## AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Item</th>
<th>Submitted By</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 19, 2020</td>
<td>2019 MMOF Call for Projects Recommendations</td>
<td>AnnaRose Cunningham</td>
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### Objective/Request Action

To discuss the project scoring for $5.58M FY2019 Multimodal Options Fund (MMOF) State funding for bike and pedestrian, transit, and multimodal or mobility projects within the NFRMPO region.

### Key Points

- A total of 13 project applications were submitted: seven bike/ped, four mobility, and two transit.
- Requests for funding exceeded the funds available by $1,909.
- The MMOF Scoring Committee met on February 11, 2020 to score applications. The Scoring Committee recommended partially funding the Transfort Bus Procurement project and fully funding the remaining 12 projects. Funding recommendations are listed in the MMOF Call for Projects Summary Table (attached).

### Committee Discussion

- This is the first time the TAC is discussing the FY2019 MMOF Call for Projects recommendations.

### Supporting Information

- Each community applying for funding was required to have one representative at the scoring committee as a voting member.
- The Scoring Committee included voting representatives from the communities of Berthoud, Evans, Fort Collins, Greeley, Larimer County, Loveland, Severance, and Windsor and non-voting representatives from CDOT, additional representatives from project communities, and NFRMPO staff.
- The projects were ranked highest to lowest based on the scoring criteria and point system identified in the 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines.

### Advantages

- The projects recommended by the Scoring Committee will provide the greatest benefit the region based on the scoring criteria.
- The projects were recommended using the scoring process identified in the 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines.

### Disadvantages

- None.

### Analysis/Recommendation

Staff requests TAC review the Call for Projects recommendations for MMOF funding through the NFRMPO. The Call for Projects Recommendation will return as an Action item at the March TAC meeting.

### Attachments

- MMOF Call for Projects Recommendations Summary Table
- MMOF Scoring Committee Meeting Minutes
- Multimodal Options Fund Candidates Map
<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Pool</th>
<th>Funding Request</th>
<th>Funding Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Greeley</td>
<td>Greeley #3 Canal Trail</td>
<td>Bike/Ped</td>
<td>$350,000</td>
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<tr>
<td>2</td>
<td>Larimer County</td>
<td>Poudre River Regional Trail Windsor to Timnath Connection</td>
<td>Bike/Ped</td>
<td>$399,417</td>
<td>$399,417</td>
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<td>3</td>
<td>City of Loveland</td>
<td>South Boyd Lake Trail</td>
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<td>$500,000</td>
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<td>4</td>
<td>City of Evans</td>
<td>Evans Transportation Master Plan</td>
<td>Mobility</td>
<td>$150,000</td>
<td>$150,000</td>
</tr>
<tr>
<td>5</td>
<td>City of Fort Collins</td>
<td>West Elizabeth Corridor - Preliminary Design</td>
<td>Mobility</td>
<td>$750,000</td>
<td>$750,000</td>
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<tr>
<td>6</td>
<td>City of Fort Collins</td>
<td>Laporte Ave Improvements - Fishback to Sunset</td>
<td>Bike/Ped</td>
<td>$250,000</td>
<td>$250,000</td>
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<td>7</td>
<td>City of Greeley</td>
<td>Comprehensive Transportation Plan</td>
<td>Mobility</td>
<td>$325,000</td>
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<td>8</td>
<td>Town of Berthoud</td>
<td>Berthoud Parkway Trail Gap Elimination</td>
<td>Bike/Ped</td>
<td>$200,000</td>
<td>$200,000</td>
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<tr>
<td>9</td>
<td>Town of Severance</td>
<td>WCR23/Great Western Trail Pedestrian Connection</td>
<td>Bike/Ped</td>
<td>$75,000</td>
<td>$75,000</td>
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<td>10</td>
<td>Town of Windsor</td>
<td>7th Street Multimodal Study &amp; Early Action</td>
<td>Mobility</td>
<td>$150,000</td>
<td>$150,000</td>
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<tr>
<td>11</td>
<td>City of Fort Collins</td>
<td>Siphon Overpass-UPRR Power Trail Grade Separated Crossing</td>
<td>Bike/Ped</td>
<td>$500,000</td>
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<td>12</td>
<td>City of Loveland</td>
<td>SH 287 West Sidewalk Gap</td>
<td>Transit</td>
<td>$292,500</td>
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<td>13</td>
<td>City of Fort Collins</td>
<td>Transfort Bus Procurement</td>
<td>Transit</td>
<td>$910,000</td>
<td>$908,091</td>
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</table>

**TOTAL FUNDING AVAILABLE***  
$5,575,008

**TOTAL FUNDING RECOMMENDED**  
$5,575,008

* Total Funding Available equals $5,575,008 available from the State minus the set asides approved by Planning Council of $600,000 for the Expansion of the Mobility Program and the $125,000 for the Premium Transit Analysis.
2019 Multimodal Options Fund Call for Projects
Technical Advisory Committee (TAC)

Application Summary

<table>
<thead>
<tr>
<th>Pool</th>
<th>Funds Available</th>
<th>Funds Requested</th>
<th>Number of Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike/Ped</td>
<td>$1.86M</td>
<td>$2.27M</td>
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</tr>
<tr>
<td>Transit</td>
<td>$1.86M</td>
<td>$1.28M</td>
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<tr>
<td>Mobility</td>
<td>$1.13M*</td>
<td>$1.38M</td>
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<td><strong>Total</strong></td>
<td><strong>$4.85M</strong></td>
<td><strong>$4.93M</strong></td>
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*Mobility Pool total is the pool amount minus the $600,000 set aside for the Mobility Program Expansion and the $125,000 set aside for the Transit Study
Scoring Committee Members

Voting Members
- Berthoud
- Evans
- Fort Collins
- Greeley
- Larimer County
- Loveland
- Severance
- Windsor

Non-Voting Members
- CDOT
- Additional Community Representatives
- NFRMPO Staff

MMOF Call for Projects
### Application Summary

<table>
<thead>
<tr>
<th>Funds</th>
<th>Bike/Ped</th>
<th>Transit</th>
<th>Mobility</th>
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<tbody>
<tr>
<td>Available</td>
<td>$1,858,336</td>
<td>$1,858,336</td>
<td>$1,133,336*</td>
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<tr>
<td>Requested</td>
<td>$2,274,417</td>
<td>$1,202,500</td>
<td>$1,375,000</td>
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<tr>
<td>Remaining</td>
<td>$416,081</td>
<td>$655,836</td>
<td>$241,664</td>
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*Mobility Pool total is the pool amount minus the $600,000 set aside for the Mobility Program Expansion and the $125,000 set aside for the Transit Study

<table>
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<tr>
<td>Bike/Ped</td>
<td>$2,274,417</td>
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<tr>
<td>Transit</td>
<td>1,202,500</td>
</tr>
<tr>
<td>Mobility</td>
<td>$1,375,000</td>
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<tr>
<td>Set Aside</td>
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<tr>
<td>Total</td>
<td>$5,576,917</td>
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<tr>
<td>Remaining</td>
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<tr>
<td>Rank</td>
<td>Project Sponsor</td>
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<tr>
<td>------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>1</td>
<td>City of Greeley</td>
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<tr>
<td>2</td>
<td>Larimer County</td>
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<tr>
<td>3</td>
<td>City of Loveland</td>
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<tr>
<td>4</td>
<td>City of Evans</td>
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<td>City of Fort Collins</td>
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<td>City of Fort Collins</td>
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<td>City of Greeley</td>
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<td>8</td>
<td>Town of Berthoud</td>
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<td>12</td>
<td>City of Loveland</td>
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<tr>
<td>13</td>
<td>City of Fort Collins</td>
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</table>

**TOTAL FUNDING AVAILABLE** $5,575,008

**TOTAL FUNDING RECOMMENDED** $5,575,008

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**Next Steps**

- **Applicant Presentation** to Planning Council on **March 5** (TAC representative or designee presents)
- TAC Action on March 18
- Planning Council Action on April 2
AGENDA ITEM SUMMARY (AIS)
North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)

Meeting Date | Agenda Item | Submitted By |
--- | --- | --- |
February 19, 2020 | FY2020 UPWP Amendment ** UPDATED ** | Alex Gordon |

**Objective/Request Action**

To approve the amended tasks for the FY2020 UPWP.

**Key Points**
The NFRMPO Planning Council approved funding two NFRMPO-led projects using Multimodal Options Funds (MMOF) and for Transfort’s FY2020 Program of Projects (POP). For the NFRMPO and Transfort to access and use these funds, the projects need to be added into the FY2020-2021 Unified Planning Work Program (UPWP). One NFRMPO project amends an existing task, the Expansion of the Mobility Program, and the other adds in a new task, the North Front Range Premium Transit Analysis. Transfort submitted the Onboard Ridership Survey to be included in the UPWP. The Finance Committee will address the budget at their February or March meeting.

**Committee Discussion**
This is the first and only time TAC is scheduled to see the FY2020 UPWP Amendment.

**Supporting Information**
- Projects managed by the NFRMPO must be represented in the Unified Planning Work Program (UPWP). The current UPWP covers FY2020 and FY2021. TAC recommends tasks for approval by Planning Council, while the budget is discussed and recommended for approval by the Finance Committee.
- The Expansion of the Mobility Program is represented by updating Task 4.4 Mobility Management, adding in the purchase of software using a CDOT grant and MMOF funds. Other products represent what Planning Council approved for the program expansion.
- The North Front Range Premium Transit Analysis is a new task, Task 2.10. The task is based on the Scope of Work approved by Planning Council on February 6, 2020.
- The UPWP Amendment will be submitted to FHWA, FTA, and CDOT for approval.

**Advantages**
TAC recommending approval by the NFRMPO Planning Council will allow the NFRMPO and Transfort to proceed with contracting with CDOT and begin implementing the projects.

**Disadvantages**
None noted.

**Analysis/Recommendation**
Staff supports approving the UPWP Amendment.

**Attachments**
- Task 2.10, North Front Range Premium Transit Analysis
- Task 3.3, Transfort Onboard Ridership Survey
- Task 4.4, Mobility Management
3.3 TRANSFORT – ONBOARD RIDERSHIP SURVEY

OBJECTIVE:

Complete ridership survey of Transfort’s fixed route and Dial A Ride (complementary paratransit) services.

METHOD:

The City of Fort Collins-Transfort/Parking Services will contract with a third-party to conduct statistically valid surveys in Summer/Fall 2020.

OVERALL impact/intent:

The intent of the onboard fixed route ridership survey is to enable the City to identify Transfort’s strengths and weaknesses regarding fixed route service and to help develop strategies to enhance service and mobility within the service area. The survey will capture information about fixed route riders such as:

- Travel patterns and behavior, including where people are traveling to, where they come from, how they access transit services, how they travel to their final destination, how frequently they use transit services, trip purpose, trip length, and other travel modes they use.
- Rider demographics, including race, gender, ethnicity, English proficiency, income, vehicle availability, and other information, which will provide the City with an objective “snapshot” of who is using fixed route service.

The intent of the Dial A Ride client survey is to determine how the program is performing and where Dial A Ride staff can focus their efforts to maintain and improve the service. The survey will capture information about paratransit riders such as:

- Level of satisfaction among various Dial A Ride service characteristics;
- Customer travel patterns and behaviors;
- Dial A Taxi program including service satisfaction and ease of reservation process; and
- Rider demographics

Products:

1. Onboard Fixed Route Ridership Survey
2. Dial A Ride Client Survey
## FY 2020

### PERSON/WEEKS:
9

### 2020 BUDGET:

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<th>Description</th>
<th>Amount</th>
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<td>Training</td>
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<td>Indirect</td>
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<td>5307 (80.0%)</td>
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<tr>
<td>LOCAL (20.0%)</td>
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<td><strong>Total</strong></td>
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### 2020 OTHER DIRECT:

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<td>Out of State Travel</td>
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<tr>
<td>Consultant</td>
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<tr>
<td>Other</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$50,000</strong></td>
</tr>
</tbody>
</table>
Mission Statement
Advancing connectivity of bicycle and pedestrian networks in Northern Colorado for recreation, transportation, and economic development through coordination, promotion, and education

Contact Us
North Front Range MPO
Ryan Dusil
rdusil@nfrmpo.org
(970) 422-1096
nfrmpo.org

Meetings
2nd Wednesday of the month
10:00 a.m. - noon
Windsor Recreation Center
All are welcome!

NoCo Bike & Ped Collaborative

Vision Statement
Safe, convenient, and cost-effective bicycle and pedestrian network for all
Our History
NoCo Bike & Ped has been meeting since 2014. Partners support the development and implementation of the NFR MPO Regional Bike Plan, conduct bike and walk audits, host educational workshops, and prioritize calls for projects. NoCo partners recognize the need to advance healthful living and active transportation through economic sustainable measures. Come be a part of the region’s future!

Goals
COORDINATION
Provide an open forum to coordinate, collaborate, and align regional bicycle and pedestrian infrastructure, best practices, and performance metrics.

PROMOTION
Promote investment in bicycle and pedestrian transportation and infrastructure.

EDUCATION
Share information and best practices that lead to improved safety and connectivity of bicycle and pedestrian infrastructure across the region.

GROWTH
Measure growth of bicycle and pedestrian infrastructure and usage across the region.

Whether you are a small-to mid-sized municipality with limited resources and personnel or a large municipality experienced in bike and pedestrian infrastructure, NoCo Bike & Ped will help you stay connected and informed.
Vision Statement:
Safe, convenient, and cost-effective bicycle and pedestrian network for people of all ages and abilities across Northern Colorado.

Mission Statement:
Advancing connectivity of bicycle and pedestrian networks in Northern Colorado for recreation, transportation and economic development through coordination, promotion and education.

Group Background

Who: NoCo Bike & Ped Collaborative is an independent group advising the Technical Advisory Committee (TAC) under the Planning Council (PC) of the North Front Range Metropolitan Planning Organization (NFRMPO). NoCo Bike & Ped brings together agencies, organizations, municipalities, trail authorities, advocates, and people interested in promoting walking and biking across the region.

What: NoCo Bike & Ped provides leadership to the development of the NFR MPO Non-Motorized Plan and its implementation. Supports and promotes active transportation by making funding recommendations to TAC, forming regional collaborative efforts, sharing resources and education, and providing strategic outreach and education.

When: NoCo Bike & Ped has been meeting since 2014. The group is open to anyone that is interested in walking and bicycling issues in the Northern Front Range. Meetings are on the second Wednesday of the month from 10:00 a.m. to noon at the Windsor Recreation Center.

Where: The NFRMPO boundaries serve as our general catchment area but anyone is welcome to be a part of the group. The map on the next page shows the 13 municipalities and the portions of Weld and Larimer counties within the planning boundary.
How: NoCo Bike & Ped Collaborative has established the following goals and objectives:

**Goal I: Coordination**
Provide an open forum to coordinate, collaborate, and align regional bicycle and pedestrian infrastructure, best practices, and performance metrics.

**Objective I:** Share experiences and expertise, align efforts, and facilitate regional coordination of bicycle and pedestrian infrastructure.

**Objective II:** Regularly provide updates and evaluate progress toward the NFRMPO’s Regional Non-Motorized Corridors (RNMCs) and other regional projects, coordinate and align future efforts, and learn from ongoing successes and failures.

**Goal II: Promotion**
Promote investment in bicycle and pedestrian transportation infrastructure.

**Objective I:** Partner to prioritize and elevate new bicycle and pedestrian projects.

**Objective II:** Represent regional bicycle and pedestrian interests to the NFRMPO and other transportation planning agencies.

**Objective III:** Advise the NFRMPO TAC and Planning Council during plan, project, and program development, and the biennial Call for Projects.

**Goal III: Education**
Share information and best practices that lead to improved safety and connectivity of bicycle and pedestrian infrastructure across the region.

**Objective I:** Engage experts and share resources identifying the multi-faceted benefits investing in bicycle and pedestrian networks.

**Objective II:** Coordinate an event annually to engage community leaders and other important stakeholders.

**Objective III:** Provide expertise on bicycle and pedestrian projects, programs, and processes.

**Objective IV:** Share grant opportunities and coordinate applications among relevant agencies and organizations.

**Objective V:** Educate and encourage local, regional, and state leaders to actively support investments in regional bicycle and pedestrian infrastructure.
Goal IV: Measure Growth

Measure growth of bicycle and pedestrian infrastructure and usage across the region.

Objective I: Develop standard methods to track the implementation of the NFRMPO’s 2013 Regional Bicycle Plan and 2016 Non-Motorized Plan.

Objective II: Report progress to the NFRMPO TAC and Planning Council.

Why This Is Important

Benefits of Active Transportation

Active transportation is transforming the NFRMPO region. Its benefits are far-reaching and bring powerful outcomes to every type of community, including connecting people to jobs, creating opportunities for people to be physically active and outdoors, and revitalizing economies and communities. NFRMPO residents are demanding safe places to walk and bike on a broad scale. Re-prioritizing state and local policies in response to that demand will deliver an outsized return on investment by changing how Northern Colorado residents get around while facilitating vital communities and healthy people.

Transportation Benefits:
Reduced traffic congestion, improved safety, calms traffic, preserves road infrastructure.

Economic Benefits:
Increased retail sales (restaurants, lodging, and stores), job creation, enhanced nearby property values.

Environmental Benefits:
Improved air quality and energy conservation.

Social Benefits: Quality of life benefits from living in communities with more open space and greenways, providing more opportunities for walking and bicycling.

Health Benefits: Bike lanes, sidewalks and trails promote healthy choices while impacting physical and psychological health.

Walking and bicycling infrastructure help make our towns and communities more accessible and liveable, promote tourism, reduce traffic congestion, help to improve air quality, and support people to be active and contribute to healthy communities.
Closing the Final Poudre Trail Gaps

By 2023, 45 continuous miles of paved trail will connect Bellvue to Greeley with the help of a $2M Great Outdoors Colorado (GOCO) Connect Initiative grant received in late 2019. The grant will help fill the three remaining gaps in the Poudre River Trail, 4.7 total miles, between Fort Collins and Windsor. Work began fall 2019 and will be completed by 2023, shortly after CDOT constructs a trail underpass of I-25 as part of the Poudre River bridge replacement.

The Poudre River Trail is Regional Non-Motorized Corridor (RNMC) #6, as designated by the NFRMPO, and is part of the Colorado Front Range Trail, which will eventually connect New Mexico to Wyoming along Colorado’s Front Range. The Poudre River Trail makes dozens of connections to other regional trails, local trails, parks, schools, residential and commercial areas, natural areas and parks, and other amenities. With booming growth expected to continue through around Timnath and Windsor, the geographic heart of the NFRMPO region, the Poudre River Trail’s significance for transportation and recreation will increase significantly in the coming years. Partners estimate the trail draws over 300,000 visitors annually.

The successful 2019 GOCO Connect grant application was completed and submitted summer 2019 by Larimer County, the City of Fort Collins, and the Towns of Timnath and Windsor. The 2023 ribbon cutting on these new sections will mark the culmination of decades of planning, design, construction, maintenance, repair, and advocacy among countless partners.
In the fall of 2019, the Northern Colorado (NoCo) Bicycle & Pedestrian Collaborative teamed up with leadership from the Town of Berthoud to plan a walking audit of the Old Town area. A walking audit is an experiential assessment of pedestrian infrastructure and amenities. It is a tool to gather information from community members on how supportive a street or neighborhood is for walking. Participants document what makes the route feel comfortable and what is missing to potentially inform planning and traffic safety decision. The team identified a 1.6-mile route with characteristics related to safe routes to schools and parks, historic and aging infrastructure, and recent notable infrastructure investments. On October 9, 2019, four groups set out on the route with the following goals in mind:

- Identify characteristics of the built environment that significantly contribute to or detract from the pedestrian or bicyclist experience.
- Identify potential solutions and next steps to improve the pedestrian and bicyclist experience.
- Develop lessons learned throughout the walk audit to create an improved, replicable model to be used in other neighborhoods in Berthoud and regionwide.

The 21 participants included Berthoud Town leadership, staff, and stakeholders as well as other Northern Colorado representatives with experience in transportation planning, engineering, public health, and mobility advocacy and education. Participants took turns traversing the route on foot, in a wheelchair, and while pushing a stroller to highlight challenges experienced by pedestrians of all types and abilities.

Each group was asked to focus on a specific segment of the route, summarize their most notable observations, and generate recommendations for next steps. Common themes emerged between participants and groups, and some “quick win” projects were identified. Many participants inventoried missing, heaving, or uneven sidewalks, missing curb ramps, and unsafe railroad crossings. Some found driver or pedestrian sight lines to be reduced at certain intersections such as the Mountain Avenue roundabout due to overgrown foliage. Others highlighted public art, shade, and wayfinding elements that made the experience more comfortable and inviting.

NoCo has since been working with Berthoud leadership to align feedback from the walking audit with Town initiatives, identify local champions to advance walkability, and create community-specific technical assistance resources. NoCo hopes to hold similar events in Loveland and Severance in 2020.
Long View Trail

Long View Trail is a joint project between the City of Loveland, the City of Fort Collins and Larimer County to create a regional trail from Sunset Vista Natural Area in Loveland to Cathy Fromme Natural Area in Fort Collins. The 4.4-mile long, 10-foot wide Long View Trail runs along the east side of North Taft Avenue in Loveland and South Shields Street in Fort Collins and provides a safe, detached, non-motorized alternative to traveling between the two cities. The Long View Trail passes through one City of Loveland natural area (Sunset Vista), three City of Fort Collins natural areas (Colina Mariposa, Hazaleus and Cathy Fromme Prairie) and one Larimer County open space (Long View Open Space). The five public spaces, consisting of protected agricultural lands and wildlife habitat, offer trail users sweeping views of the foothills and mountains. For more information on the Long View Trail, go to https://bit.ly/385XGiV.

Contact Us

Whether you are a small- to mid-sized municipality with limited resources and personnel or a large municipality experienced in bike and pedestrian infrastructure, NoCo Bike & Ped will help you stay connected and informed.

North Front Range MPO

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