

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: April 20, 2022

Re: FHWA PM3 System Performance Updates

Background

In 2018, the NFRMPO set targets for PM3: System Performance for the first performance period (2018-2021). For the second performance period, the NFRMPO is required to set two additional PM3 targets on traffic congestion: Non-Single Occupant Vehicle (SOV) Travel and Peak Hours Excessive Delay (PHED). The traffic congestion targets for the second performance period are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter. For the NFRMPO and CDOT, this requirement applies to the Fort Collins UZA. Additionally, the NFRMPO is required to set traffic congestion targets in conjunction with the State.

Non-SOV Targets

NFRMPO staff analyzed commuting data from 2015-2019 American Community Survey (ACS) and created two likely target setting scenarios as shown in **Table 1**, attached. An explanation of the methodology, why the target is achievable, and how the targets support current transportation plans and programs is included in the attached presentation.

PHED - Updated

CDOT worked with CATCH Intelligence to forecast future levels of PHED for the Fort Collins and Denver-Aurora UZAs. The model used data inputs from the National Performance Management Research Data Set (NPMRDS), Highway Performance Monitoring System (HPMS), FHWA, CDOT Travel Demand model, and State sources. Analyzing past PHED levels, the model predicted future PHED which CDOT used to establish the proposed targets shown in **Table 2**, attached.

Action

Staff requests TAC review the proposed joint targets and be prepared to discuss at the meeting.



Table 1: Non-SOV Travel Target Scenarios

Scenario 1: Current Trends Extending the current trends (2013-2019) in number of workers, drive alone, and non-SOV commute modes out to 2026	
2024 Target	2026 Target
25.30%	25.56%
Scenario 2: Current Trends with Increased Non-SOV Commute Scenario 1 plus increasing the percent of non-SOV commuters from 3.5% to 4%	
2024 Target	2026 Target
25.91%	26.43%

Table 2: CDOT Proposed PHED Targets

2-Year Target	4-Year Target
3.8	3.7



PM3: CMAQ Traffic Congestion Targets

Technical Advisory Committee (TAC)



North Front Range
Metropolitan
Planning
Organization



April 20, 2022

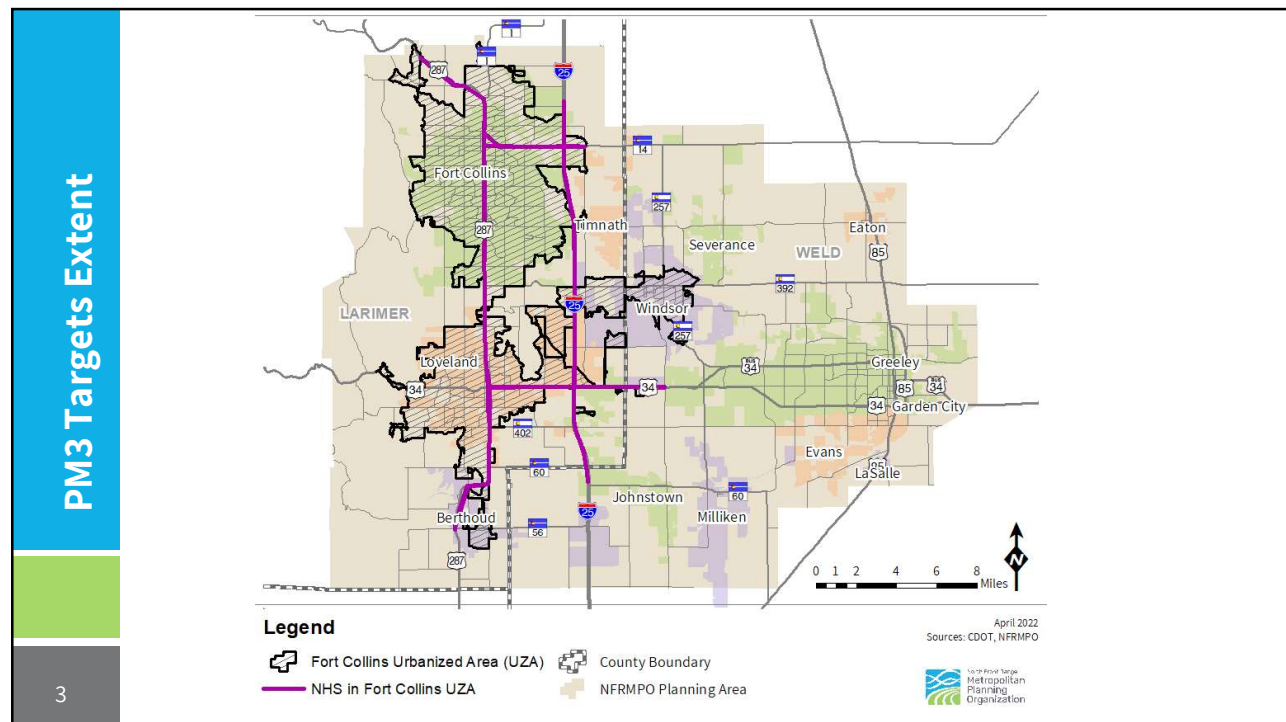
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Target Setting Requirements by Performance Period				
PM 3: System Performance		Extent	1st Performance Period	2nd Performance Period
			2018-2021	2022-2026
System Reliability	Travel Time Reliability & Freight Movement	NFRMPO	Required: Supported State Targets	Required: Support CDOT targets or establish NFRMPO targets by 3/30/2023
CMAQ: On-Road Mobile Source Emissions	Total Emissions Reductions			
CMAQ: Traffic Congestion	Non-SOV Travel	Fort Collins UZA	Not Required	New: Establish joint targets with CDOT
	Peak Hours Excessive Delay			

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PM3: CMAQ Traffic Congestion

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CMAQ Traffic Congestion: Non-SOV

North Front Range Metropolitan Planning Organization

- Non-Single Occupant Vehicle (SOV) Travel
 - Measures whether travelers are using modes of transportation other than driving by themselves in their cars.
 - Calculated based on American Community Survey Commuting to Work data from 2015-2019

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PM3: CMAQ Traffic Congestion

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CMAQ Traffic Congestion: Non-SOV



- 2045 Regional Performance Measure - Methodology
 - Calculated current percent of non-SOV travel and increased it 2% through the out years
- 2022 Non-SOV Methodology
 - Calculated current trends in growth of population and commute share and applied those to the out years

Workers 16 and over	2.97%
SOV (Drive Alone)	2.80%
Non-SOV	3.50%

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CMAQ Traffic Congestion: Non-SOV



Scenario 1: Current Trends

Extending the current trends (2013-2019) in number of workers, drive alone, and non-SOV commute modes out to 2026

2024 Target	2026 Target
25.30%	25.56%

Scenario 2: Current Trends with Increased Non-SOV Commute

Scenario 1 plus increasing the percent of non-SOV commuters from 3.5 to 4

2024 Target	2026 Target
25.91%	26.43%

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PM3: CMAQ Traffic Congestion

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CDOT Preferred Scenario



Scenario 2: Current Trends, Increased Non-SOV Commute

Scenario 1 plus increasing the percent
of non-SOV commuters from 3.5 to 4

2024 Target	2026 Target
25.91%	26.43%

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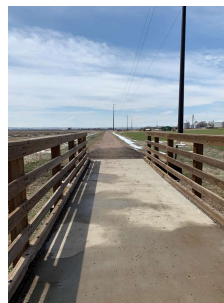
PM3: CMAQ Traffic Congestion

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Baseline Performance Report



- Explanation of why target is achievable
 - Construction of new trails
 - Creation of a regional TDM program
 - Increased regional transit
 - Increase in teleworking and other TDM strategies influenced by COVID-19



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Baseline Performance Report



How established targets support Current Transportation Plans

- NFRMPO Plans focused on increasing multimodal options
 - Congestion Mitigation Process (CMP)
 - 2045 Regional Transportation Plan (RTP)
 - 2021 Active Transportation Plan (ATP)



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Baseline Performance Report



How established targets support Current Transportation Plans

- Premium Transit Analysis – Link NoCo
- Poudre Express & Bustang
- Future Fort Collins, CSU, and NFRMPO TDM Plans
- NFRMPO TDM Action Plan & TMO Startup funds

LINKNoCo
UNITING THE NORTH FRONT RANGE



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PM3: CMAQ Traffic Congestion

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CMAQ Traffic Congestion: PHED



- Annual hours of Peak Hour Excessive Delay per capita on the National Highway System (NHS) in the Fort Collins Urbanized Area
- Evaluates congestion during peak commuting hours
 - 6-10 am and 3-7 pm
 - The threshold for congestion is speeds below 20 mph or 60% of posted speed limit, whichever is higher

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PM3: CMAQ Traffic Congestion

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Model Data Inputs



- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> ▪ Travel Time Segment length ▪ 15-minute time intervals ▪ Travel time for all vehicles ▪ Posted speed limits | <ul style="list-style-type: none"> ▪ Annual Average Daily Traffic ▪ Occupancy factors ▪ Locations of establishments, schools, and homes ▪ Population forecasts |
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PM3: CMAQ Traffic Congestion

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Target Setting Considerations



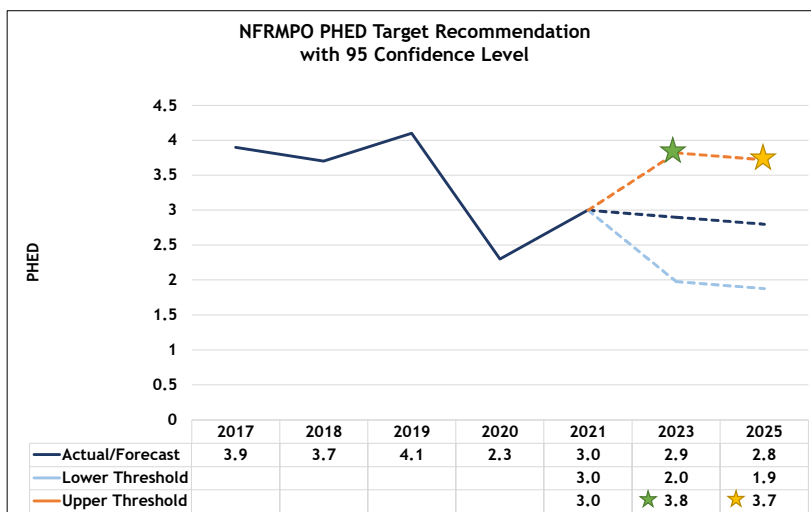
- Only four years of historical data available for the Fort Collins UZA
- Did not use 2020 data to set targets
- 2021 PHED levels were below pre-pandemic; however, there is potential to return to pre-pandemic levels
- CDOT staff recommend using the upper threshold given the lack of available data and to account for any inaccuracy in the model

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PM3: CMAQ Traffic Congestion

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CMAQ Traffic Congestion: PHED



Proposed Targets

2-Year Target	4-Year Target
3.8	3.7

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Next Steps



- May 6, 2022 – Planning Council Discussion
- May 18, 2022 – TAC Recommendation
- June 2, 2022 – Planning Council adoption of targets
- July 2022 – CDOT incorporates targets into TAMP

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PM3: CMAQ Traffic Congestion

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Questions?



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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, April 13, 2022

GoToMeeting Virtual Meeting

Low Stress Network Discussion

The group discussed the definition of a low-stress bicycle network: walkable and bikeable for all ages and abilities, typically on collector or local streets parallel to arterials. The focus is to support groups who typically are “interested but concerned”. Fort Collins prioritizes streets with the Streets Department as they maintain and pave roads. Wayfinding is also important to reinforce safe corridors. The group asked how advisory bike lanes fit in, specifically that they should because they are typically on low-traffic and low-speed roads. Dixon asked about balancing direct routes versus parallel routes for cyclists. The group also discussed the perception of safety for cyclists and drivers.

Summer Bike/Walk Event Updates

Events this summer include:

- National Bike/Roll to School Day is May 4, and some Fort Collins schools will celebrate Bike Week
- Loveland Walk and Bike Month will be June, with Everybody Bike Day on June 22, with local events a historical bike tour, walking tour, and brewery tours
- Fort Collins Bike to Wherever Day, June 22
- Fort Collins Open Streets, August TBD
- DRCOG offering support for Bike Month
- Mobility & Access Priority Group is setting up Walk Audit on June 2 for the area around Foothills Mall
- Shift Your Ride Campaign in September/October

Legislative Update

Gordon reviewed the Legislative Update provided to the Planning Council, including bills for active transportation subsidies, Powerline trails, and air quality opportunities.

Standing Items

Cunningham discussed the MMOF Call for Projects, which will open May 6. An Applicant Workshop will be on May 9. The NFRMPO TAC will discuss the Call at their April meeting.

Cunningham stated there will be a Safety Data Working Group meeting to discuss the Transportation Hazard Reporting Tool on April 22.

Roundtable

Zuniga reported the Centerra Trail might move forward as the City awaits approval of the easement.

Next agenda topics: increasing costs, tours, Safe Routes to School

Next meeting: May 11

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

April 14, 2022

Attendees: Cliff Moore, Gary Strome, Doran Azari, Ruthie Rollins, Diego Lopez

Staff: Alex Gordon, AnnaRose Cunningham

Online Interactive Maps

Cunningham reviewed draft interactive maps, including the TIP Project Map, Hazard Reporter Tool, and the Transportation Hazard Dashboard. The group discussed that the TIP Project Map provides information that can be referenced in the TIP document by searching for the TIP Project ID. The Transportation Hazard Reporter Tool is meant to allow bicyclists and pedestrians to provide potential issues that can be addressed without a crash. The group discussed that the Transportation Hazard Reporter Tool should be used by residents, and Cunningham clarified the information will be shared with local communities to address. The group also discussed adding “time” as an input, whether construction was occurring, and being specific about what kind of transportation is appropriate to report.

Summer Outreach

Cunningham reviewed the outreach events NFRMPO staff plan to attend this summer. Gordon requested input on how to discuss the NFRMPO at these town festivals. The group discussed giving context to who the NFRMPO reports to, how the NFRMPO fits into people’s lives, and how people become involved in the planning process. The group also discussed the Transportation Hazard Tool being a good conversation starter. Rollins recommended reaching out to other agencies like Northern Water, which also must explain their purpose and what they do. The group recommended going to City Council meetings occasionally to explain who the NFRMPO is and give occasional updates. The group also recommended reaching out to school districts to get youth involved. Magnets, bike lights, and maps of trails were recommended as giveaways.

FHWA Certification Survey

Cunningham explained the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) process to certify the NFRMPO. A survey will be open through May 4, 2022 and is available on the NFRMPO website.

Next meeting topics: One-Year CAC Review

The meeting adjourned at 7:00 p.m. The next meeting date will be May 12, 2022.