



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda--REVISED

March 18, 2026

In Person: Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

Virtual: Call-in Number: (224) 501-3412 **Access Code:** 115-932-509

Weblink: <https://meet.goto.com/NFRMPO/2025nfrtac>

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Evan Pinkham, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of February 18, 2026 Meeting Minutes	Evan Pinkham	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10

Metropolitan Planning Organization Agenda

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	2025 TMO Call for Projects	Aaron Hull	9	1:20
6	March 2026 TIP Amendment	Jonathan Stockburger	11	1:25

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Transfort Optimization Plan	Annabelle Phillips, Transfort	14	1:30



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Project Scope Change Request to Use MMOF Funds as Match for Future Grant Applications	Joshua Ma, Transfort	24	2:00
9	NFRMPO Draft Crash Dashboard	Mykayla Graalum	Handout	2:10
10	GHG Transportation Report Data Request	Tahjiba Tarannum	25	2:40
11	Active Transportation Plan (ATP)	Jerome Rouser	27	2:45

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	NoCo Bike & Ped Collaborative	Written Report	Handout	-
13	Regional Transit Agencies	Verbal Report	-	3:15
14	Mobility Updates	Tanya Trujillo-Martinez	-	3:20

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	March Planning Council Meeting Summary Draft	Written Report	28	-
16	NFRMPO Air Quality Program Updates	Written Report	30	-
17	2026 Colorado Legislature Updates	Written Report	33	-
18	Mobility Committees	Written Report	40	-
19	Roundtable	All	-	3:30

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: April 15, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
February 18, 2026
1:00 p.m. – 2:56 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Brendan Cicione – CDPHE-APCD
AnnaRose Cunningham – Loveland
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Hanna Feldmann – Greeley
Tom Moore – RAQC
Scott Pearson – Windsor
Shani Porter – Severance
Josie Thomas – CDOT
Eric Tracy – Larimer County

NFRMPO Staff:

Mykayla Graalum
Aaron Hull
Lisa Joyner
Becky Karasko
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum
Tanya Trujillo-Martinez

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
Tawn Hillenbrand – Berthoud
Town of Garden City
Town of LaSalle
Wesley LaVanchy – Eaton

In Attendance:

Emily Barden – CDOT
Nathan Beauheim – Loveland
Daniel Buendia – Berthoud
Cody Davis – Muller Engineering
Candice Folkers – COLT
Omar Herrera – Windsor
Tamara Keefe – FHU
Scott Kemper – Loveland
Victoria Leonhardt - FHU
Joshua Ma – Transfort
Dee McIntosh – CDOT
Desiree Moore – Drive Clean Colorado
Eric Patton – Transfort
Denise Staley – Weld County
Jaclynn Streeter – Steer
Spencer York – CDOT

Call to Order

Chair Pinkham called the meeting to order at 1:00 p.m.

Public Comment

Desiree Moore, Drive Clean Colorado, noted the Colorado Energy Office’s Community Accelerated Mobility Projects grant implementation funding is currently open.

APPROVAL OF THE JANUARY 21, 2026 TAC MINUTES

Hornkohl moved to approve the January 21, 2026 TAC Minutes. Feldmann seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

T. Moore noted the RAQC is working on updating the Control Strategy Blueprint. There are two supporting analyses that will be worked on in the spring and summer. One is working with APCD to develop criteria documents for analyzing control strategies. The other analysis is evaluating the strategies that are in the blueprint currently and how much those would change emissions and ozone in the future. RAQC will also be providing a white paper from public health experts to look at the health burdens and costs of the current ozone levels. Lastly, he noted RAQC staff will be briefing the AQCC commission on a quarterly basis.

APCD Updates

Cicione noted the AQCC meeting later this day, February 18, which will have a rulemaking hearing on Regulation 7 based on the EPA's new emissions guidance. There is also a request for a rulemaking hearing on Regulation 27.

Metropolitan Planning Organization Agenda

Action Items

NFRMPO TAC Vice-Chair Election

Karasko noted a representative from Larimer County needs to be elected as the Vice-Chair of the TAC. Karasko also noted the roles of the Vice-Chair.

Cunningham moved to nominate Hornkohl as the Vice-Chair of the TAC. Tracy seconded the motion, which was approved unanimously.

February 2026 TIP Amendment

Stockburger noted the February 2026 TIP Amendment included three project additions and one pool addition. The first project addition was the Larimer County *US Highway 34/Canyon Edge Open Space Safety & Access Improvements* with \$1,250,000 Local HPOS funding in Future Funding. The second project addition was the City of Loveland *Transit Operating* with \$220,500 State SB-230 funding and \$24,500 Local funding in FY26. The third project addition was the City of Loveland *Transit Vehicle Purchase* with \$611,340 State SB-230 funding and \$67,927 Local funding in FY26. The pool addition is *Nonattainment Area Air Pollution Mitigation Enterprise Funding* with \$3,612,937 State NAP funding and \$843,987 Local funding in FY26. He noted the pool features four projects and once the pool is in the TIP all project additions to the pool will be modifications instead of amendments unless the funding amount is over \$5M.

Moore asked what the NAAPME Pool projects are. Stockburger responded that the projects are *Taft Hill Widening* from City of Fort Collins, *Connecting North College* from City of Fort Collins, *Greeley Connect Mobility* from City of Greeley, and *US34 & US287 Access Project* from City of Loveland. Cunningham wanted to ensure that the funding for Loveland's pool project is tied to the existing project. Hornkohl

noted Fort Collins projects were informed they may have separate agreements. NFRMPO Staff noted they will follow up with CDOT for both requests.

Hornkohl moved to recommend Planning Council approval of the February 2026 TIP Amendment. Feldmann seconded the motion, which was approved unanimously.

Discussion Items

AASHTO Bike Design Guidance

Hornkohl discussed bicycle trap lanes in Fort Collins. Trap lanes are a traffic lane that terminates, forcing drivers into a mandatory left or right turn. These can be dangerous because they often result in last-second lane changes and become even more complex when there are on-street bike lanes. Hornkohl noted one instance of this in Fort Collins on westbound Harmony Road and Boardwalk Drive. He noted this is the only place in Fort Collins where bikes must yield to motor vehicles. He also noted the high speeds of motor vehicles along Harmony Road adding additional complexity. He noted The American Association of State Highway and Transportation Officials (AASHTO) recommends reducing speeds to 30 mph or less. He noted an instance on East Harmony Road and Lemay Avenue that is similar, but the motor vehicles must yield to bicyclists before entering the turn lane. He noted the signs but up at the trap lane which indicates bicyclists must yield to vehicles. He noted the Manual on Uniform Traffic Control Devices (MUTCD) guidance focuses on the signage that needs to be present at trap lanes. He noted the CDOT guidance is what is currently in place at westbound Harmony Road and Boardwalk Avenue. He noted the AASHTO guidance has motor vehicles yielding to bicyclists, although that guidance is intended for when speed limits are less than 30 mph. Hornkohl noted an example from Boulder of how they handled a trap lane, although the speed on the road is 30 mph. He also noted the end goal is to have as many separated bike lanes as possible.

Koivuniemi noted the traffic model code states that the person changing lanes is the one who must yield, which in Fort Collins' case could mean the bicyclist yields. She noted it is best to further investigate signals or separated bicycle facilities. Nathan Beauheim, City of Loveland, noted there are about a dozen trap lanes in Loveland. He noted they continue the bike lane across the turn lane, meaning motor vehicles must yield to bicyclists. T. Moore asked how cities approach driver education. Hornkohl noted Fort Collins has a driver education program to educate drivers on how to interact routinely with cyclists. T. Moore asked if there was any possibility of police enforcement at trap lanes. Hornkohl responded that there is no enforcement currently, but Fort Collins is looking into all possible strategies for signage, infrastructure, and operations. T. Moore noted lowering the speed limit would be preferential. Cunningham noted consistency is good, and it is best for road users to do what feels intuitive. Koivuniemi noted driver behavior may indicate drivers are not anticipating bicyclists at a trap lane when they are driving straight as opposed to when a driver is at a turn signal. Hornkohl noted Boulder vetted their trap lane improvements through the City attorney's office. Feldmann asked if there is a way to merge the two lanes before the intersection, so the bicycle lane is not changing and then adding a standard right turn lane. Hornkohl noted Fort Collins investigated that option and will consider it for future trap lanes.

Transportation Management Organization (TMO) Call for Projects Award

Hull recapped the goals of the call for projects, which include Mobility, Connectivity, Sustainable Projects, Accessibility, Innovation, and Local Commitment. He noted the timeline, which will end with the announcement of funding on April 3, 2026. He noted the funding is sourced from the Carbon Reduction Program (CRP), which was set aside by the Planning Council in 2023. The total amount of funding is \$400,000 between 2024 and 2027, with \$200,000 being awarded in this call, while the FY26 and FY27 calls will award \$100,000. A local match of 17.21 percent is required for the projects. He noted that two MPO Mobility Staff members and one MPO Transportation Staff member were a part of the scoring committee. He noted the system for scoring the projects, which included three main categories: Mobility and Connectivity had a weight of 50 percent, Sustainable Projects and Local Commitment had a weight of 25 percent, and Accessibility and Innovation had a weight of 25 percent. He noted that GoNoCo34 TMO was the only project that applied and finished with a score of 11 out of 15. He noted the scoring committee recommends awarding their requested funding of \$200,000. Hull noted the next steps leading up to the announcement of funding, including this funding award being an action item at the following month's TAC meeting.

Pinkham asked about the level of interest from other organizations. Hull noted some municipalities and nonprofits asked how they could use the funding in the future. Pinkham asked what the funding will go to in the GoNoCo34 TMO. Jaclynn Streeter, GoNoCo34 TMO, noted it would be for operational costs and helping with mobility programs to deploy along US 34. Cunningham asked what the reason is for waiting to award the rest of the \$400,000 in funding. TAC recommended granting the project the full \$400,000 for FY 25-27 instead of having two additional calls for FY26 and FY27 funds.

2055 Regional Transportation Plan (RTP) Kickoff

Graalum and Rouser presented the kickoff for the 2055 Regional Transportation Plan (RTP). Graalum noted the RTP is a document that focuses on all modes throughout the region. The document is updated every four years. The goal is to identify projects and strategies based on regional goals and performance measures. She noted the changes this Plan will feature compared to the 2050 RTP, which include compliance with digital accessibility standards, restructuring the chapters, and giving the plan another name. Rouser noted the timeline and deadlines for the plan. He noted the phases of outreach and stakeholder input. Phase 1 is Goals and Problem Statement, Phase 2 is Visioning, Phase 3 is Scenario Planning, and Phase 4 is Closing the Feedback Loop. Graalum noted the structure of the plan. Chapter 1 is Introduction, Chapter 2 is Regional Context, Chapter 3 is Safety and Resiliency, Chapter 4 is Emerging Technology, Chapter 5 is Regional Transportation Vision, Chapter 6 is Funding and Financing, and Chapter 7 is Projects. Rouser noted the deadlines for when certain data is needed from communities. Karasko then lead a discussion about if and how the TAC wants to prioritize Regionally Significant Corridors (RSCs). TAC agreed they would like to update the RSCs for this Plan and would like to hold a workshop to do so. Cunningham noted wanting to focus on parallel corridors.

Travel Model Update

Tarannum noted the timeline for regional travel demand model update. She noted the purpose of the regional travel demand model, which is to forecast traffic volumes and evaluate projects and their impact. She noted the purpose of the land use allocation model, which tracks the spatial distribution of growth and simulates interactions with households and businesses. This leads to socio-economic data forecasts, density, and growth patterns. She noted the various modeling areas and when they are

used, which include the Northern Subarea of the Nonattainment Area, the NFRMPO boundaries, and the Upper Front Range TPR. She noted when the modeling areas are used in NFRMPO plans. She also noted how the NFRMPO is working to improve the models, which include an interactive public dashboard, adding Truck Travel Time Reliability, adding a roundabouts node, and refining modeling documentation and guides. Karasko noted the Model Steering Team's first meeting will be on March 23 and requested TAC members to provide participant names for the group.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

Joshua Ma, Transfort, noted they are in the middle of an optimization study. Changes will be implemented in fall of this year. He noted that federal funding was withdrawn for the Foothills Transit Station. He noted GET has US 34 service starting in August of this year. He also noted they are currently working on rebranding. He noted COLT will build a new transit center in Q3 this year.

Mobility Updates

Trujillo-Martinez noted there have been 105 calls and 1,896 website visits to RideNoCo. She noted RideNoCo is currently redesigning their website.

Reports

SB25-030 Transit and Active Transportation Project Inventory

Rouser noted the statutory requirement, the purpose, and the scope of the bill and inventory. He noted the deadline for creating the inventory is July 1, 2026. He noted maintenance, operations, and transit plans are excluded from transit project inventory. He detailed walkability, bikeability, and multimodal projects are all included in the inventory. He noted the unmet need from what communities in the region have submitted currently.

Crash Dashboard

Graalum compared the crash statistics from 2024 and 2025 in Larimer County, Weld County, and statewide. TAC members asked for more regular updates for 2026 data.

February Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Legislative Report

Written report provided.

Mobility Committee Updates

Written report provided.

Roundtable

Karasko reminded TAC members to submit their Model Steering Committee members.

Feldman noted Greeley presented their recommended 30% design for Safe Streets for All to their Council.

Koivuniemi noted Timnath has begun their Safety Action Plan.

Cunningham noted the Loveland City Projects Fair is on March 9. She noted the job opening for the city engineer has been posted.

Rouser noted the Active Transportation Plan will be going out for public comment at the beginning of March. He noted the NFRMPO outreach will focus more on Farmer's Markets instead of summer festivals. He noted there will be an online vision tool for regionally significant and active transportation corridors. He noted information on the federal BASICS act.

Tarannum noted there will be a formal modeling data request sent to the TAC.

Stockburger noted progress continues on the Public Involvement Plan and the Freight Plan. He noted there is a public survey for the Public Involvement Plan available until March 31. He noted the NFRMPO is in early talks to redesign their logo and color palette to ensure compliance with digital accessibility standards. Lastly, he noted that the state is looking at further reducing MMOF funding, and future reconciliation efforts may be needed.

Graalum noted the conclusion of the performance report for the 2023 Congestion Management Process. She noted the NFRMPO is applying for a grant through the state's Highway Safety Office. The NFRMPO wants to use the funds to host a regional safety roundtable in FY2027. Graalum noted she will be presenting the crash dashboard at the next TAC meeting. She noted the upcoming newsletter and asked communities to send any articles they would like to be included.

Joyner noted three transportation fairs RideNoCo hosted with the Aspen Club. She noted updates to the Rider's Guide and Provider's Guide. She noted programs in and near the region she hopes to partner RideNoCo with.

Hull noted the Mobility Committees will be working on the Mobility Action Plan. He noted RideNoCo is exploring removing the Trip Discovery Tool from their website.

Jaclynn Streeter, GoNoCo34 TMO, noted ideas the GoNoCo34 TMO has and is conducting stakeholder meetings in Greeley and Loveland.

Relford reminded TAC members to submit comments on the US34 Transit Study.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

Meeting adjourned at 2:56 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on March 18, 2026 as a hybrid meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Mykayla Graalum
Date: March 18, 2026
Re: Discussion Item – Draft NFRMPO Crash Dashboard

Objective

Provide an overview of the NFRMPO's Crash Dashboard tool, summarize key features currently available, and discuss potential areas for future enhancement. Additionally, discuss data sharing agreements for more recent crash data between communities and the NFRMPO and establish primary contacts for pursuing this.

Summary

Over the past year, NFRMPO staff have worked to develop a crash data dashboard tool designed to improve accessibility to regional traffic safety information. The dashboard was created to support planning, safety analysis, and public information needs by transforming CDOT crash records into an interactive, user-friendly format. The tool is intended to complement existing safety planning efforts by allowing users to explore crash trends across geography, time, and contributing factors.

A link to the draft NFRMPO Crash Dashboard can be found here:

<https://www.arcgis.com/apps/dashboards/221af94144204cb483ee903547028813>

Additionally, the NFRMPO Planning Council is still interested in obtaining more recent crash data than what is currently available from CDOT. Formal data sharing agreements are essential in moving forward with this effort. It is requested that TAC members come prepared to discuss how feasible this is for their community and share the primary contact at their organization for pursuing this effort.

Recommendation

NFRMPO staff requests TAC members provide feedback and discuss future improvements on the NFRMPO's Crash Dashboard tool, as well as to discuss data sharing agreements.



Active Transportation Plan (ATP)

Technical Advisory Committee (TAC)
March 18, 2026



1

What is the Active Transportation Plan (ATP)?



- An update to our shared regional vision for improved active transportation within and between communities
- A guide to active transportation planning in the region



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Plan Format



North Front Range
Metropolitan
Planning
Organization

- Five chapters:
 - Chapter 1: Introduction
 - Chapter 2: Existing Conditions
 - Chapter 3: Strategies, Approaches, and Emerging Trends
 - Chapter 4: Regional Active Transportation Corridors (RATCs)
 - Chapter 5: Action Steps
- Appendices

3

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Chapter One: Introduction



North Front Range
Metropolitan
Planning
Organization

- Provides context for the ATP
- Describes the purpose of the ATP
- Benefits of Investing in Active Transportation
 - Health
 - Safety
 - Economy
 - Congestion
 - Community Resiliency

4

4

Chapter Two: Existing Conditions



- Regional Infrastructure Inventory:
 - Active Transportation Facility Miles per Capita
 - Active Transportation Facilities by Community

Active Transportation Facilities by Community

Table 2-2 summarizes the 2023 active transportation facility mileage by jurisdiction.

Table 2-2: Active Transportation Facilities Mileage by Jurisdiction

Jurisdiction	Sidewalks	Shared-Use Paths/Trails	Bike Lanes/Bikeable Shoulders
Berthoud	104.38	6.56	1.81
Eaton	48.68	2.2	0
Evans	120.93	8.69	11.16
Fort Collins	1,041.98	153.74	399.89
Garden City	2.93	0	0
Greeley	688.65	67.17	190.97
Johnstown	155.87	11.73	3.32
LaSalle	14.56	0	0
Loveland	670.05	37.05	162.6
Milliken	56.62	4.01	0
Severance	83.91	7.85	.6
Timnath	111.59	9.09	16.06
Windsor	369.59	35.91	69.80
Unincorporated Larimer County (NFRMPO Portion)	57.11	150.48	145.74
Unincorporated Weld County (NFRMPO Portion)	7.87	31.6	1.9
Total	5,534.52	526.08	1,003.85

Note: Figures in this table may differ from local estimates. Bicycle routes were omitted because they are defined differently across communities.

Active Transportation Facility Miles per Capita

Table 2-1: Active Transportation Facilities per Capita (Sidewalks, Bike Lanes/Bikeable Shoulders, Shared-use Paths)

Year	Total Miles	Total Population	Miles per 1,000 residents
2016	3,313	483,144	6.87
2020	4,013	526,402	7.62
2023	5,064	549,237	9.22

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Chapter Two: Existing Conditions



- Travel Patterns
- Transit Stop to Sidewalk Connectivity Analysis

Figure 2-1: Transit Stop to Sidewalk Connectivity Analysis

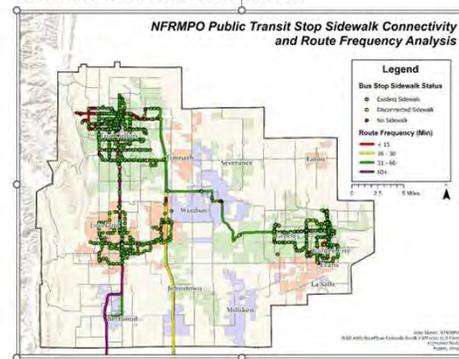


Table 2-5: Transit Stop to Sidewalk Connectivity Analysis

Transit Agency	Total Bus Stops	Connected	Have sidewalks, but disconnected	No sidewalk infrastructure
Transfort	512	471	9	32
GEF	313	305	6	2
COLT	179	171	3	5

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• Safety

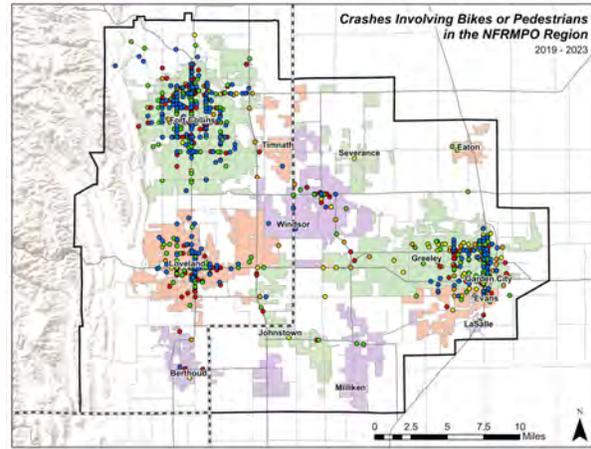
Table 2-6: NFRMPO Partner Agency Safety Policies

Organization	Year Adopted	Policy
Fort Collins	2023	0 fatalities and serious injuries by 2032
Greeley	2025	0 fatalities and serious injuries by 2045
Larimer County	2025	0 fatalities by 2040 and 0 serious injuries by 2045
Loveland	2025	20% reduction by 2035
Weld County	2025	25% reduction by 2045
Windsor	2025	0 fatalities and serious injuries by 2035

Table 2-7: Bicycle- and/or Pedestrian-Involved Crashes between 2019 and 2023

	2019	2020	2021	2022	2023
Injuries	102	68	153	165	189
Fatalities	2	7	8	6	13
Total	138	97	193	213	257

Note: The total number of injuries and fatalities will not add up to the total due to a third category of crash. This category is property damage only.



Legend
 Crash Year
 • 2023 • 2020
 • 2022 • 2019
 • 2021

*There is considerable point overlap because many crashes occur in similar locations over multiple years.

March 2026
 Source: CDOT, NFRMPO
 North Front Range Metropolitan Planning Organization

Chapter 3: Strategies, Approaches, and Emerging Trends

• Infrastructure

- Facility Design Standards
- Sidewalks
- Shared-Use Paths
- Crossings
- Transit-Oriented Walkability
- Trail Accessibility
- Pilot Projects
- Maintenance

Table 3-1: Basic Design Guidance for Regional and/or High-Usage Shared-Use Paths

Design Consideration	Guidance
Uses	Connects several community destinations such as residential, commercial, and recreation areas, and other active transportation facilities; Used by bicyclist, pedestrians, and other mobility devices, including electric assist; Used for transportation and recreation
Preferred Location	Through residential, commercial, and recreation areas; along right-of-way corridors such as irrigation canals, drainage corridors, railroads, utilities, or roads; separated from hazards to provide a safe and pleasurable experience
Corridor Width	50-feet preferred; 30-feet minimum
Trail Width	12-feet preferred; 10-foot minimum
Vertical Clearance	10-feet preferred; 8-foot minimum
Horizontal Clearance	Minimum 3-feet clear on both sides of trail, minimum bridge width of 10-feet
Lighting	At trailheads, access points, underpasses, at-grade road or trail crossings, intersections
Trail Waysides/Rest Areas	1 major wayside/rest area per mile, or as available; combine amenities with trailheads; preferred amenities (as appropriate/feasible) include shelter, benches/seating, picnic areas, potable water, informational kiosks, wayfinding, restrooms, trash/recycling receptacles
Wayfinding	Consistent with guidance in Appendix #; Wayfinding Guidance. Basic principles to follow include providing clear wayfinding at major access points, trailheads, and 1/2-mile marker and/or confirmation sign 1/2-mile and after major decision points; turn or

Chapter 3: Strategies, Approaches, and Emerging Trends



- Programming
- Policy
 - Emerging Micromobility Solutions
- E-Bikes
 - Access
 - Mobility
 - Safety
 - Best Practices
- E-Scooters

Table 3-3: E-Bike Best Practices

Consideration	Practice	Source
Pilot Study	Allowing e-bikes on certain facilities during a trial period while collecting data to	Larimer County Natural Resources
	assess safety, trail experience impacts, public opinion, and trail etiquette awareness.	
Trail access	Class 1 and 2 e-bikes are allowed on all shared-use trails (hard or soft surface) that are open to non-motorized biking on state lands.	Colorado Parks and Wildlife
Regulating speeds	15 mph trail speed limit for all trail users, with "High Traffic Bicycle Slow Zones" on certain trail segments.	City of Fort Collins

Table 3-4: E-Scooter Best Practices

Consideration	Practice	Source
Deployment in underserved areas (shared-system only)	The City of Portland, OR requires a minimum of 100 shared scooters, or 20 percent of the fleet to be deployed in historically underserved neighborhoods each day.	Eastland Bureau of Transportation (EBOT)
Pricing and Payment (shared-system only)	Through its permit applications, Washington D.C. requires dockless scooter and bike providers to offer a cash payment option, and the ability to be located and unlocked without a smartphone.	Washington D.C. DOT
	The Spin/Bird Access program provides anyone who is enrolled or eligible for a government assistance program, a discount on e-scooter or e-bike rental.	SPIN/Bird
Regulating Speeds	E-scooters are required to be slowed to 8 mph in designated Slow Zones and walked through Dismount Zones on CSU's main campus. Using geofencing technology, the scooters will slow or stop themselves safely when entering these zones.	Colorado State University (CSU)
	If operated on the sidewalk, it shall be the rider's	City of Aurora, CO

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Chapter 3: Strategies, Approaches, and Emerging Trends



- Other Micromobility Devices
- Land Use and Urban Form
- Complete Streets

Table 3-5: Best Practices for Other Micromobility Devices

Consideration	Practice	Source
Riding on roadways	Treat e-skateboards as e-scooters and e-bikes. Riders shall be granted all the rights and shall be subject to all the duties and responsibilities applicable to the driver of a motor vehicle under the laws of the state and the traffic ordinances of the city.	City of Norfolk, VA
Riding on sidewalks or trails	Any person riding a skateboard, toy vehicle, or similar device shall yield right-of-way to pedestrians.	City of Denver
Facility design	Where possible, a minimum sidewalk/path width of 60" allow two wheelchairs space to pass one another.	2010 ADA Standards for Accessible Design (ADAG)
Dismount zones	Riding skateboards is prohibited on sidewalks in designated dismount zones in the Old Town areas using thermoplastic pavement signage.	City of Fort Collins

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Chapter 4: Regional Active Transportation Corridors (RATCs)



- Crossing Considerations
- Level 1 (Low)
- Level 2 (Medium)
- Level 3 (High)
- Level 4 (Separation)

Level 1 (Low)
 Pavement markings, signage, and basic improvements to existing signalized infrastructure. This can include standard signal infrastructure at signalized and unsignalized intersections.

- Crosswalk markings
- Bike lane color markings (green)
- Advanced Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- Crossing warning signs
- In-streets pedestrian crossing signs (State Law: Stop for Pedestrians in Crosswalk Sign)/"Gateway Treatment"
- No turn on red sign
- All-way stop signs

Level 2 (Medium)
 More advanced warning systems, pavement treatments, physical features, detection technology, and flashing beacons. These can include midblock crossing infrastructure, such as beacons and flashing lights that are not considered traffic signals.

- Active warning beacon/ Rapid flashing beacon
- Dynamic speed feedback signs
- Internally illuminated crossing signs
- Median refuge island
- Raised crosswalk
- Leading or protected bike/ped signal phase
- Bike or pedestrian scramble
- Bike box
- Two-stage bicycle turn queue box
- Curb extensions
- Curb radius reduction
- Nighttime lighting
- Bike lane extension through intersection
- Passive bicycle signal detection
- Hardened centerline

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Chapter 4: Regional Active Transportation Corridors (RATCs)



- Corridor Profiles and Corridor-/Segment-Level Information

RATC Corridor Profiles

The following section describes each of the 13 corridors with a map and several corresponding tables, detailing the individual segments. Each segment in the corridor map is described as:

- **Existing:** the segment exists and adequately serves regional usage. Only minimal improvements are necessary.
- **Interim:** the segment exists and is usable for some user types but would benefit from moderate to significant improvements to improve accessibility. These improvements may include facility widening, increased separation or protection from vehicle traffic, upgrading from on-street to off-street facilities, paving, or improved access agreements with managers of the facility.
- **Proposed:** the segment does not exist but has been identified in at least one local planning document. The status of these segments within the local planning process range widely from conceptual to prioritized with local funding allocated.

Each corridor map is supported with relevant data about current and forecasted conditions. The accompanying tables include:

Corridor-Level Information

- **Corridor narrative:** A descriptive vision for the entire corridor, including highlights of its relevance regionally, statewide, and/or nationally.
- **Current and forecasted conditions**
 - Total length (miles): Existing or Interim (2023) and Build-Out (2050)
 - Miles on-street: Existing (2023) and Build-Out (2050)
 - Miles off-street: Existing (2023) and Build-Out (2050)
 - Population within a ½ mile: Existing (2023) and Build-Out (2050)
 Source: NFRMPO Land Use Allocation Model
 - Jobs within a ½ mile: Existing (2023) and Build-Out (2050)
 Source: NFRMPO Land Use Allocation Model
 - Schools within a ½ mile: Existing (2023) and Build-Out (2050)
 Source: CDOE School Locations
 - Transit stops within a ½ mile: Existing (2023) and Build-Out (2050)
 Source: Transit Stops from various service providers
- **Planning references:** A list of the most recent and/or relevant plan citations from impacted agencies referencing this corridor with a code (letter) for use in referencing each corridor segment. For agencies with multiple plans referencing the corridor, the most current and/or relevant plan is listed.

Segment-Level Information

- **Segment ID:** Segment identifier corresponding to the corridor map.
- **Jurisdictions:** The agencies with current or future (Based on Growth Management Area) jurisdiction over the area of the segment.
- **Description:** A narrative overview of the segment with acknowledgement of local planning, projects, and opportunities.
- **Key local connection needs:** Future infrastructure necessary for community members to access the corridor. Other RATC segments are excluded from this section, as well as areas with sufficient local infrastructure to important destinations.
- **Crossing needs:** The minimum acceptable infrastructure needed for the segment to serve regional traffic upon build-out, based on the four levels described in the previous section. If crossings are identified at locations with existing infrastructure, it is to signify the minimum level of additional enhancements that will be necessary in the future.
- **Preferred alignment:** The proposed alignment that maximizes connectivity, opportunities, and overall appeal.
- **Alternative alignment:** Segment alignment that may prove more feasible.

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RATC #3: Corridor-Level Information

Corridor Description	Planning References
The Big Thompson River Trail provides a regional connection across the south-central portion of the NFRMPO region. This corridor connects both Larimer and Weld County with access to destinations like Downtown Loveland via RATCs #7 and #8, Devil's Backbone Open Space, and Downtown Milliken.	Larimer County – Larimer on the Move Transportation Plan (2025) Loveland- Connect Loveland Transportation Master Plan (2023) CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019) Johnstown- Johnstown Updated Land Use Framework Plan (2019) Milliken- Milliken Comprehensive Plan Update (2023)
Future considerations in developing this corridor should also consider the vision for RATC #11 in the area between the NFRMPO Boundary (The Dam Store/ LCR31D) and Rossum Drive. There is opportunity for these two RATCs to be combined and/or serve as complementary alignments depending on engineering and cost constraints.	

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 miles		
	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	
5.67	32.07	0	4.9	5.67	27.17	15,907	49,051	13,630	18,467	6	8	22	22

Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within "combined" on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.

RATC #2- Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
2-A	LCR8E to US287	Proposed	Separated	Larimer County, Berthoud	The westernmost segment would connect with RATC #7 near the intersection of LCR8E and LCF23. From this point, the corridor would follow LCR8 towards its intersection with US287, where it would require an enhanced crossing to continue towards Berthoud's existing trail system. There are several alternative alignments in this area, but their feasibility is still to be determined.
Key Local Connection Needs		None Identified.			
Crossing Needs		Level 1- S LCR21; Level 3- US287			
2-B	US287 to I-25	Proposed and Existing	Separated	Berthoud, Johnstown, Weld County	On the east side of I-25 trail and wildlife underpass, the preferred alignment would continue east on the south side

Chapter 5: Action Steps



- 5 Categories:
 - Safety
 - Monitoring
 - Land Use and Urban Form
 - Local Assistance
 - Funding

Chapter 5: Action Steps

The Action Steps identified in this Chapter should be prioritized over the next four years (one plan cycle) to improve active transportation in the NFRMPO region. Action Steps are broken into the following categories: Safety, Monitoring, Land Use and Urban Form, Local Assistance, and Funding. With each Action Step, responsible agencies/partners are identified. Additional recommendations, suggestions, and other guidance are spread across corresponding sections of the ATP.

Safety

Support efforts to expand educational programs such as the Bicycle Friendly Driver course (City of Fort Collins and Bicycle Colorado) to other local agencies.

Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

Work with local agencies to conduct locally specific analysis of bike/ped crashes, near miss, and other emerging safety issues.

Responsibility: NFRMPO Staff

Monitor the implementation of actions to prevent harmful crashes involving pedestrians identified in the USDOT Pedestrian Safety Action Plan and get involved where appropriate.

Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

Encourage local agencies to work with law enforcement to enforce laws related to walking and bicycling safety with a focus on aggressive behavior from drivers, speeding, and code violations.

Responsibility: NoCo Bike & Ped Collaborative

Support local Safe Routes to School programs and provide assistance as needed.

Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

Develop a regionwide Safe Routes to School Strategy and Regional School Site Analysis to determine which schools/areas are in most need of SRTS resources.

Chapter 5: Action Steps



- Monitoring
- **Assign a Bicycle Level of Traffic Stress (LTS) to all roads within the NFRMPO region and incorporate Bicycle LTS into project scoring and prioritization.**
 - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative, TAC and Council
- **Generate a public-facing, interactive, mobile-friendly map of the regional low stress bike network. Explore opportunities to incorporate the map into existing apps or web maps.**
 - Responsibility: NFRMPO Staff, TAC, NoCo Bike & Ped Collaborative, other Local Agency Staff

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Chapter 5: Action Steps



- Funding
- **With each NFRMPO Call for Projects, identify opportunities to:**
 - Encourage applications representing a more diverse range of project types that are highly consistent with the intent of each funding program;
 - Emphasize the important of projects that support mode shift away from single-occupant vehicle (SOV) travel; and
 - Better align funding decisions with NFRMPO target achievement.
 - Responsibility: NFRMPO Staff, TAC, Planning Council, NoCo Bike & Ped Collaborative
- **Continue to regularly update the Regional Active Transportation Corridor (RATC) 10-Year Project Pipeline with cost estimates to position the NFRMPO region more competitively to pursue and respond to various funding opportunities.**
 - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative, TAC

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Next Steps



- Public comment period opens: By March 20, 2026
- TAC Discussion: March 18, 2026
- Planning Council Discussion: April 2, 2026
- Public Comment Period ends: by April 19, 2026
- TAC Action: April 15, 2026
- Planning Council Adoption: May 7, 2026

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Questions?



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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, March 11, 2026

Virtual Meeting

Bicycle Trap Lane Letter Vote

Rouser noted there was not a quorum to hold a vote. The group will vote in April if there is a quorum. The group discussed updating the voting structure to include the GoNoCo34. The group gave comments and suggested edits for the letter. The group will discuss the NoCo Values and Operating Principles and the voting structure at the April NoCo meeting.

CDPHE SPAN Program

Herschler outlined the Colorado Department of Public Health and Environment (CDPHE)'s Built Environment State Physical Activity & Nutrition Program (SPAN). The SPAN program is a state program that is funded through the CDC, and the goal is to make healthy eating and active living more accessible. Herschler outlined the Active Communities Tool (ACT). The ACT has two parts: Action Planning Guide and Assessment Modules. CDPHE can fund up to \$10,000 per project for demonstration projects that support long-term goals. This funding is designed for adjustable and reversible projects and is not designed for permanent infrastructure projects.

Active Transportation Plan Discussion

Rouser noted the ATP will have five chapters then outlined the contents of each chapter. Chapter One: Introduction provides context and describes the purpose of the ATP. This chapter also includes the benefits of investing in Active Transportation in the following categories: Health, Safety, Economy, Congestion, and Community Resiliency. Chapter Two: Existing Conditions include a regional infrastructure inventory, travel pattern information, and active transportation safety. Chapter Three: Strategies, Approaches, and Emerging Trends includes best practices and strategies on infrastructure, programming, policy, e-bikes, e-scooters, and other micromobility devices. Chapter 4: Regional Active Transportation Corridors (RATCs) includes the RATC corridor profiles. Rouser noted the plan will be adopted on May 7th, 2026.

Roundtable

Rouser noted the 2055 Regional Transportation Plan will be named Connected Communities 2055.

Cunningham stated the City of Loveland Projects fair was a success and the City of Loveland is beginning to plan for Walk and Bike Month events. She noted one of the events will be a guided bike ride around the Loveland Loop. She invited the NFRMPO and/or NoCo Bike & Ped to host a refreshment station during this ride.

Pearson noted Wilson & Company will be kicking off the Vine/Timberline Overpass Study in the coming weeks.