NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

March 16, 2016
Windsor Community Recreation Center
250 N. 11th Street—Pine Room
Windsor, Colorado
1:00 to 4:00 p.m.

1. Public Comment (2 minutes each)
2. Approval of January 20, 2016 Meeting Minutes (Pg. 2)

CONSENT AGENDA:
No Items this Month

ACTION ITEM:
No Items this Month

OUTSIDE PARTNERS REPORTS (verbal):
4. NoCo Bike Ped Collaborative
5. Regional Transit Items
6. Senior Transportation
7. Regional Air Quality Council

PRESENTATION:
8. 2016 NFRMPO Rider's Guide (Pg. 8) Gordon

DISCUSSION ITEMS:
9. US 34 PEL Study (Pg. 15) Lou Keen, CDOT
10. CDOT Region 4 Intersection Prioritization Study (Pg. 19) Karasko
11. FHWA Bike/Ped Information Request (Pg. 25) Karasko

REPORTS:
NFRMPO Counter Program Update Buckley
TIP Administrative Modification Updates (Pg. 27) Buckley
Mobility Committee Updates Gordon/Karasko
Roundtable All

MEETING WRAP-UP:
Final Public Comment (2 minutes each)
Next Month’s Agenda Topic Suggestions

TAC MEMBERS: If you are unable to attend this meeting, please contact Becky Karasko at (970) 416-2257 or bkarasko@nfrmpo.org.
Thank you.
CALL TO ORDER:
Chair Anderson called the meeting to order at 1:06 p.m.

PUBLIC COMMENT:
There was no public comment.

APPROVAL OF THE DECEMBER 16, 2015 TAC MINUTES
Holdren moved to approve the December 16, 2015 TAC Meeting Minutes. Mallette supported the motion and it was approved unanimously.

CONSENT ITEMS
No items this month.

ACTION ITEMS
No items this month.

OUTSIDE PARTNERS REPORTS (verbal)
Regional Transit Items
Jones stated GET implemented new route changes on January 4th and there has been an increase in ridership. Feedback has been positive from users. GET is currently studying a transit connection between Fort Collins and Greeley connecting Colorado State University to the University of Northern
Colorado. Schneiders inquired about a stop at the Harmony Park-N-Ride, Jones replied a route has yet to be determined.

Schneiders stated Bustang ridership continues to increase. The passenger shelter at Loveland is in place. She stated she would like to wait until the August TAC to announce Bustang performance measures. Mallette asked if CDOT has increased the number of Bustang buses on I-70, Schneiders stated they are on order.

Jones stated as an informational item Senate Bill 11 proposes to eliminate FASTER Transit funding which includes operational and capital funding.

**NoCo Bike Ped Collaborative**
Willis stated the NoCo Bike & Ped Collaborative had a successful conference in November 2015. Keynote speaker Mark Fenton encouraged communities to get people walking and bicycling by removing barriers. The NFRMPO will place links on their website in February or March with conference information. The next conference is planned for 2017. At the January meeting Mike Tupa, with UC Denver and DOLA, presented the conceptual design for the Wildcat Trail from Milliken to Firestone. The group also discussed its 2016 schedule.

**Senior Transportation**
No member present.

**Regional Air Quality Council**
Karasko provided an update from Brimmer. Work continues to improve model performance for the Ozone State Implementation Plan (SIP) attainment demonstration. RAQC subcommittees are continuing to meet to evaluate strategies for both the current ozone SIP (75 ppb) and strategies likely needed to meet the new ozone standard (70 ppb).

**PRESENTATION**

**ADA Transition Plans and Title VI**
Patrick Gomez, Civil Rights Specialist with the FHWA Resource Center presented on Americans with Disabilities Act (ADA) Transition Plans and their impacts on MPOs.

ADA is a law and under the 2008 ADA amendments almost everyone could define themselves as disabled. Both cognitive disabilities and ability to concentrate or function normally can be included. Not complying with the ADA is the same as age, race, religion, or gender discrimination.

According to the 2010 Census, 52 million Americans over the age of 15 have a disability and 7.5 million Americans have hearing disabilities. Additionally, 5 million Americans experience dementia, which is expected to rise to 13.8 million by 2050.

Mallette asked about the appropriate ADA building standards. The ADA Accessibility Guidelines (ADAAG) are used for buildings. The Public Rights of Way Accessibility Guidelines (PROWAG) standard is currently under a notice of proposed rulemaking and will most likely be in place by March 2016. CDOT has already adopted it as a standard.

There are six basic requirements to ensure ADA compliance:

- Ensuring individuals with disabilities are not excluded from programs, services, and activities (pedestrian facilities are an example of a program);
- Designating an ADA Coordinator;
- Development and posting ADA Policy Statement;
- Development and posting Grievance Procedures/Complaint Procedures;
- Completing a self-evaluation and creating an inventory of items that could impact an individual with disabilities; and
- Development of a Transition Plan.
Communities with 50 or more employees and those with 15 or more employees who receive federal funds must designate an ADA Coordinator. All entities must have a way to deal with ADA matters regardless of size and must complete a self-evaluation and/or inventory of items which could affect an individual with disabilities. A Transition Plan must be created to address any issues identified during the evaluation. The elements of a Transition Plan include:

- Identification of physical obstacles and their location;
- Detailed description of the methods the entity will use to make the facilities accessible;
- Schedule for making the access modifications;
- Yearly schedule if the transition plan is more than one year long; and
- Name and title of the official who is responsible for implementing the Transition Plan.

Gomez highlighted which type of roadway work would trigger the requirement for curb ramp installations and retrofits. Roadway resurfacing would, while non-structural resurfacing would not, but it varies from state to state. The Department of Justice (DOJ) gave further guidance on the construction of curb ramps with a distinction between maintenance (no current requirement to install) and alteration (requirement to install). If two or more maintenance processes are used, it is considered an alteration.

Gomez concluded by mentioning a webinar answering frequently asked questions on ADA Compliance will be conducted in early March 2016.

WORK SESSION
Karasko began the work session with an overview of the projects NFRMPO staff will be working on in 2016, including:

- Non-Motorized Plan;
- Transportation Profile;
- US 287 Inventory;
- Freight Northern Colorado;
- NFRMPO Website Update;
- Call for Projects for FY20-21;
- Quarterly Newsletter;
- Mobility Coordination functions; and
- Hiring one to two transportation planners.

Karasko then asked TAC how it would like to interact with staff. She stated the MPO staff have an expectation to hear feedback from TAC on plans and reports. TAC is expected to guide direction on studies and plans; review recommendations; provide data, data sources, and appropriate contacts; and keeping Council members informed. She stated in the future, a NFRMPO staff member would be designated to work on TAC meetings and packets to help consolidate communication with the TAC.

Wilkinson stated she struggled with the timeline to provide input with the RTP. She felt it was too late at certain times to provide feedback and would like to learn about the different options for feedback.

Karasko stated the timeline has been extended for the Non-Motorized and Freight Plans due to staffing changes and to allow for more TAC member involvement.

Mallette stated certain items are more important for TAC to weigh in. An example would be different approaches for the upcoming Call for Projects.

Bracke stated he would like to have the TAC more involved with problem solving, goal setting, and implementation. The last plan went at a rapid pace of a chapter or two every month and was not in depth enough or had enough TAC involvement; the larger documents need more TAC involvement.

Karasko replied the 2045 plans will have more TAC involvement and longer timelines.
Bracke stated TAC is the place to have structured discussions and staff should use TAC for structured work sessions.

Karasko then asked, how TAC members wanted to be involved. She stated there is not an expectation from staff for TAC review every word in a plan, but rather to focus on the broad goals and recommendations. She stated there is a balance between the plans and schedule last year and what TAC members want to do. Bracke stated the right people need to be at the table. Mallette stated the standing items, such as the UPWP, need to be on a prioritized list so they can receive enough attention.

**REPORTS**

**ADA Transition Plans Inventory Update**

Karasko stated Gordon contacted each community about the appropriate ADA Transition Plan contact. Fort Collins, Greeley, Johnstown, Loveland, and Windsor have a current ADA Transition Plan. Evans and Milliken are working on plans; Weld County is updating their plan; Larimer County and Severance do not have plans; and Berthoud, Eaton, Garden City, LaSalle, and Timnath did not respond.

Bustow stated the focus of the ADA Transition Plan inventory is currently at the state level and will later move to local levels. Mallette asked Jensen if the NFRMPO needs an ADA transition plan. Jensen responded they do not as they do not own any right-of-way.

**NFRMPO Counter Program Update**

Buckley presented on the NFRMPO purchased vehicle travel time collectors (VTTC), bicycle counters, and the NFRMPO’s 2016 Annual Congestion Management Process (CMP) Report. The NFRMPO purchased three VTTCs each for Fort Collins, Loveland, and Greeley. MOAs are in place with Greeley and Loveland. Greeley installed and activated the devices. Loveland has an expected installation date of April 1st.

The NFRMPO purchased two permanent bicycle and pedestrian counters, which use a combination of infrared and electric in-ground loops, to collect counts. They will be placed on the Poudre Trail, one each in Larimer County and Weld County. Greeley has returned a signed MOA for their permanent counter.

Two mobile tube counters were purchased to count bicycles and one mobile infrared counter was purchased to count all users. Each mobile device will be available for check out by a community or organization for use. Currently, staff is reviewing the MOA and MOU for the mobile devices. A list of possible mobile count locations was distributed and reviewed. A JAMAR representative is expected to travel to the region to help with training and installation of the permanent counters. Communities who are interested in using mobile counters should contact Buckley.

Bracke asked if the software would be provided. Buckley stated five software licenses were included with the counters. The data would need to be downloaded by NFRMPO staff and would then be sent to the counting community.

Buckley then discussed the 2016 Annual CMP Report, which summarizes congestion for 2015.

Bustow asked if interstates and expressways would be included. Buckley confirmed they would. Bustow asked if freight information will be collected. Buckley confirmed it would be included. Purdy asked if targets would be set for the buffer index. Buckley stated this report would be a baseline for the future. Mallette then asked for clarification on the buffer index and if this would be a full report or an annual report? Purdy explained a buffer index is the addition to average travel time required to reach your destination at a peak travel time 95 percent of the time. Buckley then added this would be an annual report.

Karasko asked if the outline was the right amount of information and if it would be useful. Mallette stated a congestion trend line would be interesting to see. Bustow asked if TIP projects would be included to show a complete picture of congestion projects. Buckley confirmed they would be included.
Buckley stated there were no TIP Administrative Modification updates. The US 287 gap resurfacing project was closed. Schneiders inquired about a TIP project list in the TAC meeting packet for future meetings.

**Roundtable**

Bracke stated as part of the City of Greeley’s RAMP project the adaptive signal control on US 34 and US 85 was installed in December. Travel times on US 34 have gone from 12-13 minutes at peak times to eight minutes and side street congestion has also improved.

Schneiders stated the CDOT Federal Inactives Report had been handed out and is based on the amount of money left in a project. The different warning levels for projects are based on activity. Last year, $22 Million was sitting unused, this year it is $2 Million.

The Lawson Construction Company is under contract for the 287/SR 1 to the Laporte Bypass construction. There will be an open house for Vine Street on January 25th. There has been no word regarding the Presidential Challenge.

Karasko stated if anyone has changes to TAC representation or alternates, January is the time for adjustments.

**MEETING WRAP-UP:**

**Final Public Comment** – There was no final public comment.

**Next Month’s Agenda Topic Suggestions** – The February TAC meeting has been canceled. The February Council meeting will be held as scheduled.

Meeting adjourned at 2:54 p.m.

**Meeting minutes submitted by:**

Aaron Buckley, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, March 16, 2016 at the Windsor Recreation Center, Pine Room.
The North Front Range Metropolitan Planning Organization (NFRMPO) is an association of 15 local governments working together to improve regional transportation and air quality. Transportation options provided by local governments helps achieve both of these goals.

The NFRMPO Riders Guide is a resource for locating transportation services that offer alternatives to moving around the region by personal vehicle.

The NFRMPO Riders Guide is a collaborative effort between the NFRMPO, the Larimer County Mobility Council, and the Weld County Mobility Council who work on the goal of access for everyone to the services needed for self-sufficiency and independence.

Available in print and online, this guide provides an overview of public transportation services in the North Front Range area. For additional details on the services listed in this guide, contact the providers using the provided phone numbers and website addresses or visit noco.findmyride.info for direct links to provider websites and information.
FIXED-ROUTE SERVICES
Buses which run along an established path at preset times, picking up passengers at designated bus stops.

Typically, fixed-route service is characterized by printed schedules or timetables, with designated bus stops where passengers board and alight.

Most cities operate buses along fixed-routes because their communities have higher population densities, as well as frequently-used origins and destinations concentrated along main arteries.

Transfort, GET and COLT each provide comprehensive route guides for their services. To receive a copy of individual agency guides, contact each agency directly.

Transfort
www.greeleyevanstransit.com
970-221-6620

MAX
Monday – Saturday...5:10 am – 12:00 am
Single Ride...$1.25 - Seniors...$0.60 - Disabled/Medicare...$0.60 - Youth/CSU Student...FREE
Transfort has 20 routes operating within the City of Fort Collins, Colorado State University, and FLEX which connects to Loveland, Berthoud, and Longmont. See Transfort’s schedule for additional information. Discounted passes are available at specific locations and by mail.

GET
www.greeleyevanstransit.com
970-350-9287

GET has 7 routes which circulate within Greeley, Evans, Garden City, and the University of Northern Colorado. See GET schedule for times and additional fare information. Passes are available at specific transit offices, City Hall, grocery stores, and the senior centers in Greeley and Evans.

COLT
www.cityofloveland.org/COLT
970-962-2429

COLT has 3 routes which circulate within the City of Loveland. See COLT schedule for times and additional fare information. Discounted passes are available.
DEMAND-RESPONSE/MODIFIED FIXED ROUTE

Demand-Response: Vehicles operating in response to calls from passengers.

Modified Fixed-Route: Fixed route service with some flexibility in drop off

Demand-Response and Modified Fixed-Route providers are listed on the map above by their office locations. Service areas may differ from location of provider office.

Contact providers directly for service boundaries and details of service.
PARATRANSIT

Transportation service primarily intended for persons with disabilities and the elderly. Operates in response to calls from passengers. Application required to determine eligibility for service.

* For Non-Emergency Medical Transportation (NEMT) for Medicaid eligible customers, call TOTAL TRANSIT at 1-855-264-6368

Each paratransit provider’s service meets minimum service requirements of the Americans with Disabilities Act of 1990 (ADA).

Contact providers directly for service boundaries and details of service.

GET/PARATRANSIT SERVICE

www.greeleyevanstransit.com
970-350-9290

Visit website or call for paratransit application. Service is not available on some holidays. Discounted single ride and monthly passes available.

SERVICE HOURS
Monday – Friday
6:00 am – 8:10 pm
Saturday
7:25 am—5:10 pm

FARE
$3.00
(for each one-way trip)

COLT/PARATRANSIT SERVICE

www.cityofloveland.org/COLT
970-962-2700

Visit website or call for paratransit application. Service is not available on some holidays.

SERVICE HOURS
Monday – Friday
6:38 am – 6:37 pm
Saturday
8:48 am – 5:37 pm

FARE
$2.00
(for each one-way trip)

TRANSFORT/DIAL-A-RIDE

www.ridetransfort.com
970-224-6066

Service only available for individuals with disabilities. Visit website or call for paratransit application.

SERVICE HOURS
Monday – Saturday
6:00 am – 11:00 pm

FARE
$2.50
(for each one-way trip)
VANGO™ Vanpool/Carpool

www.smarttrips.org
800-332-0950

Smarttrips.org helps commuters find carpool and vanpool matches and other commuter options at no charge. Vanpools are groups of six people with similar commutes to and from work. Monthly vanpool fees vary by route. Call or visit website for details.

COMMUTER/MEDICAL SHUTTLE

Limited route structure connecting commuters/patients to a limited number of origins and destinations.

Changing commute

Routes connecting destinations in the North Front Range to Longmont, Boulder, the Denver Metro area, Colorado Springs, and Glenwood Springs.

FLEX/FLEX BOULDER EXPRESS

FLEX is a regional bus route serving stops between Fort Collins, Loveland, Berthoud, Longmont, and Boulder. Made possible through a regional partnership and operated by Transfort. Transfers to the RTD bus system are available in Longmont and Boulder.

NEW! Express transit service with limited stops between Fort Collins and Boulder. Visit website for FLEX/FLEX Express schedules, fares, and further details.

www.ridetransfort.com/flex

CONNECTING HEALTH

www.columbinehealth.com/connect_health/

Complimentary transport service serving Fort Collins, Loveland, and Greeley, provided by University of Colorado Health and Columbine Health Systems. Service stops at five regional medical facilities. Visit website for route schedule.

BUSTANG

Interregional Express Bus service from the Colorado Department of Transportation. Bustang connects travelers to and from Denver, Colorado Springs, Fort Collins, Glenwood Springs and more. Adult ticket prices start at $9.00, one-way. Not to be used for intraregional transit. Monday through Friday service.

www.ridebustang.com
COMMERCIAL SERVICE
Vehicle with driver for hire to carry passengers between any two points for a fare determined by a meter or a flat rate.

Commercial vehicles may be fleet vehicles, company cars, or other vehicles used for business. In the North Front Range area, commercial vehicles can be scheduled anywhere from 1 hour to 48 hours or more in advance.

EXPRESS ARROW
www.blackhillsstageline.com
877-779-2999
SERVICE AVAILABLE
Monday – Sunday
1 daily bus from Greeley.

FARE: From $24.75 for one-way trip between Greeley and Denver. Visit website for details and tickets. Advance notice suggested for special assistance requests.

SAPPHIRE CAR SERVICE
www.sapphirecarservice.com
970-545-0919
Custom car service in Northern Colorado for 1-6 people.
Local, airport, and mountain service available. Fully licensed and insured.
Call for rates and to schedule service.

SMARTRIDES
www.smart-rides.com
970-347-9791
Taxi, courier, and concierge-carry-out service.
Based in Greeley, providing services throughout Weld County.
Call for rates and to schedule service.

YELLOW CAB of Northern Colorado
www.fortcollinstaxi.com
970-224-2222
Taxi service in Fort Collins, Loveland, Greeley, and surrounding cities.
Services also include Mobility Plus ADA accessible vehicles for disabled passengers. Call, text, or visit website for further details and fare information.

Lyft
www.lyft.com
Download the app through Google Play or the Apple Store.
SERVICE AVAILABLE
Service and fares are dependent on demand. See website for more information.

Uber
www.uber.com
Download the app through Google Play or the Apple Store.
SERVICE AVAILABLE
Service and fares are dependent on demand. See website for more information.
DISCUSSION ITEM: US 34 PEL Study
Objective/Request Action

CDOT Region 4 Staff is providing TAC with an overview of the US 34 PEL Study.

Key Points

- CDOT staff is proposing a US 34 PEL Study from the western border of Loveland (Glade Road) to the eastern border of Kersey (Weld County Road 55).
- This PEL Study aims to improve safety, access, economic development opportunities, long range planning, and other efforts along the US 34 corridor.
- The total Study area is 76.9 miles, with 91 percent of the mileage within the NFRMPO boundary:
  - **US 34**: 33.1 miles, with 86 percent within the NFRMPO boundary;
  - **North Corridor (Crossroads, O Street and Rocky Mountain Avenue)**: 14.5 miles currently built and 4.3 miles proposed, 100 percent within the NFRMPO Boundary; and
  - **South Corridor (SH 402/Larimer County Road 18/Weld County Road 54/37th Street)**: 24.9 miles, with 91 percent within the NFRMPO boundary.
- This study builds off of two 2003 plans: the US 34 Corridor Optimization Plan and the US 34 Corridor Access Control Plan.
- CDOT is requesting the NFRMPO allocate FY19 Regional Priority Project (RPP) funds to the study. If this PEL Study is not funded, CDOT would request the FY19 RPP funds be used to further North I-25 design and right of way (ROW) acquisition.

Committee Discussion

This is the first time the TAC will be briefed on the US 34 PEL Study.

Supporting Information

The US 34 Coalition met on February 4, 2016 to discuss how to fund a PEL for the area shown on the attached map. CDOT has estimated a cost of $2.3M with $1.8-1.9M within the NFRMPO boundary. CDOT has also provided a table showing the percentage of study area within each local community’s growth boundary, also attached.

Advantages

A PEL Study considers environmental, community, and economic goals early in the planning process. This includes a transportation analysis, long range planning, safety concerns, identifying environmental concerns, and prioritization of needs. This process helps to minimize duplication of effort, promotes efficient and cost-effective solutions and environmental stewardship, and reduces delays in project implementation.

Disadvantages

If this PEL Study request is approved by Planning Council, there will be limited FY19 RPP funding available for other projects within the region, including North I-25.

Analysis/Recommendation

CDOT Region 4 is presenting the proposed US 34 PEL Study to TAC and requests TAC members provide feedback.

Attachments

- US 34 PEL Study Area Map
- US 34 PEL Mileage Chart
Proposed Municipality Shares
Land Use Mileage / Percentage Breakdown

<table>
<thead>
<tr>
<th>Municipality</th>
<th>US 34 Corridor* Miles</th>
<th>North Corridor** Miles (All in N. Front Range)</th>
<th>South Corridor*** Miles</th>
<th>Three Route Total Miles</th>
<th>Percentage (Share)</th>
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<td>CrossRd to O Street Proposed Connection</td>
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DISCUSSION ITEM: CDOT Region 4
Intersection Prioritization Study
Memorandum

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: March 16, 2016

Re: CDOT Region 4 Intersection Prioritization Study

Background

CDOT Region 4 is conducting an Intersection Prioritization Study for the four Transportation Planning Regions (TPRs) located within its boundaries: TPR 2, TPR 3 (NFRMPO), TPR 6, and TPR 13 (Upper Front Range). The goal of this study is to identify 20 to 25 intersections for improvement and to develop a prioritized list for CDOT Region 4 to use as justification for funding from FASTER Safety and Highway Safety Improvement Program (HSIP) allocations.

To ensure the priorities of the local communities have been taken into account, CDOT Region 4 staff is requesting input from TAC members on the MPO’s top 10 priorities for intersection improvements. CDOT has requested information be provided to them by Thursday, March 17, 2016 so they can move forward with their prioritization process to select an intersection for improvement in FY2016.

Action

Staff is requesting TAC members review the attached spreadsheets and map and bring a list of their jurisdiction’s top 10 priorities, specifically those priorities not included on the CDOT list, and justifications (i.e. traffic counts, crash rates, safety issues, etc.) to the March TAC meeting for discussion and creation of an MPO list for CDOT staff.
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<th>MP</th>
<th>Description</th>
<th>PDO</th>
<th>INJ</th>
<th>FAT</th>
<th>TOT Loss</th>
<th>LOSS In+Fat</th>
<th>AADT</th>
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<th>Intersection Type</th>
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<td>Approach Turn [17] Bicycle [1]</td>
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<td>(LARIMER)</td>
<td>Urban 2-Lane Undivided Unsignalized 4-Leg</td>
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TOP 4 PRIORITIZED INTERSECTIONS IN CDOT REGION 4 - TPR #3

WEIGHTING

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1. **Interchange** - 5 INTERCHANGE- PERFORMANCE FOR PEAK WEEK OF PEAK TRAFFIC FOR PEAK WEEK CONGESTION DURING PEAK TRAFFIC FOR PEAK WEEK.

2. **APPROPRIATE** - SAFEGUARD ALL 4-WAY SPUR SIGNALS.

3. **Preplanned Intersection** - AT PATTERNS OF INTERSECTIONS.

4. **PATTERN** - CRASH PATTERNS AT SUM.

5. **PATTERN** - CRASH PATTERNS AT SUM.

6. **PATTERN** - CRASH PATTERNS AT SUM.

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28. **PATTERN** - CRASH PATTERNS AT SUM.

29. **PATTERN** - CRASH PATTERNS AT SUM.

30. **PATTERN** - CRASH PATTERNS AT SUM.

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1. **Preplanned Intersection** - CRASH PATTERNS AT SUM.

2. **Preplanned Intersection** - CRASH PATTERNS AT SUM.

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DISCUSSION ITEM: FHWA Bike/Ped Information Request
Memorandum

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: March 16, 2016

Re: FHWA Bike/Ped Information Request

Background

The Federal Highway Administration (FHWA) is a champion of safe, integrated, and convenient transportation systems for all users. As a part of their Strategic Implementation Plan, the Colorado Division of the FHWA has set a national leadership goal to emphasize pedestrian and bicycle transportation. Toward this goal the Colorado Division of the FHWA is inventorying how CDOT, Colorado MPOs, and Local Agencies are addressing the gaps in multimodal transportation connectivity. Specifically, they are collecting information on the various tools and programs being used to address and bridge these gaps.

Action

FHWA is requesting local communities provide information on policies and approaches (including Complete Streets, road diets, safety and enforcement, etc.) related to bicycle and pedestrian infrastructure for inclusion in the FHWA Colorado Division report to FHWA Headquarters.
### Project Description/Location

**Federal**

Modify & reconstruct

**Region 4**

**CDOT**

Highway Added Capacity

**State**

Modify & reconstruct

**Source of Funds**

**Funding Type/Program**

**FY15**

**FY16**

**FY17**

**FY18**

**FY19**

**TOTAL FY16-19**

---

**STRATEGIC**

**Previous Entry:** N. I-25 Corridor (Denver to Fort Collins) Construction

Funding amounts allocated for the North Front Range Region

**New Entries:** 2016-031 N. I-25 Corridor (Denver to Ft Collins) Construction / I-25 S/O SH56 Climbing Lanes

**New Entries:** 2016-032 Crossroads Bridge Replacement

**New Entries:** 2016-033 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-034 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-035 I-25: S/O SH56 Climbing Lanes

**New Entries:** 2016-036 I-25 Post EIS Design & ROW

**New Entries:** 2016-037 I-25 Post EIS Design & ROW / I-25 SH66 to SH56 (NFR portion only)

**New Entries:** 2016-038 I-25 Surface Treatment

**Source of Funds**

**Funding Type/Program**

**FY15**

**FY16**

**FY17**

**FY18**

**FY19**

**TOTAL FY16-19**

---

**REGIONAL PRIORITIES**

**Previous Entry:** N. I-25 Corridor (Denver to Fort Collins) Construction

**Region 4**

**New Entries:** 2016-031 N. I-25 Corridor (Denver to Ft Collins) Construction / I-25 S/O SH56 Climbing Lanes

**New Entries:** 2016-032 Crossroads Bridge Replacement

**New Entries:** 2016-033 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-034 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-035 I-25: S/O SH56 Climbing Lanes

**New Entries:** 2016-036 I-25 Post EIS Design & ROW

**New Entries:** 2016-037 I-25 Post EIS Design & ROW / I-25 SH66 to SH56 (NFR portion only)

**New Entries:** 2016-038 I-25 Surface Treatment

**SURFACE TREATMENT**

**Previous Entry:** N. I-25 Corridor (Denver to Fort Collins) Construction

**Region 4**

**New Entries:** 2016-031 N. I-25 Corridor (Denver to Ft Collins) Construction / I-25 S/O SH56 Climbing Lanes

**New Entries:** 2016-032 Crossroads Bridge Replacement

**New Entries:** 2016-033 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-034 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-035 I-25: S/O SH56 Climbing Lanes

**New Entries:** 2016-036 I-25 Post EIS Design & ROW

**New Entries:** 2016-037 I-25 Post EIS Design & ROW / I-25 SH66 to SH56 (NFR portion only)

**New Entries:** 2016-038 I-25 Surface Treatment

---

**FASTER (North Front Range Listings of State Highway Locations)**

**Previous Entry:** 2016-031 N. I-25 Corridor (Denver to Ft Collins) Construction / I-25 S/O SH56 Climbing Lanes

**New Entries:** 2016-032 Crossroads Bridge Replacement

**New Entries:** 2016-033 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-034 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-035 I-25: S/O SH56 Climbing Lanes

**New Entries:** 2016-036 I-25 Post EIS Design & ROW

**New Entries:** 2016-037 I-25 Post EIS Design & ROW / I-25 SH66 to SH56 (NFR portion only)

**New Entries:** 2016-038 I-25 Surface Treatment

---

**FASTER Safety Pool project 50% of project is within (NFR) North Front Range. The amounts shown are for the NFR share only. The funds are available within the CDOT FASTER Safety Pool.**

**REASON:** Divide original STIP number SSP4028 for the Whole I-25 Corridor into individual project STIP numbers. The increase in the RAMP funds is to correct the amount loaded into the new FY16-19 STIP. The $28,425k, $1,100k(Crossroads), and $1,100k(Climbing Lanes) are all part of the original $35,000k RAMP funds awarded and was reported to NFR in error at only $28,000k.

**FASTER (North Front Range Listings of State Highway Locations)**

**Previous Entry:** 2016-031 N. I-25 Corridor (Denver to Ft Collins) Construction / I-25 S/O SH56 Climbing Lanes

**New Entries:** 2016-032 Crossroads Bridge Replacement

**New Entries:** 2016-033 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-034 N. I-25 Corridor (Denver to Ft Collins) Construction

**New Entries:** 2016-035 I-25: S/O SH56 Climbing Lanes

**New Entries:** 2016-036 I-25 Post EIS Design & ROW

**New Entries:** 2016-037 I-25 Post EIS Design & ROW / I-25 SH66 to SH56 (NFR portion only)

**New Entries:** 2016-038 I-25 Surface Treatment

---

**FASTER Safety Pool project 50% of project is within (NFR) North Front Range. The amounts shown for the NFR share only. The funds are available within the CDOT FASTER Safety Pool.**

**REASON:** Divide original STIP number SSP4028 which was for the whole North I-25 corridor into individual project STIP numbers.
<table>
<thead>
<tr>
<th>STIP Number</th>
<th>NFR TIP Number</th>
<th>Project Description/Location</th>
<th>Project Sponsor</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/ Program</th>
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<th>FY16</th>
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**Reasons:**
- Project was shown in FY12-17 TIP Surface Treatment Pool and needs to be shown in FY16 roll-forward as part of the CDOT Surface Treatment Pool redistribution process.
- CDOT R4 requests Roll Forward from FY12-17 TIP. Project was shown in FY12-17 TIP as $4,200k FY16 Surface Treatment funds. The FY15 funding should still be in the FY16 TIP. All funding is available from within Region 4's Surface Treatment Pool.
- Project was shown in FY12-17 TIP as $3,786k FY16 Surface Treatment funding. The FY16 funding should still be in the FY16 TIP as well as the roll-forward. All funding is available from within Region 4's Surface Treatment Pool.
### Funding amounts allocated for the North Front Range Region

**Region 4**

<table>
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<th>STP Number</th>
<th>NFR TIP Number</th>
<th>Project Description/Location</th>
<th>Source of Funds</th>
<th>Improvement Type</th>
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<th>FY16</th>
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**REASON:**

Adding Highway Safety Improvement Program (HSIP) funds to Region 4 Hazard Elimination Pool Funds to be used on US85 O St to Ault

---

### Funding Sources:

- **CMAQ (CNF)** increased by $37,850 for FY16
- **STP Metro (MNF)** decreased by $40,181 making the TIP overprogrammed by that amount
- **TAP funds (TNF)** increased by $992
- **Surface Treatment Pool funding for FY2019 added** ($59,630)
- **Added FY19 CDOT Region 4 Surface Treatment Pool allocation** ($59,630)
- **Added CDOT Region 4 Hazard Elimination Pool Funds (See SAFETY section above)**