


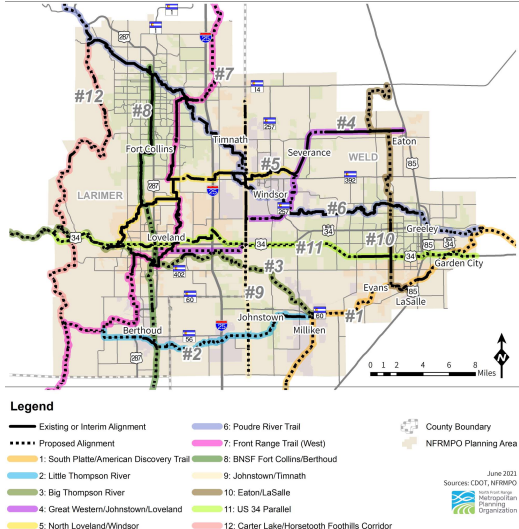


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Regional Active Transportation Corridors

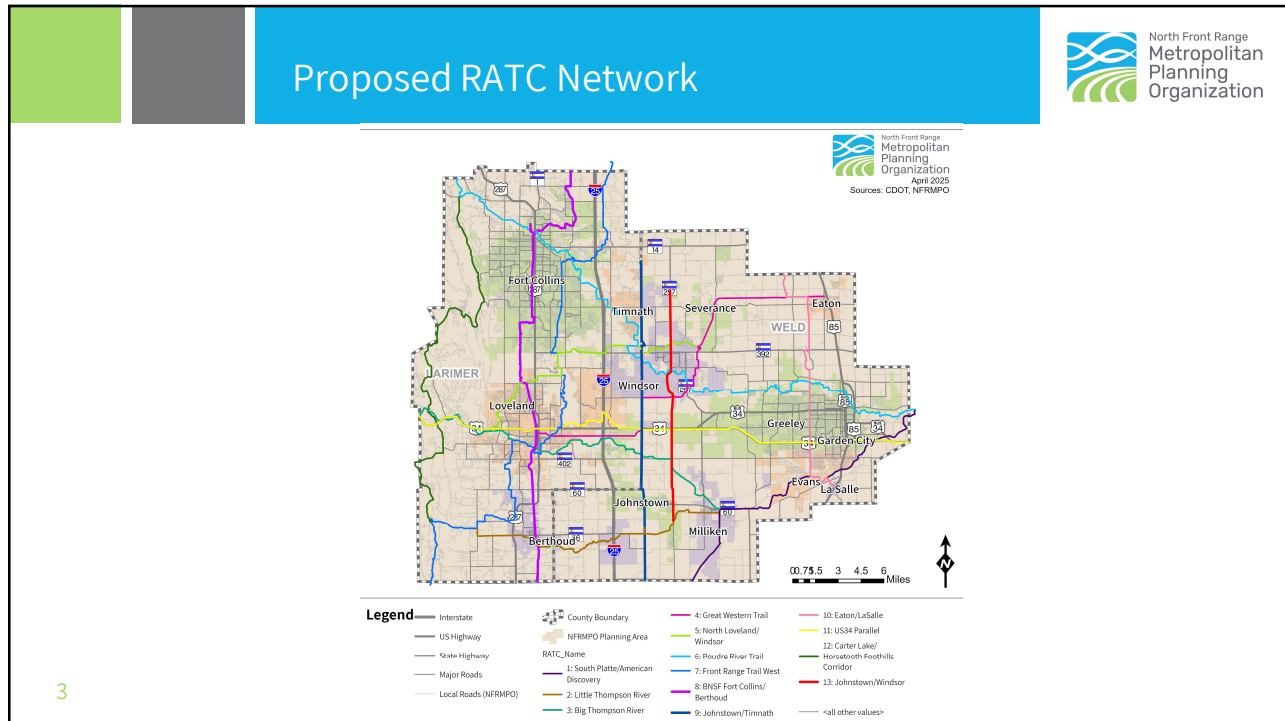


- RATCs are:
 - Network of low-stress active transportation facilities between communities
 - Mix of off and on street facilities
 - Meant to serve as the “spine for bicycle travel” in the region
 - Intended to be used for all types of active transportation trips
 - Fully built out by 2045

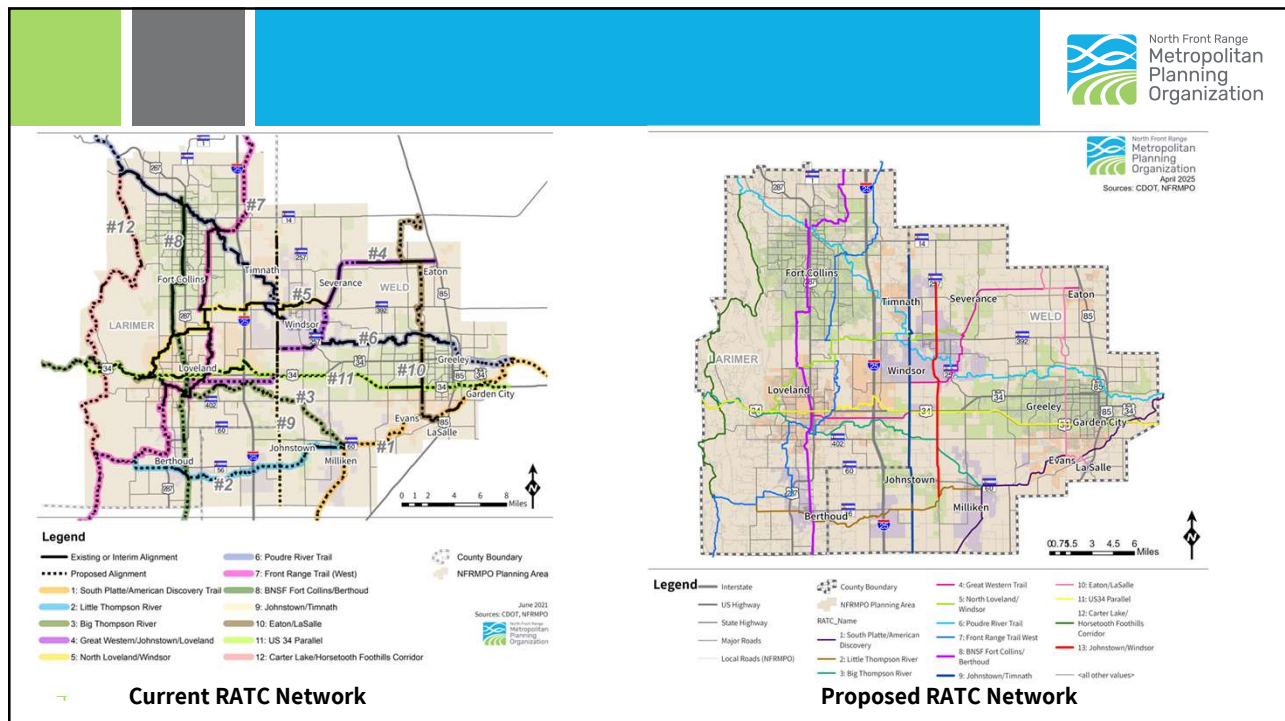


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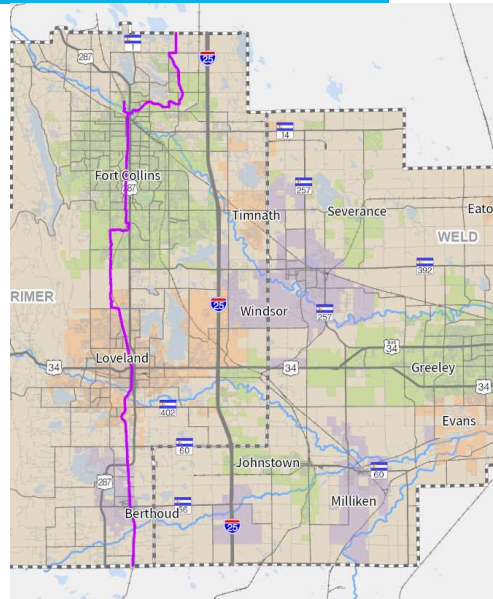


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RATC 8: BNSF Fort Collins/Berthoud



- Extend current RATC #8 to the Northern MPO Boundary
 - Will continue to the Town of Wellington
- New alignment is outlined in the City of Fort Collins' draft *Strategic Trails Master Plan*



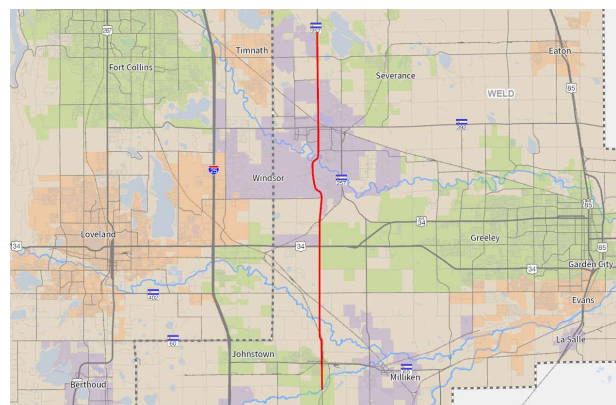
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RATC 13: Johnstown/Windsor



- New Corridor along WCR 17
 - Southern Terminus: RATC #2: Little Thompson River Trail
 - Northern Terminus: WCR76 in Windsor
- RATC Impacts:
 - RATC #3: Big Thompson River Trail
 - RATC #11: US34 Parallel
 - RATC #4: Great Western Trail
 - RATC #6: Poudre River Trail
 - RATC #5: North Loveland/Windsor



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RATC 13: Johnstown/Windsor



- Proposed RATC #13 in Local Plans:
- Town of Johnstown's *2008 Transportation Master Plan*
 - 10 inch sidewalk and bike path along every arterial (including WCR17). Also listed as a Neighborhood Trail
- City of Greeley's *2025 Trails Master Plan*
 - Recommended off-street trail corridor
- Town of Windsor's *2020 Transportation Master Plan*
 - Recommended a mix of multi-use trail and /or bike lanes along the corridor in Windsor

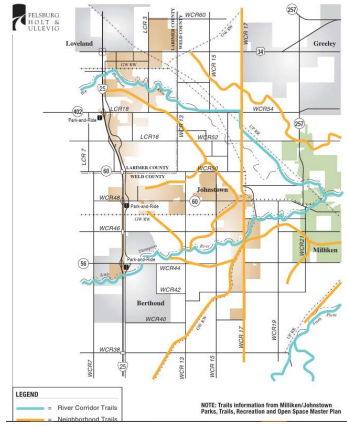
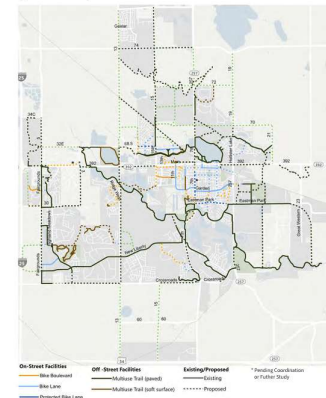


Figure 27: Low-stress bicycle network



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RATC Visioning



- RATC Corridor Profiles and Visioning will include:
 - Trail crossing needs
 - Strategic local connections
 - Proposed alignments
 - Corridor narratives and conditions

RATC #6: Corridor-Level Information

The Poudre River Trail Corridor is a nationally recognized bicycle and pedestrian corridor. Within the NFRMPO region, the vision for this corridor is a 52-mile continuous trail between Watson Lake State Wildlife Area (SWA) in Bellvue and the confluence of the Poudre River with the South Platte River east of Greeley. By 2023, 44 contiguous miles will exist between Greeley and Watson Lake SWA. The interagency collaboration required to complete this corridor has built the model for all other Northern Colorado corridors. Consistent local investment has brought in millions of dollars in state and federal grants. Only three gaps remain between Fort Collins and Windsor. These remaining gaps will be completed partially using funding sources such as State Get Outdoors Colorado (GOCO) and Multimodal Options Funds (MMOF).

The corridor traverses the Cache la Poudre National Heritage Area and is recognized as the backbone of the Colorado State Park's North Front Range Trail through Northern Colorado. There is an extensive network of formal and informal soft-surface trails serving various purposes along this corridor. There is opportunity to expand and improve this network and to prove the viability of various concepts along other RATCs; proposals have included amenities such as mountain bike skills parks, formalized racing courses, and more.

Planning References

Larimer County – Larimer County Open Lands Master Plan (2023)*
 Fort Collins – Fort Collins Parks and Recreation Master Plan (2021)*
 Trembly – Trembly Comprehensive Plan (2008), Trembly Transportation Plan (2015)*
 Windsor – Windsor Trail System Master Plan (2020)*
 Weld County – 2045 Weld County Transportation Plan (2020)
 Greeley – Greeley Bicycle Master Plan (2016)*

*In this plan or related plan to be updated within five years

Total Length (Miles)	On-Street Miles	Off-Street Miles	Population within 1/2 Mile	Jobs within 1/2 Mile	Schools within 1/2 Mile	Transit Stops within 1/2 Mile
2020 (includes intent)	2045	2050	2045	2050	2045	2050
16.34	17,162	9,720	118,913	118,913	17,162	17,162

Notes: On-Street and Off-Street Miles may add up to more than Total Length of RATC. Has segments with "combined" on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations.

RATC #6: Segment-Level Information

Segment ID	Extents	Status	Funding Type (Field Out)	Jurisdictions	Segment Description
A-A	North of the NFRMPO Region	Proposed	Separated	Larimer County, CODOT	According to the 2015 Larimer County Open Lands Master Plan, this segment will leave the NFRMPO region north of Watson Lake SWA and head towards the Intersection of US287 and SH14 (Ted's Place), near the mouth of the Poudre River Canyon. Construction timing for this segment is dependent on the future of the Glade Reservoir NPS project.
Key Local Connection Needs					
Crossing Needs					
None Identified – Outside NFRMPO Planning Area					
None Identified – Outside NFRMPO Planning Area					
B-B	NFRMPO Boundary to West Canyon Road	Proposed	Separated and Interim	Larimer County, Colorado State Parks	A 1.5-mile trail gap in currently exists between the Watson Lake SWA entrance, the riverside trail segment east of Watson Lake. To accommodate regional trail usage, this 1.5-mile existing segment would need to be widened. From the northern end of Watson Lake, the trail will continue out of the NFRMPO region towards Ted's Place. Construction for this segment is dependent on the future of the Glade Reservoir project.
Key Local Connection Needs					
Crossing Needs					
None Identified					

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Questions?



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jrouser@nfrmpo.org

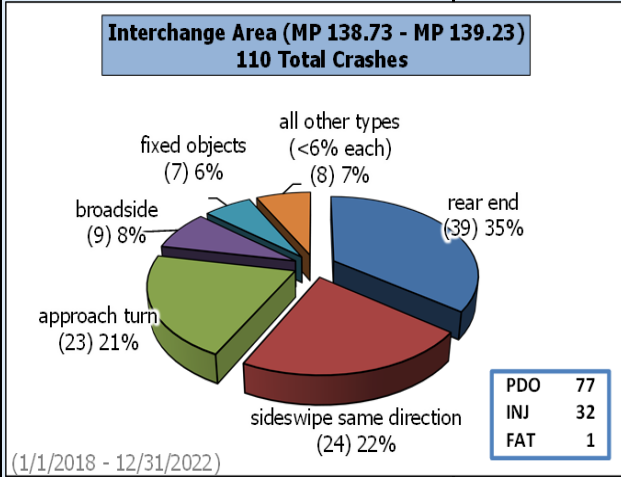
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NFRMPO Priorities List

2025 Tier 1: Roadway

Corridor	Project Limits	Improvement Type	Community	Funding needed (2024 \$M)	Votes Received	Transportation Commission Criteria					
						Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
						<i>Crash Data</i> <i>Safety Data</i> <i>LOSS</i>	<i>Delay Reliability</i> <i>V/C Ratio</i>	<i>Does this project support the Economy:</i> <i>Yes or No</i>	<i>Asset Management Benefits</i>	<i>Financial leverage, Innovation, and Partnerships</i>	<i>(Projects on Tier 1 are considered to be a Priority)</i>
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	Loveland/Johnstown	\$50	1	3,4	0.92	Yes	No	Johnstown & Loveland partnership	X
	US34/US287	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$10.6	4	3,2	1.06	Yes	Yes	None	X
	US34 and WCR 17	Interchange	Greeley/Windsor/Weld County/Johnstown	\$50	8	Crashes - A: 7, B: 5, C: 33 Total: 45 CDOT LOSS total: 4 (see comment for more detail)		Yes	Yes	Yes	X
	US34 and 35th Avenue to US34 and 47th Avenue	Safety and operational improvements/New Interchanges	Greeley	\$22	2	47th Ave Crashes: A: 0, B: 9, C: 26; Total: 35 CDOT LOSS total: 2 / 35th Aven Crashes: A: 4, B: 7, C:22 Total: 33 CDOT LOSS Total: 2		Yes	Yes	Yes, RAISE Grant, Rural Surface Transportation Grant	X
	US34 Corridor within the NFRMPO boundary	US34 Corridor Planning	TBD	\$1	3			Yes	No	Yes - Supported by US-34 TAC	X
	Rocky Mountain to Centerra Parkway along US 34	Three grade separated interchanges. Rocky Mountain and US 34, I-25 and US 34 and US 34 and Centerra/Thompson Parkway. These projects will include multimodal improvements along with the interchanges.	Loveland/Johnstown	\$211	4	4	0.95	Yes	No	Potential to partner with developers for intersection improvements	X
	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	1	Crashes - A: 2, B:4, C: 19 Total: 25 / LOSS Total: 4		Yes	Yes		X
	US34 and 131st Street	Multimodal, safety, and operations improvements with intermodal mobility hub	Greeley	\$50.0	1	Total crashes: 3, 1 pedestrian; no KSI / LOSS Total: No CDOT Data		Yes	No - New Asset	Yes - Innovative, Regional Mobility Hub	X
	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	1	Crashes: A: 4, B:10, C:31 Total: 45 / LOSS Total: No CDOT Data		Yes	Yes		X
US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes and active modes improvements	Fort Collins	\$23.0	1	S College Ave (Harmony to Trilby) - 290 Crashes (2022-2024) 69 Injury Crashes LOSS 4	LOS A	Yes	Yes, existing infrastructure will be refreshed/replaced as part of this project.	Pedestrian and bicycle improvements identified in the City's adopted Active Modes Plan.	X
	US287 (College Ave) and Drake Rd	Intersection and active modes improvements	Fort Collins	\$5.9	1	College & Drake - 122 Crashes (2022-2024) 28 Injury Crashes LOSS 3	WB approach: Overall LOS D PM peak SBT v/c 1.04 and LOS F PM peak EBLT v/c 0.96 and LOS E AM peak NBLT v/c 0.70 and LOS E	Yes	Yes, existing infrastructure will be refreshed/replaced as part of this project.	This intersection is a high priority for CDOT. The Fort Collins Urban Renewal Authority has pledged financial support for the project.	X
	SH287 and LCR17 (North Berthoud Parkway)	Intersection improvements	Berthoud	\$5.7	1						X
	US287 Bridge over Big Thompson River	Bridge Reconstruction	Loveland	\$55.0	3	N/A	0.63	Yes	Yes	Oppertunity for resiliency funding through FEMA.	X

NFRMPO Priorities List

2025 Tier 1: Roadway											
SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County/Severance	\$7.0	3	All crash data/injuries for years 2021-2023 (3 years) was sourced from CDOT/Windsor. Avg. Total Crashes = 12.5/year Fatal-Injury = 1.8/year Current CDOT's LOSS rating 4	V/C Ratio = 0.8 Current level of traffic stress (LOTS) for pedestrians and bicyclists is a 4. This project would improve access and safety of for all modes of travel by consolidating access and providing sidewalk/trail connectivity along the corridor.	Yes This segment of road is adjacent to commercial and industrial zoned property. These improvements would reduce travel time and improve the efficiency of moving goods and services on a regionally significant state highway system.	The roadway pavement section would be upgraded to accommodate the increase in traffic volumes.	The Town would seek to partner with the Town of Severance and developers to construct aspects of the project. The project will include the following innovations in alignment with FHWA's Proven Safety Countermeasures: *Dilemma Zone Protection at Intersections *Longitudinal Rumble Strips along the corridor *Added High Pavement Friction Surface Treatment	X
	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$7.0	2						X
	I-25 to US287	Active modes improvements/low stress trail including RATC5, widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	4	Carpenter (College to I-25) - 271 Crashes (2022-2024) 85 Injury Crashes LOSS 4	LOS B	Yes	Yes, existing infrastructure will be refreshed/replaced as part of this project.	Pedestrian and bicycle improvements identified in the City's adopted Active Modes Plan and Strategic Trails Plan.	X
	Highland Meadows Pkwy to Colorado Blvd.	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$35.0	2						X
	SH392/Timberline Road	Intersection/Roundabout	Fort Collins	\$11.0	1	Carpenter & Timberline - 68 Crashes (2022-2024) 20 Injury Crashes - LOSS 4	NB approach: Overall LOS D All other approaches: Overall LOS C	Yes	Yes, existing infrastructure will be refreshed/replaced as part of this project.	This project is an existing project partnership with CDOT.	X
SH14	SH14 and WCR23	Intersection improvements	Weld County/Severance	\$2.0	2						X
I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Fort Collins	\$52.20	9	Mulberry & I-25 - 58 Crashes (2022-2024) 19 Injury Crashes 		Yes	Yes, existing infrastructure will be refreshed/replaced as part of this project.	This project is an existing project partnership with CDOT.	X
I-25/ Harmony Road/WCR74	Interchange	Interchange Study	Timnath/Fort Collins	\$1.00	N/A	Harmony Road (Strauss Cabin to CR 5) - 230 Crashes (2022-2024) 61 Injury Crashes LOSS 4 @Harmony/Transfer Center LOSS 3 Harmony @ CR 5	SB ramp: Overall LOS C. PM peak WBLT v/c of .97 and LOS F PM peak SBLT v/c of 0.91 and LOS F NB ramp: Overall LOS C AM peak WB v/c of 0.91 and LOS C PM peak EB v/c of 0.85 and LOS D	Yes	No	Timnath/Fort Collins Collaboration Regional Corridor	X

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, April 9, 2025

GoToMeeting Virtual Meeting

Regional Active Transportation Corridors (RATCs) Update

Rouser noted NFRMPO staff met with local agencies to discuss potential changes to the RATC network. Rouser stated some of the minor changes include changes to strategic local connections and trail crossing needs. The major changes include the extension of RATC #8: BNSF Fort Collins/Berthoud and the creation of RATC #13: Johnstown/Windsor. The proposed extension of RATC #8 will have the corridor continue from the current northern terminus at the Poudre River Trail to the Northern NFRMPO boundary. The corridor will continue into the Town of Wellington. Rouser noted the new additions to the corridor are outlined in the City of Fort Collins' draft *Strategic Trails Plan*. RATC #13 is a new proposed corridor along WCR 17 from its southern terminus at the Little Thompson River Trail to its northern terminus at WCR 76 in Windsor. Rouser stated the corridor is outlined in the Towns of Johnstown and Windsor and the City of Greeley's plans. Rouser noted this corridor will go through a rapidly growing portion of the region. The group discussed the proposed changes to the RATC network.

NoCo Bike & Ped In-Person Events

Rouser stated the NoCo Bike & Ped Leadership Team met to discuss future agenda items for in-person NoCo Bike & Ped meetings. For the June NoCo meeting, the Leadership Team recommended an off-site meeting on the Poudre River Trail to either see the newer sections of the corridor or to see the trail's construction. For the 3rd quarter In-Person meeting, the Leadership Team recommended having that meeting be focused on smaller communities to help understand what their needs are and to see how NoCo Bike & Ped can better collaborate with smaller communities. For the 4th quarter In-Person meeting, the focus will be on RATC corridor progress and a discussion on future funding opportunities. The group discussed other future agenda topics for both in-person and virtual meetings.

Bike Month/Bike to Work Day

Geary noted the City of Fort Collins will proclaim June as Bike Month. The City of Loveland will also proclaim June as Walk & Bike Month. The City of Loveland is planning events for Bike Month, including a tour of the Centerra Mobility Hub. The GoNoCo34 Transportation Management Organization (TMO) will be creating a BTWD planning group and plans on participating in Bike to Work/Anywhere Day events along the US34 corridor. The Town of Windsor is planning on hosting three BTWD stations: A morning station, an afternoon station, and a happy hour station.

Active Transportation Data

Rouser noted he will be sending out a data request to update the regional active transportation facilities data. The group discussed bike/ped counters and other active transportation data sources, including Streelight and Strava.



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Jonathan Stockburger
Date: April 16, 2025
Re: Report – Q1 2025 TIP Modifications

Summary

In the first quarter of 2025 (January - March), the NFRMPO processed three Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- January 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m1-tip-modification.pdf>
- February 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m2-tip-modification-full.pdf>
- March 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m3-tip-modification-full.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q1 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None