



COLORADO

Department of Transportation

Statewide Active Transportation Plan

Annelies van Vonno, CDOT Bike/Ped Program Coordinator
Medora Bornhoft, CDOT Main Streets & Active Transportation Section Manager

NFRMPO TAC | 2/19/2025



Agenda

- Overview of Active Transportation Plan
- PACE Prioritization Tool
- Next Steps





What is Active Transportation?

Active transportation is any human-scale and typically human-powered mode of transportation, such as walking, running, bicycling, roller blading, or using an electric bicycle, kick scooter or electric scooter, skateboard, wheelchair, or other personal assistive mobility device.



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3



Active Transportation Plan (ATP) Purpose

- Set goals, policy recommendations, and action steps
- Integrate with local and regional bicycle and pedestrian plans
- Create tool to prioritize active transportation investments
- Integrate with other statewide planning initiatives
- ***Not a project-based plan***

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4



Public & Stakeholder Engagement

- Phase 1: Public Survey
 - Survey on active transportation activity, barriers, facility preferences, and vision
 - Open June 12 - September 13, 3000+ responses
- Phase 2: Vision, goals, strategies
- Phase 3: Implementation Plan
- Statewide Community Advisory Committee
 - Consists of local and state agency representatives, MPO and TPR representatives, and bicycle and pedestrian advocates
 - Will meet 2 more times between now and April 2025
 - To join, email Annelies at annelies.vanvonno@state.co.us

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5



Community Advisory Committee Members





SAFETY: Enhance the safety of active transportation users by reducing crashes, injuries, and fatalities.

EQUITY: Ensure equitable access to safe and convenient active transportation facilities for all communities, particularly underserved and vulnerable populations.

MOBILITY CHOICE: Increase the availability, accessibility, and convenience of active transportation to create a complete network that provides sustainable alternatives to driving and improves air quality.

CONNECTED COMMUNITIES: Promote connections among active transportation, transit, and the built environment to maximize the impact of investments in active transportation infrastructure and programs.

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7





PACE Overview

- Map-based tool for all state highways
- To proactively prioritize and plan for active transportation facilities
 - priority segments
 - critical gaps
- Scoring methodology applied to every mile segment of state highway (9,340 segments)

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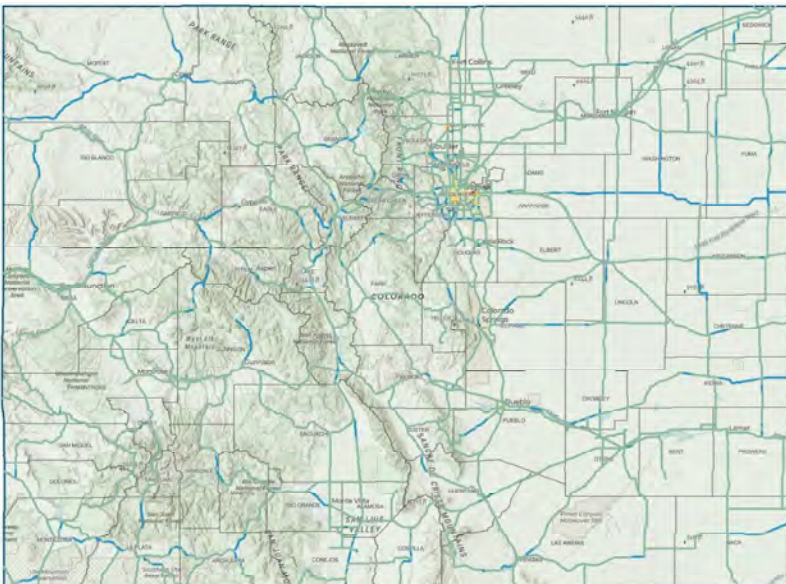
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9

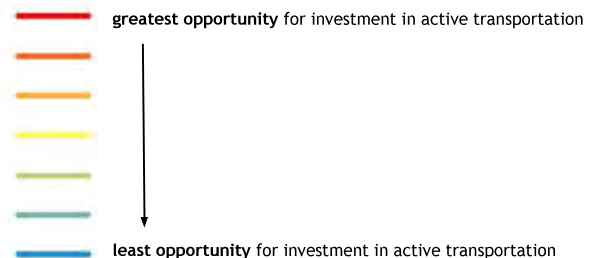


Preliminary PACE Data

Safety



- Vulnerable Road User Crash History (VRU) per 1,000 AT trips
- High Injury Network (HIN)
- Level of Traffic Stress (LTS)



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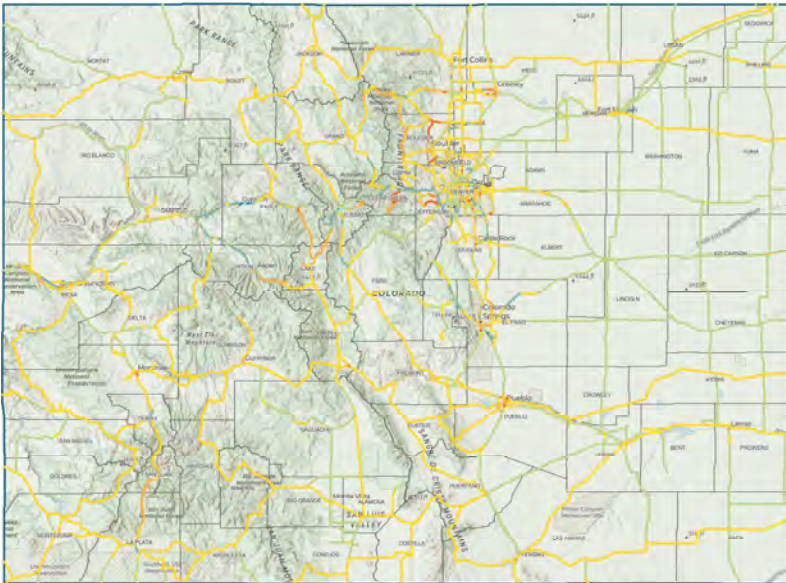
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10

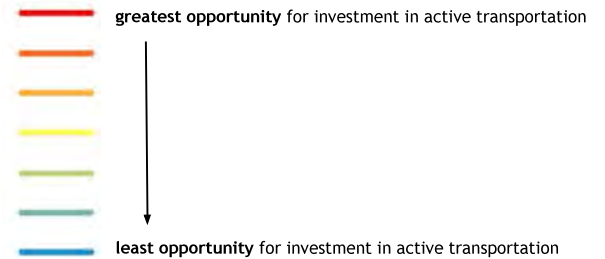


Preliminary PACE Data

Mobility Choice



- Missing AT Facilities
- Scenic Byways and Proposed US Bikeways
- Short Trips
- Existing Demand



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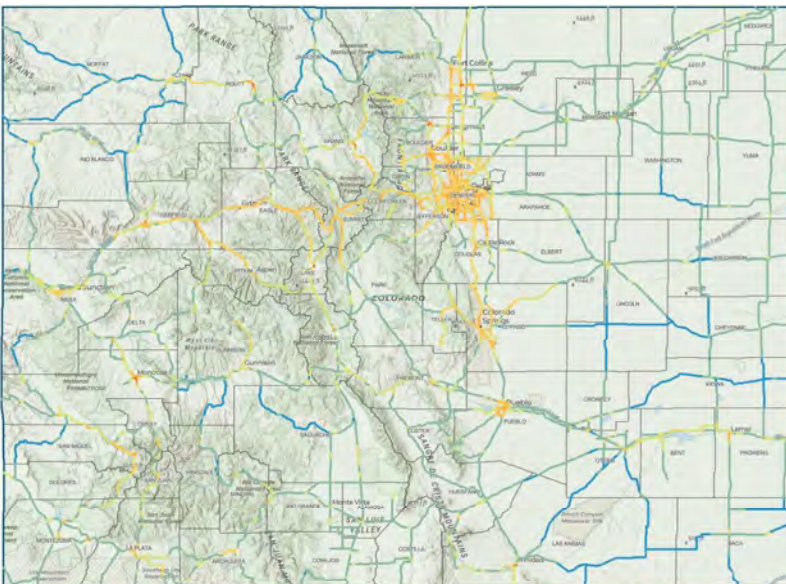
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11

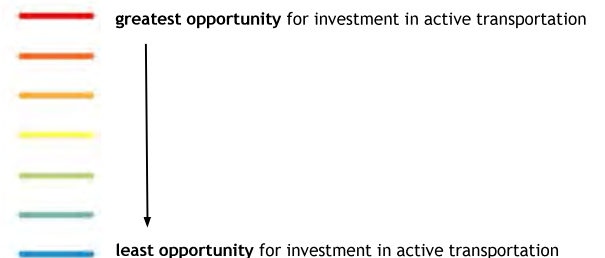


Preliminary PACE Data

Connected Communities



- Transit
- Schools
- Parks and Trails
- Main Streets
- Population & Employment



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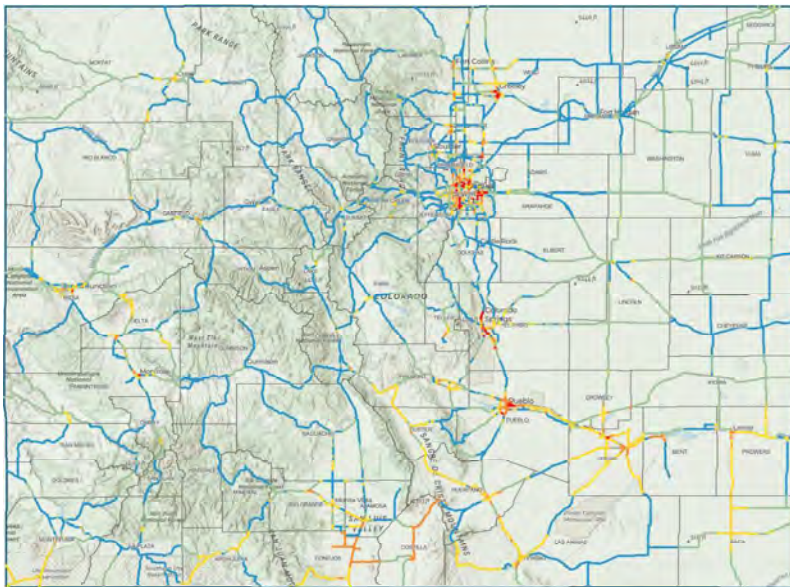
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12

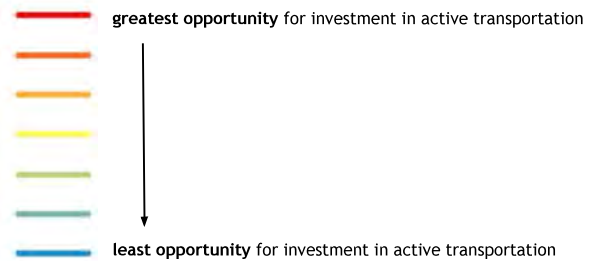


Preliminary PACE Data

Equity



- Disproportionately Impacted Community Factors
- Mobility Barriers
 - Zero vehicle households
 - Population under 18
 - Population over 65
 - Population with a disability



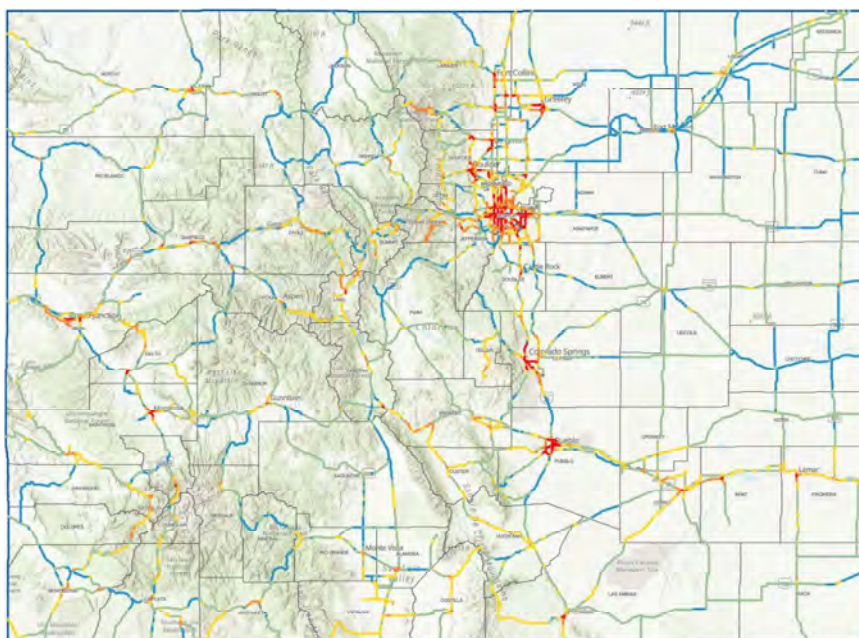
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13



PACE Preliminary Composite Results



Priority Level, Total Score



Scale of 0 to 4, with 4 (RED) indicating the greatest opportunity for investment in active transportation

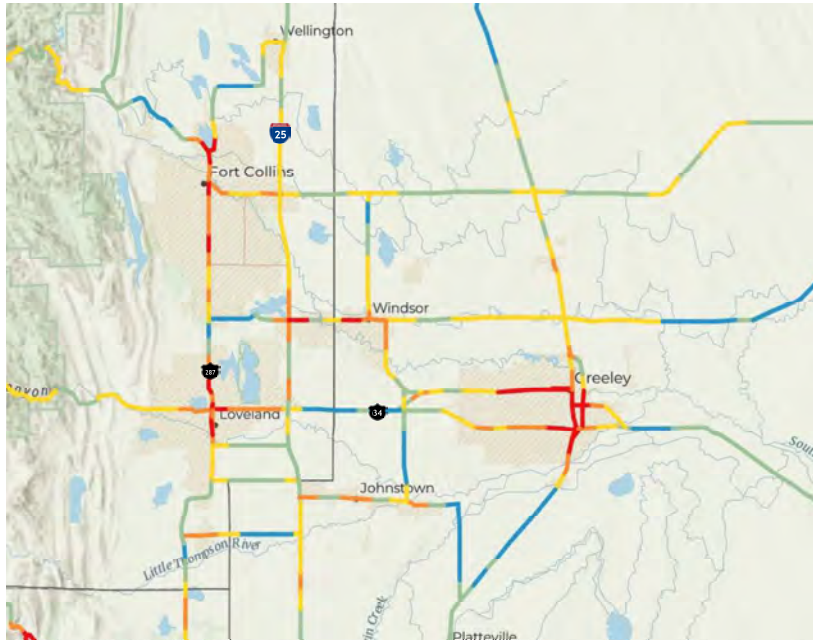
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14



PACE Preliminary Composite Results - NFR Region



Priority Level, Total Score

- Highest, 2.01 - 3.26
- High, 1.61 - 2.00
- Medium, 1.31 - 1.60
- Medium-Low, 1.01 - 1.30
- Low, 0.43 - 1.00

Scale of 0 to 4, with 4 (**RED**) indicating the greatest opportunity for investment in active transportation

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15



Next Steps

- Community Advisory Committee Meetings
 - March 12 & April TBD
- Finalize objectives, strategies, and performance measures
- Refine project prioritization tool
- Develop Implementation Plan
- Draft Plan Review - Apr 2025
- Plan adoption by the Transportation Commission - Aug 2025

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16



Thank You!

For questions or comments on the Active Transportation Plan, please contact:

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2026 Freight Plan Updates

February 2025 Technical Advisory Committee Meeting



February 29, 2025

Background



The NFRMPO adopted its first Freight Plan in 2019. It is a comprehensive plan that describes existing conditions and provides a resource for freight data to stakeholders and the general public.

The new freight plan will seek to update freight statistics and information accurately. A major goal is to help identify potential freight projects or areas of concern in the region.



Timeline

Phase	2024		2025				2026	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Goals, Vision Statement, Outreach Plan, Formatting								
Outreach, Data Collection, Plan Outline								
Plan Drafting								
Plan Finalization, Adoption								

3

2026 Freight Plan Update

What will be new?

- Roundabouts on freight routes
- Timber Structure(s)
- OSOW past permitting data (standard, chapter 6, superloads) and how to see current OSOW restrictions
- City and County freight corridors
- Truck travel time reliability (TTTR) for all corridors
- Emerging technologies (commercial cargo bikes, drones, automation, electric trucks, etc.)
- Freight quiet zones
- Alternative fuel corridors
- Stakeholder and public surveys
- Map of freight-reliant businesses
- CSU Food Delivery Robots
- Map of freight facilities / ‘intermodal connectors’
- Promotion of ‘The Mountain Rules’ and Truckers Against Trafficking
- Statewide trip planning info
- Others?



Photo: Colorado State University

4

2026 Freight Plan Update

What will be updated?

- Truck parking (US-85 Sunmart)
- Bridge conditions, weight restrictions, and vertical clearances
- Remaining highway drivability life
- Truck crash statistics
- At-grade and grade-separated crossing and their crash statistics
- Bottleneck locations
- Top congested corridors
- Active pipelines and wells
- Import and export statistics
- Annual Average Daily Truck Traffic (AADTT)
- Updated freight information from NFRMPO city and county transportation plans
- Recommendations
- Others?



5

2026 Freight Plan Update

What we need from TAC



- Take stakeholder survey
- Help promote public survey
- Send contact information of any freight stakeholders in region
- Send any photos involving freight

6

2026 Freight Plan Update

2024 MMOF Call: Questions?



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Freight Page
<https://nfrmpo.org/freight/>

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, February 12, 2025

CDOT Active Transportation Plan (ATP)

Annelies Van Vanno, CDOT, noted the purpose of the ATP is to set active transportation goals, policy recommendations, better integrate statewide active transportation work with local and regional bicycle and pedestrian plans, and to integrate with statewide planning initiatives. Van Vanno stated work began on the plan in Spring 2024. There are three outreach phases. Phase one was a public survey. Phase two is establishing the plan's vision, goals and strategies, and phase three is the implementation plan. The Statewide Community Advisory Committee consists of local and state agency representatives, MPO and TPR representatives, and bicycle and pedestrian advocates. Van Vanno stated the public survey was open from June 12th to September 13th and had 3,009 responses with 154 responses in the North Front Range. Within the NFRMPO, respondents had high access to both vehicles and bicycles. Respondents felt more confident and comfortable bicycling and walking on detached sidewalks, multi-use paths, and buffered bike lanes. Barriers to walking include distance/time, too much car traffic, and the perception of safety when crossing major streets. Barriers to cycling and rolling include too much car traffic, lack of dedicated bike lanes or paths, and concerns for personal safety. The ATP goals are safety, equity, mobility choice, and connected communities. The ATP has performance measures corresponding with the plan's goals. Medora Bornhoft, CDOT, noted the Priority Active Connections Explorer (PACE) is a map-based tool for all state highways to proactively prioritize and plan for active transportation facilities. The PACE tool identifies priority segments and critical gaps in the transportation system. CDOT completed preliminary PACE data for each of the plan's goals. Bornhoft outlined the composite results for the NFRMPO region. Next steps include two additional Community Advisory Committee meetings, finalizing objectives, strategies, and performance measures, refine the project prioritization tool, and develop the implementation plan. The plan is anticipated to be adopted by the Transportation Commission in August 2025.

2021 ATP Action Steps Review

Rouser noted the 2021 ATP action steps are divided into eight categories: Safety, Monitoring, Land Use and Urban Form, Equity, Local Assistance, Micromobility, Funding, and Wayfinding. Rouser stated that each task is assigned to different groups who are responsible for implementing that action. These groups include NFRMPO staff, NoCo Bike & Ped Collaborative, TAC, Planning Council, and local agency staff. The group discussed the action steps and provided feedback.

Roundtable

Rouser noted the NFRMPO was not directly impacted by the temporary federal funding freeze, and the NFRMPO's Meeting Owls do not work and are in the process of being replaced.

Geary stated Winter Bike to Work Day is Friday, February 14th.

Groves introduced herself and expressed interest in getting to know more about transportation, particularly the health impacts of transportation and ways health organizations can assist in improving the active transportation network.

Willis requested the group to discuss the hybrid meeting format in a future meeting.

Feldmann noted the Greeley City Council adopted the Vision Zero Action Plan. The City of Greeley received funds for quick build projects. The City of Greeley will be completing a SRTS assessment and plan focusing on elementary schools.

Cheek noted the Windsor SRTS program will be visiting three elementary schools this semester. The goal is to visit every school in a two year rotation.