

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.