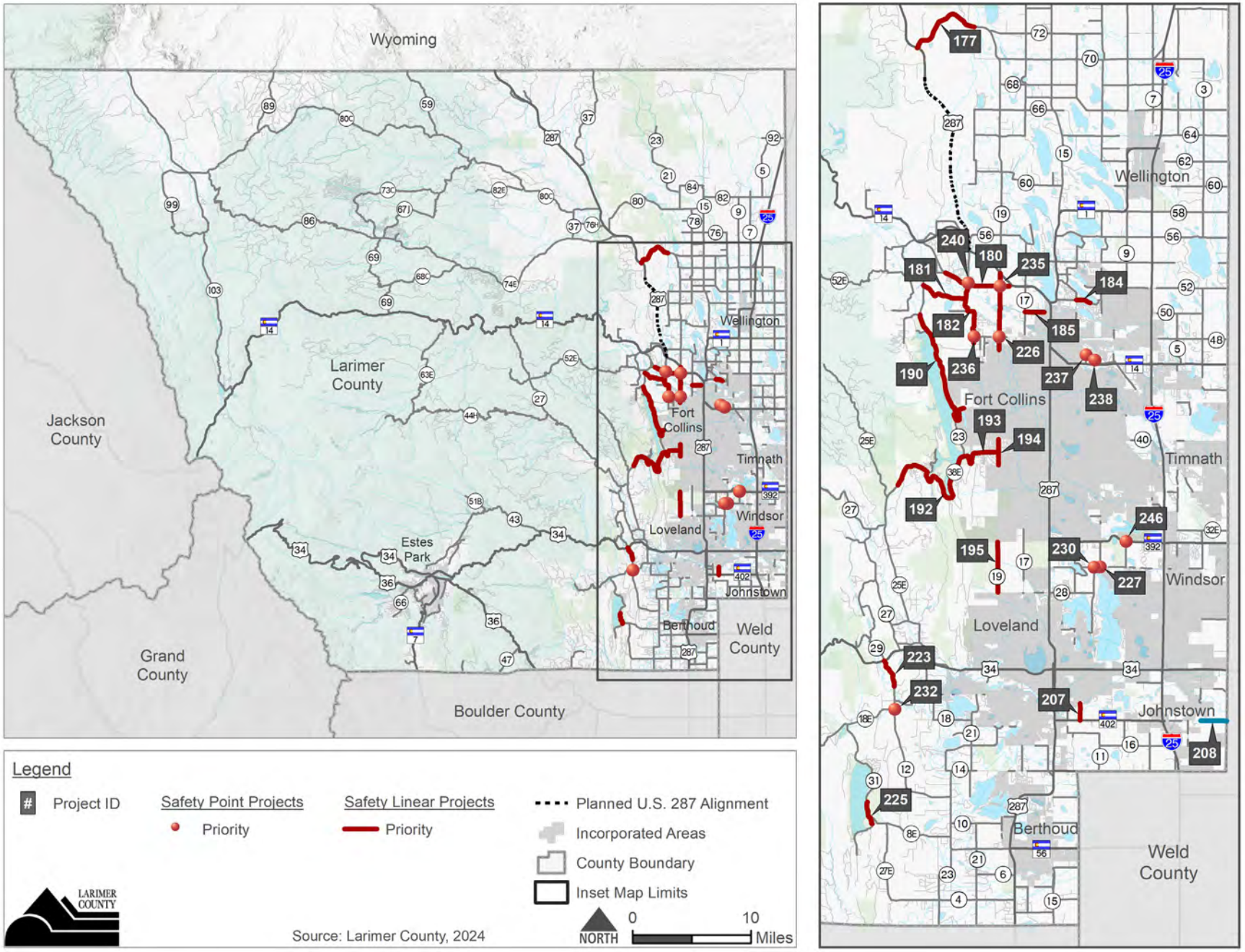


Table 15: Long-Term Safety Projects

ID	Roadway	Limits	Description	Length (Miles)
178	CR 58	e.o. CR 9 (Giddings Rd) to e.o. Legacy Ln	Consider enhanced signage and paving markings, including wider edge lines.	1.35
179	CR 56/CR 17	e.o. Jackson Ditch to n.o. Mesa Dr	Consider roadside design improvements including safety edge treatments, wider edge lines, and performing a clear zone assessment.	0.79
186	CR 17 (Shields St)	CR 50 (Willox Ln) to Fort Collins City Limit	Consider enhanced signage and pavement markings, including wider edge lines.	0.89
187	CR 46E	12th St to Timberline Rd	Consider roadside design improvements including speed management treatments and performing a clear zone assessment. Explore design options for 2-lane section with two-way left turn lane.	1.17
188	CR 11F (Link Ln)	CR 46E (Lincoln Ave) to Mulberry St	Consider implementing a roundabout and providing enhanced signage and pavement markings.	0.34
189	CR 3/CR 44 (Prospect Rd)	CO 14 to Kimmer Ln	Consider roadside design improvements including safety edge treatments.	1.29
191	CR 23 (Centennial Dr)	CR 42C (Dixon Canyon Rd) to CR 38E	Consider roadside design improvements including pedestrian safety enhancements.	1.57
196	CR 13/CR 30	CR 13 (Lemay Ave) to CR 30	Consider roadside design improvements including safety edge treatments and performing a clear zone assessment.	1.24
197	CR 30	CR 13 (Lemay Ave) to CR 11 (Timberline Rd)	Consider roadside design improvements including safety edge treatments and bike lane improvements.	0.83
198	CR 11 (Timberline Rd)	CO 392 to CR 30	Explore speed management treatments including enhanced striping and longitudinal rumble strips.	0.99
199	CR 11C	CR 30 to e.o. Pikes Peak Dr	Consider roadside design improvements including safety edge treatments and performing a clear zone assessment.	2.74
200	CR 28 (57th St)	CR 13 to CR 11C	Consider roadside design improvements including safety edge treatments and performing a clear zone assessment.	0.74
201	CR 32E	CR 5 to CR 1	Consider roadside design improvements including longitudinal rumble strips and safety edge treatments.	1.99
202	CR 30	CR 9 to w.o. I-25	Consider roadside design improvements including bike lane improvements.	1.11

Table 15: Long-Term Safety Projects (continued)

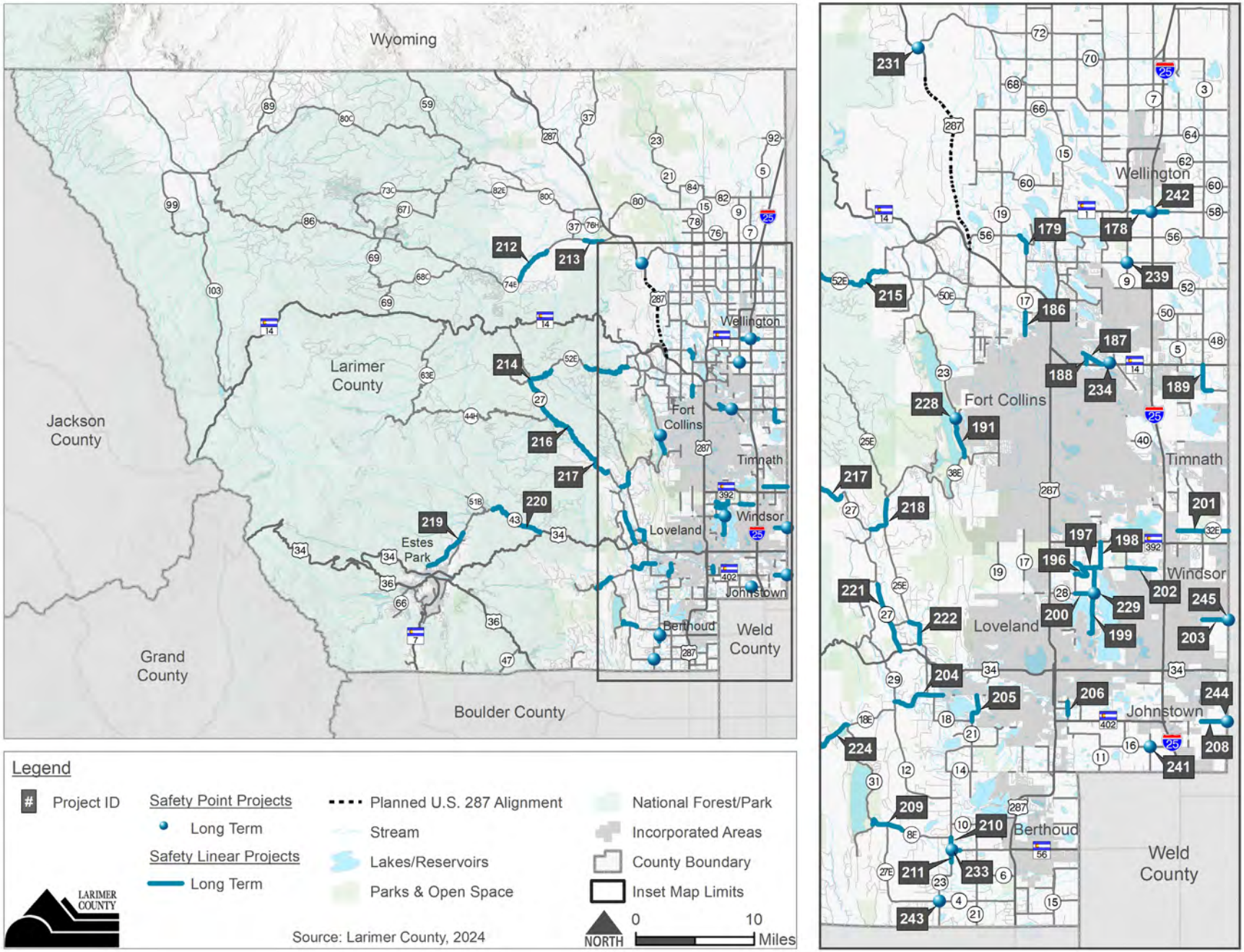
ID	Roadway	Limits	Description	Length (Miles)
203	CR 26 (Crossroads Blvd)	CR 3 to CR 1	Consider roadside design improvements including enhanced striping, longitudinal rumble strips, and speed management treatments (Town of Windsor responsibility).	1.02
204	CR 20	CR 29 to Loveland City Boundary	Consider enhanced signage and pavement markings, including wider edge lines.	2.20
205	CR 21	CR 20 (1st St) to CR 18 (14th St)	Consider roadside design improvements including safety edge treatments and performing a clear zone assessment.	1.11
206	CR 13C	CR 18H (4th St) to n.o. CO 402	Consider enhanced signage and pavement markings, including wider edge lines.	0.50
208	CR 18	CR 3 to CR 1	Consider roadside design improvements, including safety edge treatments and performing clear zone assessments (future expected roundabout construction, Weld County responsibility).	1.03
209	CR 8E	CR 31 to e.o. Sedona Hills Dr	Consider longitudinal and centerline rumble strips, wider edge lines, and clear zone improvements.	1.48
210	CR 23/CR 8	CR 8E to w.o. Sunbird Ln	Explore roadway treatments for dark-unlighted conditions and consider wider edge lines and enhanced curve delineation.	0.81
211	CR 23	CR 8 to n.o. CR 6	Consider enhanced signage and pavement markings.	0.49
212	CR 74E	e.o. Deer Meadow Wy to w.o. CR 37	Consider roadside design improvements including longitudinal rumble strips and wider edge lines.	3.61
213	CR 74E	e.o. CR 37 to w.o. Roberts Ranch Rd	Consider roadside design improvements including longitudinal rumble strips and wider edge lines.	1.54
214	CR 52E	CR 27 to e.o. Spring Valley Rd	Consider roadside design improvements including safety edge treatments, and performing a clear zone assessment.	2.43
215	CR 52E	e.o. Rist Creek Rd to CR 27E	Consider roadside design improvements including and curve delineation.	4.36
216	CR 27	CR 52E (Rist Canyon Rd) to w.o. Patience Wy	Consider roadside design improvements including longitudinal rumble strips, wider edge lines and advanced curve warning signs.	6.33
217	CR 27 (Buckhorn Rd)	w.o. Patience Wy to w.o. Paintbrush Wy	Consider enhanced signage and pavement markings, including wider edge lines.	5.81

ID	Roadway	Limits	Description	Length (Miles)
218	CR 38E	CR 27 to s.o. CR 25E	Consider enhanced signage and pavement markings, including wider edge lines.	1.64
219	CR 43 (Devils Gulch Rd)	e.o. MacGregor Ave to n.o. McGraw Ranch Rd	Consider enhanced signage and pavement markings, including wider edge lines.	4.27
220	CR 43 (Devils Gulch Rd)	Streamside Dr to US 34	Consider enhanced signage and pavement markings, including wider edge lines.	5.27
221	CR 27	Woods Rose Ln to US 34	Explore roadway treatments for dark-unlighted conditions and consider enhanced curve delineation.	2.80
222	CR 24H/CR 25	CR 25E (Glade Rd) to CR 24	Consider enhanced signage and pavement markings, including wider edge lines and advanced curve warning signs.	1.17
224	CR 18E	w.o. Chimney Hollow Rd to CR 31	Consider enhanced signage and curve delineation, including wider edge lines.	1.82
228	CR 42C (Dixon Canyon Rd)	CR 42C (Dixon Canyon Rd) & CR 23 (Centennial Dr)	Explore treatments that improve visibility such as enhanced signing, delineation, and clear sight triangles, and providing advance warning signs for upcoming intersection.	N/A
229	CR 11C	CR 11C & CR 28 (57th St)	Review roundabout design (ICD ~ 130') for design vehicle, consider updating signage and pavement markings for visibility.	N/A
231	US 287	US 287 & CR 72 (Owl Canyon Rd)	Consider restriping and repaving intersection area for positive guidance and improving advance signing on LCR 72 . (future expected project, CDOT responsibility).	N/A
233	CR 23	CR 23 & CR 8	Consider relocating the stop bar for improved line of sight, improving visibility with enhanced signing, delineation, and striping, and providing two-direction signage for T-intersection.	N/A
234	CR 11 (Timberline Rd)	CR 11 (Timberline Rd) & CR 46 (Lincoln Ave)	Perform an intersection control evaluation for the two-way stop and consider the implementation of a roundabout in the long term. Consider access management options for Lincoln Avenue onto Timberline Road, adding pedestrian crosswalk striping, and providing directional curb ramps. Consider improvements to visibility through enhanced signage, delineation, and clear sight triangles (future expected project to limit turning movements at intersection by implementing Michigan left, City of Fort Collins responsibility).	N/A
239	CR 9 (Giddings Rd)	CR 9 (Giddings Rd) & CR 54 (Douglas Rd)	Explore treatments that improve visibility such as enhanced signage and delineation and advance warning signs for the intersection. Consider assessing the posted speed limits on both approach roads, evaluating the usage of heavy equipment vehicles at the intersection, and providing appropriate warning signs.	N/A

Table 15: Long-Term Safety Projects (continued)

ID	Roadway	Limits	Description	Length (Miles)
241	CR 16	CR 16 & CR 7	Consider treatments that improve visibility such as an advance warning sign and flashing beacon on the stop sign to address issues caused by sun glare, along with enhanced delineation and clear sight triangles. Consider providing transverse rumble strips approaching stop signs.	N/A
242	CR 58	CR 58 & I-25 Frontage Rd	Consider conducting an intersection control evaluation to assess the placement of the stop sign, as the current stop sign is located on a 55 mph road, and the east-west approach visibility is inadequate. Consider reassessing the posted speed limit on the frontage road, improve visibility with enhanced signage, delineation, and clear sight triangles (CDOT responsibility).	N/A
243	CR 23E	CR 23E & CR 4 (Wagonwheel Rd)	Consider restriping the intersection for better stop bar placement and lane delineation, improving the eastbound stop sign post height for better visibility, and enhancing visibility through improved delineation and clear sight triangles.	N/A
244	CR 18	CR 18 & CR 1	Explore improvements to the left turn geometry to provide a positive offset, consider restriping to establish stop bars, and enhancing visibility through improved signage, delineation, and clear sight triangles, and providing advance warning signs (future expected roundabout construction, Weld County responsibility).	N/A
245	CR 26 (Crossroads Blvd)	CR 26 (Crossroads Blvd) & CR 1	Consider improving the left turn geometry to provide a positive offset, reviewing clearance intervals and signal timing, and applying a high friction surface treatment at the intersection, restriping to enhance the stop bar location, and adding bike lane striping through the intersection (Town of Windsor responsibility).	N/A
245	CR 26 (Crossroads Blvd)	CR 26 (Crossroads Blvd) & CR 1	Consider improving the left turn geometry to provide a positive offset, reviewing clearance intervals and signal timing, and applying a high friction surface treatment at the intersection, restriping to enhance the stop bar location, and adding bike lane striping through the intersection (Town of Windsor responsibility).	N/A

Figure 18: Long-Term Safety Projects



Safety Strategies

In addition to infrastructure improvements, Larimer County recognizes the importance of supporting policies and programs that influence roadway safety through education, enforcement, evaluation, and design.

Safer Road Design and Operations

- Apply context-sensitive design that balances mobility with safety for all road users
- Use proven safety countermeasures, such as enhanced signing, lighting, rumble strips, high friction surface treatments, and access management
- Continue to integrate safety audits and reviews during planning and design phases of County transportation projects
- Prioritize low-cost, systemic improvements on corridors with shared risk characteristics

Education and Public Awareness

- Expand public awareness campaigns on safe driving behavior, including distracted driving, speeding, and impaired driving
- Collaborate with local partners on bicycle and pedestrian education programs, especially for school-age children and older adults
- Promote understanding of new infrastructure (e.g., roundabouts, bike lanes) through community education and signage

Enforcement and Policy

- Coordinate with the Larimer County Sheriff's Office and local law enforcement to target high-risk behaviors in priority areas
- Explore automated enforcement tools such as speed feedback signs and red-light cameras, where appropriate and allowable
- Review and update County policies to support consistent speed management and access control standards on rural roads

Evaluation

- Develop a safety performance monitoring program to track progress toward reducing fatal and serious injury crashes
- Continue to engage with community-based organizations and advisory boards to align safety strategies with broader public health, aging, and mobility goals

4.5 LaPorte Area Plan

LaPorte is a unique unincorporated community located northwest of Fort Collins at the base of the foothills, where regional rural character meets the edge of urban expansion. Key transportation routes, including US Highway 287 and CR 54G, support mobility through the area and serve both local access and regional travel. Residents rely primarily on personal vehicles, though community input during the Larimer on the Move engagement process highlighted a strong desire for expanded multimodal options, particularly for safer walking and biking routes and improved transit access to Fort Collins.

Today, road safety is a primary concern in LaPorte. Traffic volumes are increasing along key corridors, while infrastructure like shoulders, crosswalks, and sight distances often fall short of modern standards. Residents have also expressed concern about limited connectivity, especially between LaPorte and destinations in Fort Collins and Bellvue. As Larimer County continues to grow, maintaining the rural character of LaPorte while supporting safe, efficient transportation access is critical.

Northern Integrated Supply Project

The Northern Integrated Supply Project (NISP), a major regional water storage initiative led by Northern Water, includes the construction of the Glade Reservoir just northwest of LaPorte. As part of the project, a new alignment for US 287 will be constructed west of its current path through LaPorte, diverting regional through-traffic around the community. This realignment has the potential to alter travel patterns, local traffic volumes, and land use context. With planned changes to the roadway network and anticipated growth in travel demand, total daily vehicle miles traveled on mainline County roads within LaPorte are projected to increase by 30 percent—a more moderate rise compared to the 71 percent increase expected across unincorporated Larimer County overall.

Recommended Improvements

To support a safer, more connected, and multimodal future in LaPorte, several key transportation improvements are recommended. Upgrades to CR 54G will improve safety and capacity by adding turn lanes and widening shoulders, better accommodating bicyclists and pedestrians. Intersection improvements at key locations will address known safety concerns, while enhancements such as wider edge lines, new warning signs, and improved trail crossings will improve visibility for all users. Finally, the County will explore alternative transit options to connect LaPorte with Fort Collins, particularly to improve mobility for older adults and residents without access to a personal vehicle. Based on future travel demand, technical analysis, and extensive community input, the following projects are proposed in the LaPorte Area.

Feedback specific to the LaPorte Area reflected a desire to preserve the community's small-town character while addressing safety, mobility, and connectivity challenges. Residents expressed concern about regional traffic passing through the town, particularly at key intersections like CR 54G and US 287. Many emphasized the need for traffic calming, pedestrian improvements, and better connections to Fort Collins via transit and active transportation. The planned realignment of US 287 as part of the NISP project raised concerns about changing travel patterns and land use pressures.

CR 54G Improvements

- Widening from 2 lanes to 3 lanes to provide space for vehicles to make left turns and widening shoulders on CR 54G between CR 21C (Overland Trail) and US 287. *(Project ID 1 and 135)*
- Safety improvements such as wider edge lines to improve visibility, reduce vehicle roadway departure, and further delineate the shoulder to increase safety for bicyclists and pedestrians between CR 52E (Rist Canyon) and US 287. *(Project ID 180)*
- Improved safety measures at the intersection of CR 54G and CR 21C (Overland Trail) by providing advance warning signs for the westbound signal, installing mast arm signals with flashing yellow arrow (FYA) signal heads, improving the lateral offset of signal poles, and reviewing clearance intervals and signal phasing. Additionally, enhancing the intersection design by adding a positive offset for left turns, using backplates with retroreflective borders, and improving intersection lighting could be beneficial. In the long term, installing a roundabout may also be worth exploring. *(Project ID 240)*
- Improved safety measures at the intersection of CR 54G and CR 19 (Taft Hill Road) by improving delineation through channelizing islands and enhanced striping, as well as signal head backplates with retroreflective borders to improve visibility. *(Project ID 235)*

CR 21C (Overland Trail) Improvements

- Widening the shoulders to 6 feet and adding wider edge lines along CR 50/ CR 21/CR 21C (Overland Trail) between Dean Drive and US 287 to better accommodate and improve safety for bicycle, pedestrian, and equestrian travel. *(Project ID 108 and 182)*
- Adding a roundabout at the intersection of CR 21C (Overland Trail) and US 287 in coordination with CDOT. *(Project ID 175)*

CR 19 (Taft Hill Road) Improvements

- Widening the shoulders to 6-8 feet between Fort Collins and CR 70 to better accommodate bicycle and pedestrian travel. *(Project ID 10 and 109)*
- Considering trail crossing improvements at the Poudre River Trail, additional warning signs, and temporary speed feedback signs between LaPorte Ave and US 287. *(Project ID 183)*

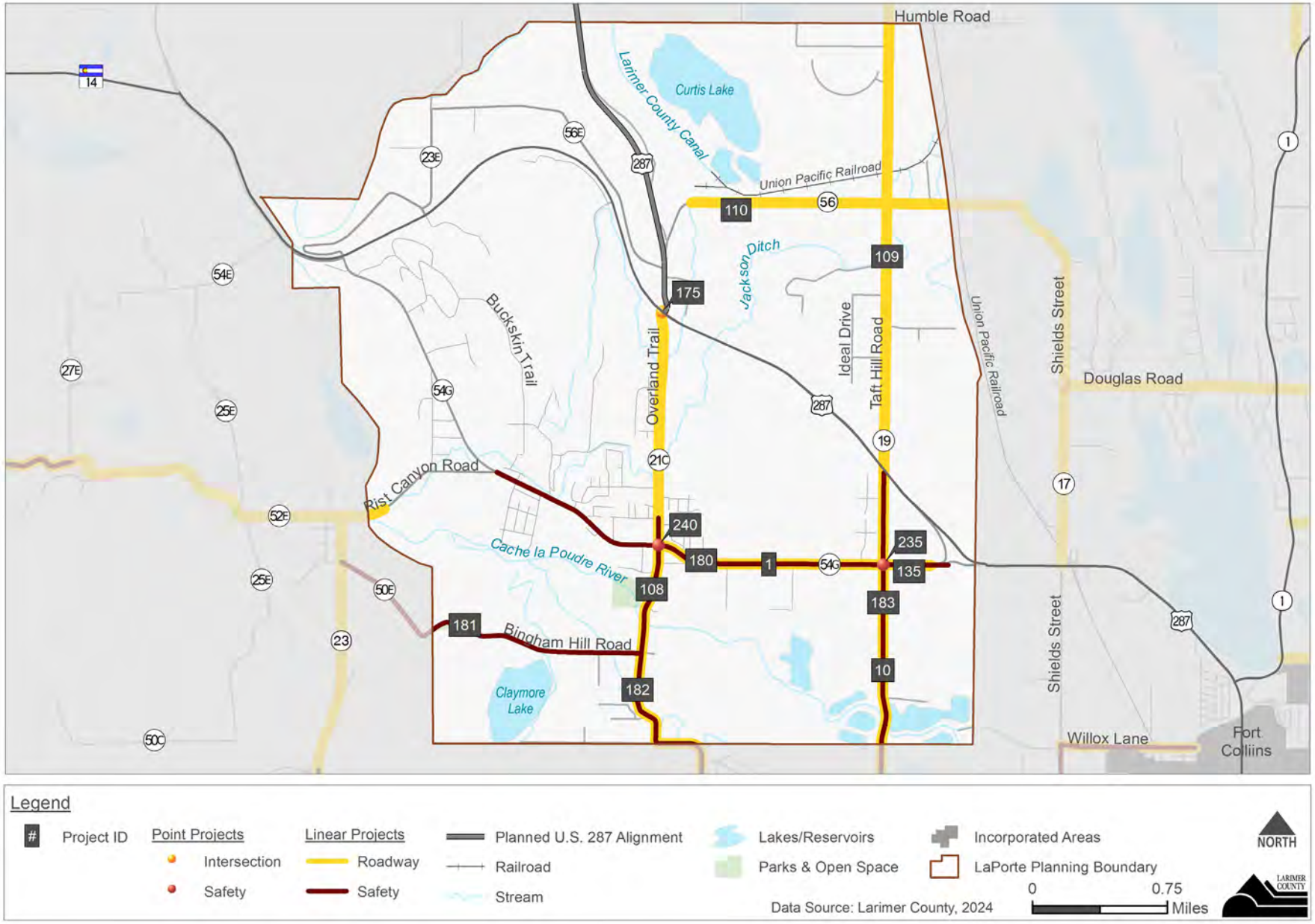
CR 56 Improvements

- Widening the shoulders to 4 feet between CR 21C (Overland Trail) and CR 17 (Shields Street). *(Project ID 110)*

CR 50E (Bingham Hill Road) Improvements

- Considering safety improvements such as roadside vegetation management, wider edge lines, and bike safety enhancements. *(Project ID 181)*

Figure 19: LaPorte Area Projects



4.6 Emerging Trends and Technologies

As Larimer County plans for the next 25 years of mobility, technological advancements and shifting societal trends are reshaping how people move. From connected vehicles to flexible mobility services and climate-focused strategies, the County has an opportunity to proactively adapt its transportation network to be safer, more resilient, and more accessible to all users. This chapter outlines emerging technologies and future transportation trends that will influence infrastructure, services, and policies in the years ahead.

Vehicle Electrification

Electric vehicle (EV) adoption is accelerating across Colorado, with significant implications for air quality, energy independence, and transportation affordability. In Larimer County, vehicle electrification is a cornerstone of the County's *Climate Smart Future Ready* initiative—a countywide framework that guides climate mitigation and adaptation actions through collaborative, cross-sector partnerships. The initiative's Mobility of Goods, Services, and People work group leads efforts to reduce emissions and improve transportation sustainability, with EV infrastructure playing a central role.

Larimer County's commitment to supporting EV adoption is outlined in detail in the *Electric Vehicle Charging Station Action Plan for Larimer County* (July 2023). Developed through the Partners in Energy program with Xcel Energy, this plan identifies near- and long-term goals to expand charging access, particularly in unincorporated areas. Key targets include installing at least 420 Level 2 and 105 DC Fast chargers by 2025, with a build-out goal of 1,447 Level 2 and 309 DC Fast chargers by 2030, in alignment with the State of Colorado's EV roadmap.

Learn more: Visit the ***Climate Smart Future Ready*** webpage for more information about Larimer County's coordinated approach to climate action and transportation electrification.

Air Quality and Greenhouse Gas (GHG) Emissions

Transportation is a major contributor to GHG emissions. Reducing vehicle miles traveled (VMT), promoting non-motorized travel, and expanding sustainable mobility options are all part of the County's strategy to meet state and local climate goals. Health and Environment staff have identified air quality monitoring as a key metric of success. Strategies such as mode shift, cleaner vehicles, and TDM will directly support emissions reductions.

Note: Larimer County is not a public transit operator and does not directly manage transit services. However, the County plays a vital role in facilitating, advocating for, and partnering on expanded transportation options, particularly through regional collaborations. Implementation of MOD strategies is subject to funding availability and service feasibility in coordination with providers such as Transfort, COLT, VIA Mobility, and others.

Telework and Remote Services

While telework rates have declined slightly since the height of the COVID-19 pandemic, hybrid and remote work remain prevalent in many sectors. Larimer County will continue monitoring travel demand impacts of telework, particularly peak-period congestion trends and their implications for long-range infrastructure planning. Online or remote services may also reduce travel demand for errands, healthcare, and education, improving access for rural residents.

Transportation Demand Management (TDM)

TDM strategies reduce reliance on single-occupant vehicles and encourage sustainable travel choices. Larimer County can support TDM through regional partnerships and by integrating TDM requirements into development review processes. Opportunities include employer outreach, commuter benefits, and incentives for biking, walking, transit, or carpooling.

Connected and Autonomous Vehicles (CAVs)

Connected and autonomous vehicle technology continues to evolve rapidly, with implications for road safety, traffic operations, and land use. Larimer County will monitor advancements in CAV deployment, particularly for rural freight and long-distance travel corridors. As these technologies emerge, roadway design and maintenance standards may need updates to accommodate vehicle sensors, high-definition mapping, and reliable communications.

Intelligent Transportation Systems (ITS) & Fiber Infrastructure

ITS applications—such as traffic signal coordination, dynamic message signs, and speed monitoring—can improve efficiency and safety. While Larimer County currently operates very few traffic signals, coordination with municipalities and CDOT is essential to ensure seamless operation where County roads intersect with signalized facilities. Expansion of fiber infrastructure will also be necessary to support real-time data exchange and regional traffic management strategies. Larimer County will continue working closely with CDOT and local jurisdictions to align ITS upgrades and enhance system-wide connectivity.

Mobility on Demand

The rise of Mobility on Demand (MOD) services, including ridehailing, carshare, bikeshare, and microtransit, offers new opportunities to improve access in rural and suburban areas. Given the unincorporated county's low-density development pattern, flexible, on-demand services may be more feasible than traditional fixed-route transit in some areas. These solutions can help fill critical gaps in access to jobs, services, and recreational areas—particularly for older adults, youth, and individuals with limited transportation options.Shared micromobility, such as dockless e-scooter and bike share systems, is another emerging MOD option. While Larimer County does not currently operate these services, it will coordinate with cities and towns to support extensions into unincorporated areas where appropriate.

See the **Alternative Transit Solutions Toolkit** for more information on these services.

Smart Infrastructure

The County will explore opportunities to implement smart infrastructure, including adaptive signals, automated traffic monitoring, and sensor-enabled pavement. These tools can improve maintenance scheduling, support safety goals, and enhance emergency response—particularly in remote areas where real-time data can be critical.

Emerging Trends and Technologies Strategies

- Establish a Countywide ITS & Fiber Infrastructure Strategy: Coordinate with CDOT and local municipalities to expand fiber backbone and intelligent traffic systems for data-sharing, traffic management, and emergency communications.
- Monitor and Prepare for Autonomous Vehicles (AVs): Integrate CAV considerations into roadway design standards, particularly for long-range corridor upgrades and key freight corridors.
- Pilot Smart Infrastructure Technologies: Seek grant funding to test smart sensors, adaptive signals, and pavement condition monitoring tools in high-priority locations.
- Partner on Regional TDM Programming: Collaborate with the NFRMPO, US 34 TMO, and employers to promote shared-ride programs and travel behavior change campaigns.
- Include TDM in Development Requirements: Require major developments to include TDM plans as part of traffic impact analyses, particularly in areas where roadway capacity is constrained.

Transportation & Climate Justice

Through the County's *Environmental Justice Impact Assessment* and *Climate Smart Future Ready* efforts, the community identified public transportation, energy efficiency, and 15-minute communities as top strategies to reduce emissions and improve access. Transportation-related strategies ranked in the following order:

1. Public Transportation Enhancements
2. Energy Efficiency
3. 15-Minute Communities*
4. Active Transportation Improvements (Biking & Walking Infrastructure)
5. Renewable Energy
6. Building Standards
7. Electric Mobility Expansion (EVs, E-Bikes, Charging Infrastructure)

*While "15-minute communities" ranked high, feedback from the Transportation Oversight Committee suggests this concept may be challenging to apply countywide due to Larimer's rural character. However, the principle of increasing access to daily needs via active and shared modes remains a priority.

Relevant near-term actions identified include:

- Transit Needs Assessment and Community-Focused Service Plan
- Quick-Win Projects and metrics tracking
- Fare Assistance Programs and expanded Paratransit Services

5 | Plan Implementation

Implementing the vision of Larimer on the Move requires a coordinated, strategic approach to prioritizing projects, estimating costs, securing funding, and tracking progress over time. This chapter outlines how Larimer County will translate the plan's goals into action by using a data-driven project evaluation framework, establishing planning-level cost estimates, identifying available and potential funding sources, and defining a performance measurement strategy to monitor implementation and outcomes.

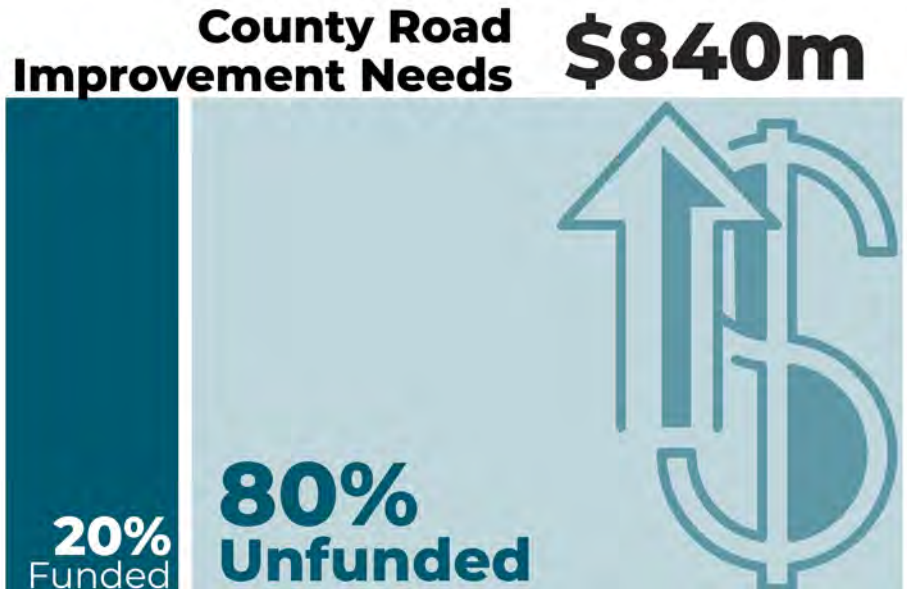
Funding Gap

Even with decades of responsible budget management, Larimer County's transportation needs exceed the available funding. The County has a strategic objective to identify a dedicated funding source for transportation improvement projects.

The annual average cost to **maintain** Larimer County's roads and bridges over the past 10 years was approximately $22 million annually. The County uses several stable funding sources to maintain County Roads, including specific ownership tax (on vehicle purchases) and motor vehicle registrations, federal and state gas tax, and a small portion of property tax. However, County Road **improvements** have limited funding through the federal and state gas tax, capital expansion fees (paid by new development), and outside grants and contributions.

Improvements to the transportation system are expensive and the County's needs far exceed available funding. Larimer County has approximately $7 million annually for bridge replacement and roadway and intersection improvement projects on the County's road system. This transportation plan identifies $840 million in immediate and future road and bridge needs over the next 25 years (to 2050). Consequently, without other funding sources, Larimer County will have funding to cover only about 20 percent of the total needs through 2050 **(Figure 20)**.

Figure 20: Transportation Funding Gap



Maintenance involves keeping **existing** roads and bridges safe and in good condition and includes items such as roadway resurfacing, pothole repair, crack seal, grading gravel roads, snow and ice control.

Improvements include funding **new** infrastructure projects to upgrade, improve, or replace roads, bridges, and intersections that enhance safety, provide resiliency, reduce congestion, and/or expand travel options.

Project Evaluation and Selection Framework

Larimer County's transportation needs far exceed available resources, making it essential to take a strategic approach to investment decisions. Rather than relying solely on a rigid prioritization or scoring system, the County will use this Plan's goals to guide which projects advance into implementation, with consideration of available funding, partnerships, timing, and emerging needs.

The County's transportation goals – Safety, Resilience, Travel Choice, Efficiency, Regional Connections, and Fiscal Responsibility – provide a foundation for selecting projects that address the most pressing and high-impact needs across the system. These goal areas were shaped through extensive community engagement and reflect both technical considerations and community values. Public input throughout the planning process emphasized the importance of safer roadways, expanded multimodal options, and investment across geographies and populations.

While a project evaluation framework was used to inform the development of the Transportation Plan, the intent moving forward is to apply these goals flexibly to ensure that the most meaningful and relevant projects are brought into the County's Capital Improvement Program (CIP). Each year, project selection will balance long-term plan alignment with dynamic factors like development trends, funding opportunities, infrastructure condition, and safety concerns. This approach supports a nimble, transparent, and goal-driven decision-making process that evolves alongside Larimer County's needs.

Transportation Investment Needs

Project costs presented in **Table 16** were developed using planning-level unit costs tailored to each project type; for example, cost per mile of roadway widening or per intersection improvement. All cost estimates are shown in 2025 dollars, meaning they reflect what the projects would cost today; actual costs will likely be higher in the future due to rising construction prices over time. These estimates are grounded in recent construction bid quantities from comparable projects across Colorado and informed by CDOT's cost guidance. To account for non-construction expenses, standard percentage add-ons were applied for soft costs such as design, right-of-way acquisition, and project administration.

While these figures provide a useful planning baseline, more detailed analysis will be required during project development to refine cost estimates. Importantly, all estimates assume that projects will be built to Larimer County's Rural Area Road Standards. Projects constructed to urban standards—as may be required through partnerships with municipalities—can incur substantially higher costs, often up to twice as much, due to the inclusion of wider pavements, curb and gutter, sidewalks, enhanced drainage infrastructure, and other urban design elements.

Table 16: Summary of Project Costs

Project Type	Total Estimated Cost (2025 $ in millions)
Roadway Improvement Projects	$370
Roadway Paving Projects	$250
Intersection Projects	$48
Crossing Improvement Projects	$1.5
Safety Projects	$16.5
Major & Minor Bridges	$154
Total (All Projects)	**$840**

Funding Sources

Larimer County funds its transportation system maintenance and improvements through a range of revenue sources, including taxes, fees, and external funding. These sources are organized by the contributing entity: Larimer County, State of Colorado, federal government, and various grant opportunities through other agencies.

Larimer County

Maintaining and improving Larimer County's transportation system relies heavily on local revenue sources, primarily property tax and vehicle-related fees. However, the amount of locally generated funding currently allocated to roads and bridges is extremely limited due to statutory restrictions and voter-approved spending requirements.

Property Tax

Local governments and other jurisdictions use a mill levy as the assessed property tax rate to raise revenue to cover annual expenses. A portion of the mill levy is dedicated to the Larimer County Road and Bridge Department. In 2024, a typical residential property in Larimer County valued at $600,000 generated approximately $3,500 in property taxes. Of that amount, the County receives only 75 cents per month for road and bridge maintenance and improvements. State rules limit how counties spend transportation dollars, requiring a share back to municipalities. This means the County would gain only 60 cents on every dollar of general fund or property tax increase to put toward road and bridge projects.

Due to state statutes, Larimer County is required to redistribute approximately 40 percent of the Road and Bridge portion of property tax revenues to cities and towns within the county. This leaves only $9 per household annually from property taxes available to support unincorporated County transportation needs.

Specific Ownership Taxes

Specific ownership taxes represent a portion of the vehicle registration tax that is paid annually by vehicle owners. The County's entire share goes to the Larimer County Road and Bridge Department.

Cable Franchise Fees

Cable franchise fees are charged for the use of right-of-way to operate licensed cable television franchises in Larimer County. Contracts are negotiated approximately every five years, and the fee is based on a percentage of revenue.

Traffic Fines

The Office of the Sheriff issues the County's share of traffic fines.

Transportation Capital Expansion Fees:

Transportation capital expansion fees are assessed on development or redevelopment of property within the County.

Sales Tax

Larimer County currently levies a 0.80 percent countywide sales tax, equal to 80 cents on a $100 purchase. All sales tax revenue is voter-approved and restricted to specific purposes. The County's current sales tax revenue is allocated to the Open Lands Fund (0.25 percent), Fairgrounds & Events Center (0.15 percent), Behavioral Health Services (0.25 percent), Jail Expansion (0.15 percent). **None of Larimer County's sales tax revenue is currently dedicated to transportation**, meaning there is no local sales tax support for maintaining or improving County roads.

As demands on the transportation network grow, the County may need to explore new or expanded revenue tools—such as a dedicated transportation sales tax or special assessment districts—to ensure sufficient, long-term investment in infrastructure.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) identifies the surface transportation projects and activities to be funded in the NFRMPO area over a four-year time period. The TIP includes roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant. Within the North Front Range, the TIP provides a quick reference of the surface transportation projects to be carried out over a four-year time frame and is federally required to include all roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant. Projects included in the NFRMPO TIP are then added to the Colorado Department of Transportation (CDOT) Statewide Transportation Improvement Program (STIP). The TIP is not a wish list. The projects included in the TIP have funding that is either committed or reasonably expected to be available. Because all projects are funded, the TIP is considered "fiscally constrained."

State of Colorado

Highway User Trust Fund (HUTF)

A state gas tax and license/registration fee fund the HUTF. After 11 percent is allocated to the Colorado State Patrol and Department of Motor Vehicles, the remainder is split, with 60 percent going to CDOT, 18 percent to cities, and 22 percent to counties. It should be noted that Colorado's gas tax has not been increased since 1991; given inflation experienced in Colorado and the rest of the United States in the last 30 years, this tax has effectively diminished in buying power and no longer funds the same level of improvements that it did when first introduced.

Colorado Senate Bill 260

Passed in June 2021, Colorado Senate Bill 260 (SB 260) will raise $5.3 billion statewide for transportation projects. It is funded through $1.5 billion in state budget transfers and COVID-19 stimulus money; $3.8 billion in new fees on motor fuels, online delivery retailers, and ride sharing apps; and an increase in EV registration fees. Counties in Colorado receive 33 percent of the funds collected from the retail delivery fee and 55 percent of the HUTF.

Transportation Alternatives Program

CDOT allocates federal Transportation Alternatives Program (TAP) funding through a competitive process. Many TAP projects enhance non-motorized transportation, including on- and off-street pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and recreational trail program projects.

Severance Tax

The distribution represents 15 percent of the revenues collected in the Local Government Severance Tax Fund to counties or municipalities on the basis of residence of severance taxpayer production employees as reported to the Department of Revenue by severance taxpayers.

US DOT

Forest Reserve Act

Share of revenues generated from National Forest Lands and distributed on a formula to local government.

Mineral Lease

Mineral royalties, rents, and bonuses from federal lands in Larimer County.

Payments in Lieu of Taxes (PILT)

PILTs are federal payments to local governments that help offset losses in property taxes due to nontaxable federal lands within their boundaries.

Grant Programs

Safe Streets and Roads for All (SS4A)

The Safe Streets and Roads for All (SS4A) program provides federal funding to support local efforts to reduce roadway fatalities and serious injuries. The program prioritizes the development of a Comprehensive Safety Action Plan (SAP), which identifies the most critical roadway safety issues in a community and outlines evidence-based strategies and projects to address them.

As part of the Larimer on the Move planning effort, the County is currently developing a SAP using an SS4A planning grant. Completion of this plan will make the County eligible to apply for SS4A implementation grants, which can fund safety projects identified in the plan. These future implementation funds represent a significant opportunity to advance the County's vision for a safer, multimodal transportation network and to invest in projects that reduce risk for all roadway users.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core federal-aid program to achieve a significant reduction in fatalities and serious injuries on all public roadways. The program provides federal funds (90 percent federal, 10 percent state/local) for infrastructure projects that improve highway safety at locations where there is potential for crash reduction. The criteria for evaluating applications include the crash history and the cost of the entire project. Various projects are eligible for funding, including sidewalks, medians and pedestrian crossing islands, countermeasure signage, and guardrails. CDOT allocates funding throughout the state. Larimer County has successfully applied for HSIP funding in the past—particularly for guardrail improvements—and continues to monitor potential project locations through its safety reporting efforts. This ongoing monitoring supports proactive project identification and strengthens future grant applications.

Better Utilizing Investments to Leverage Development (BUILD)

The Better Utilizing Investments to Leverage Development (BUILD) Grant Program is a discretionary federal transportation grant program that supports surface transportation infrastructure projects with significant local or regional impact. The BUILD grant scoring criteria prioritize projects that improve safety, enhance economic competitiveness, support quality of life, promote environmental sustainability, and maintain transportation infrastructure in a state of good repair.

Office of Innovative Mobility Grants

CDOT's Office of Innovative Mobility (OIM) provides several grant opportunities for projects that work to improve air quality and reduce congestion by expanding multimodal transportation options using traditional and emerging mobility technologies. Applicants in 2024 could apply for several grant opportunities, including Mobility Services funds and Electrification and Energy funds. Entities can apply for awards no greater than $100,000 (or $50,000 for Transportation Demand Management (TDM) Innovation funds under Mobility Services) and no less than $20,000.

Safe Routes to Schools

The Safe Routes to School (SRTS) grant, a federal program administered by CDOT, funds projects that improve the safety and connectivity of bicycle and pedestrian routes to schools. The goal of SRTS is to encourage, educate, and enable children, particularly those in grades K–12, to walk or bicycle to school safely. Applicants can fund infrastructure projects such as sidewalk construction or repair, pedestrian and bicycle crossings, traffic calming measures, bicycle storage or improved signage and signals near school zones. Projects must benefit students in grades K–12 and must be within 2 miles of a school.

FHWA Bridge Funding Programs

Federal Highway Administration (FHWA) offers several programs to support the preservation, rehabilitation, and replacement of bridges, especially those that are structurally deficient or functionally obsolete. Key programs include:

- **Bridge Formula Program (BFP)**: Provides dedicated funding to states and localities for bridge replacement, rehabilitation, preservation, protection, and construction projects. Emphasis is placed on bridges in poor condition and those not on the National Highway System.
- **Bridge Investment Program (BIP)**: A competitive grant program that funds planning, preservation, and replacement of bridges with a focus on safety, condition, and system resilience. It supports both large-scale and smaller bridge projects.

Measuring Performance

Monitoring progress toward the goals of Larimer on the Move is essential to ensuring accountability, guiding future investments, and maintaining public and stakeholder trust. A performance measurement framework enables Larimer County to assess the effectiveness of its transportation investments and make informed, data-driven decisions over time.

Larimer County will use the set of performance measures organized by the plan's seven goal areas identified in **Table 17**. The County will review these measures periodically and refine as data availability improves and County priorities evolve.

Table 17: Potential Performance Measures

Goal Area	Objectives	Performance Measures
SAFETY	Eliminate traffic deaths and serious injuries	Total KSI (killed or seriously injured) crashes per year*
	Improve safety for vulnerable users	Pedestrian/bicyclist KSI crashes*
RESILIENCE	Maintain transportation assets in good condition	% of roads rated good/fair/poor*; % of bridge deck area rated good*
	Increase infrastructure resilience to extreme weather	Number of projects on emergency routes; number of projects in floodplains
	Reduce vehicle emissions	VMT per capita; electric mobility expansion (per Climate Smart Future Ready metrics)
TRAVEL CHOICE	Expand access to walking, biking, and transit	Miles of new or upgraded walking/biking facilities; new transit or human service provider options implemented
	Increase share of non-driving trips	Mode split; VMT per capita
EFFICIENCY	Reduce congestion and delays	Level of service (LOS) on major routes; average travel time on major corridors
REGIONAL CONNECTIONS	Strengthen rural-urban mobility	Number of regional routes improved; new multimodal connections
	Support interagency coordination and project delivery	Number of joint projects; funding secured through regional partnerships
FUNDING	Secure and diversify transportation funding	New transportation funding sources attained; total grant funding received; share of project costs covered by partners
	Deliver projects efficiently and on time	% of projects implemented annually; project delivery timelines met

**Currently reported annually*

Larimer County will track these measures through project implementation, capital improvement programming, and coordination with other County planning and reporting efforts. As additional data becomes available, the County will refine these metrics to reflect new priorities and opportunities.