



FORT COLLINS, CO

TOTAL POPULATION

174,871

POPULATION DENSITY

3059

TOTAL AREA (sq. miles)

57.16

OF LOCAL BICYCLE FRIENDLY BUSINESSES **61**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Diamond	Fort Collins
High Speed Roads with Bike Facilities	90%	66%
Total Bicycle Network Mileage to Total Road Network Mileage	70%	42%
Bicycle Education in Schools	EXCELLENT	EXCELLENT
Share of Transportation Budget Spent on Bicycling	INSUFFICIENT DATA	7%
Bike Month and Bike to Work Events	EXCELLENT	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	EXCELLENT	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	UPDATE UNDERWAY
Bike Program Staff to Population	PER 10K	8K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6.7 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	7.7 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	9.2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	8.4 /10

KEY OUTCOMES

	Diamond	Fort Collins
RIDERSHIP <i>Percentage of commuters who bike</i>	20%	5.39%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	50	247
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.0	0.82



KEY STEPS TO DIAMOND



- » Fort Collins has made significant improvements since the adoption of the 2014 Bicycle Master Plan. We are excited to see the upcoming Active Modes Plan update and all the future progress it will usher into your community. Consider publishing a report of how Fort Collins did in achieving its 2020 goals outlined in the 2014 Plan, and use this analysis to set new ambitious, measurable goals for the next 5-10 years in your next plan.
- » Lower speed limits on residential streets to 20 mph or less. Continue to introduce road diets and traffic calming measures to ensure compliance.
- » Improve land development and affordable housing policies to ensure that jobs, essential services, and everyday destinations are more easily accessible by bike for more residents at all income levels.
- » Continue to work with the Transportation Equity Committee to identify ways to prioritize equity and inclusion as key principles in the city's bicycle planning and engagement efforts.

- » Continue to fill gaps in the low-stress network by constructing bike/ped arterial crossing improvements, dedicated bike signals and signal phases, grade-separated crossings, paved trail extensions, wayfinding, and bike lanes with varying levels of protection based on the context of the roadway.
- » As part of the Vision Zero Action Plan, formally adopt a specific and measurable goal to eliminate all traffic fatalities and serious injuries within a specified time frame. Ensure that safety for all roadway users is a key metric used to inform decisions in the prioritization of all transportation investments and plans.
- » Increase funding, staff capacity, and equipment needed for the Streets department to sweep and remove snow from bike lanes. This in turn will facilitate the implementation of protected bike lanes.
- » Apply pre-and post-studies of new bicycle infrastructure more consistently; Analyze and report on the results of the City's bicycle counting program annually.