

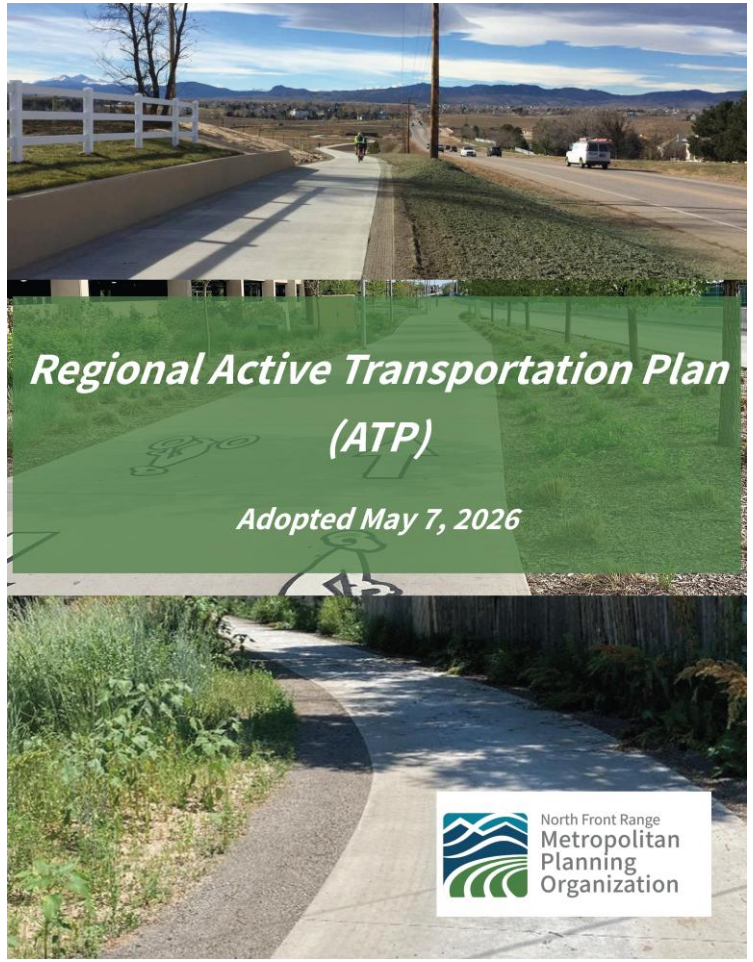
Active Transportation Planning

Colorado MPO Summit
November 4, 2026

North Front Range
Metropolitan
Planning
Organization

Active Transportation Plan (ATP)

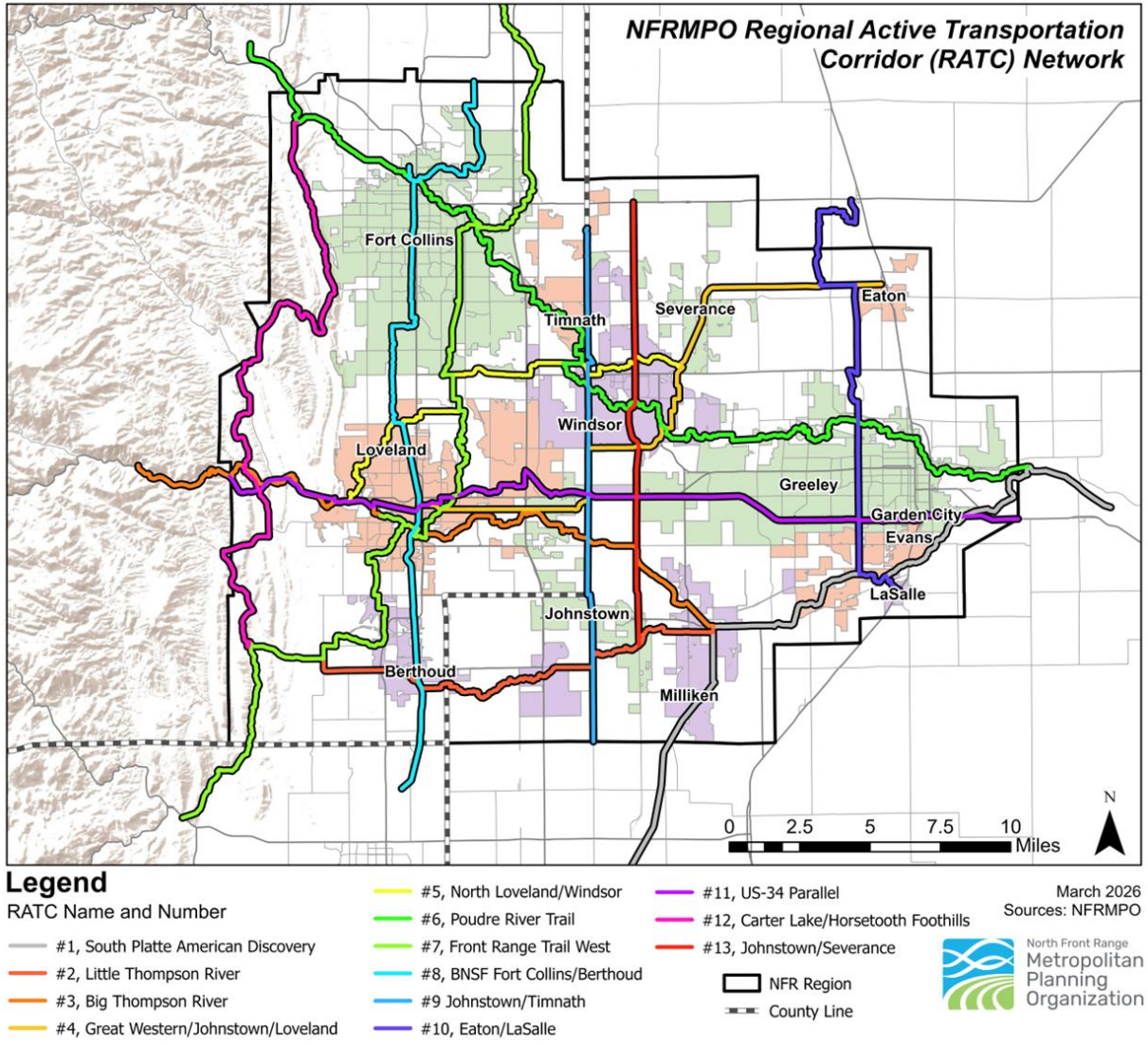
- Five chapters:
  - Chapter 1: Introduction
  - Chapter 2: Existing Conditions
  - Chapter 3: Strategies, Approaches, and Emerging Trends
  - Chapter 4: Regional Active Transportation Corridors (RATCs)
  - Chapter 5: Action Steps
- Appendices
  - Appendix A: Resource Library
  - Appendix B: Outreach and Engagement Summary
  - Appendix C: Wayfinding Guidance
  - Appendix D: Bicycle Parking Guidance
  - Appendix E: Count Program Guidance



Regional Active Transportation Corridors (RATC)

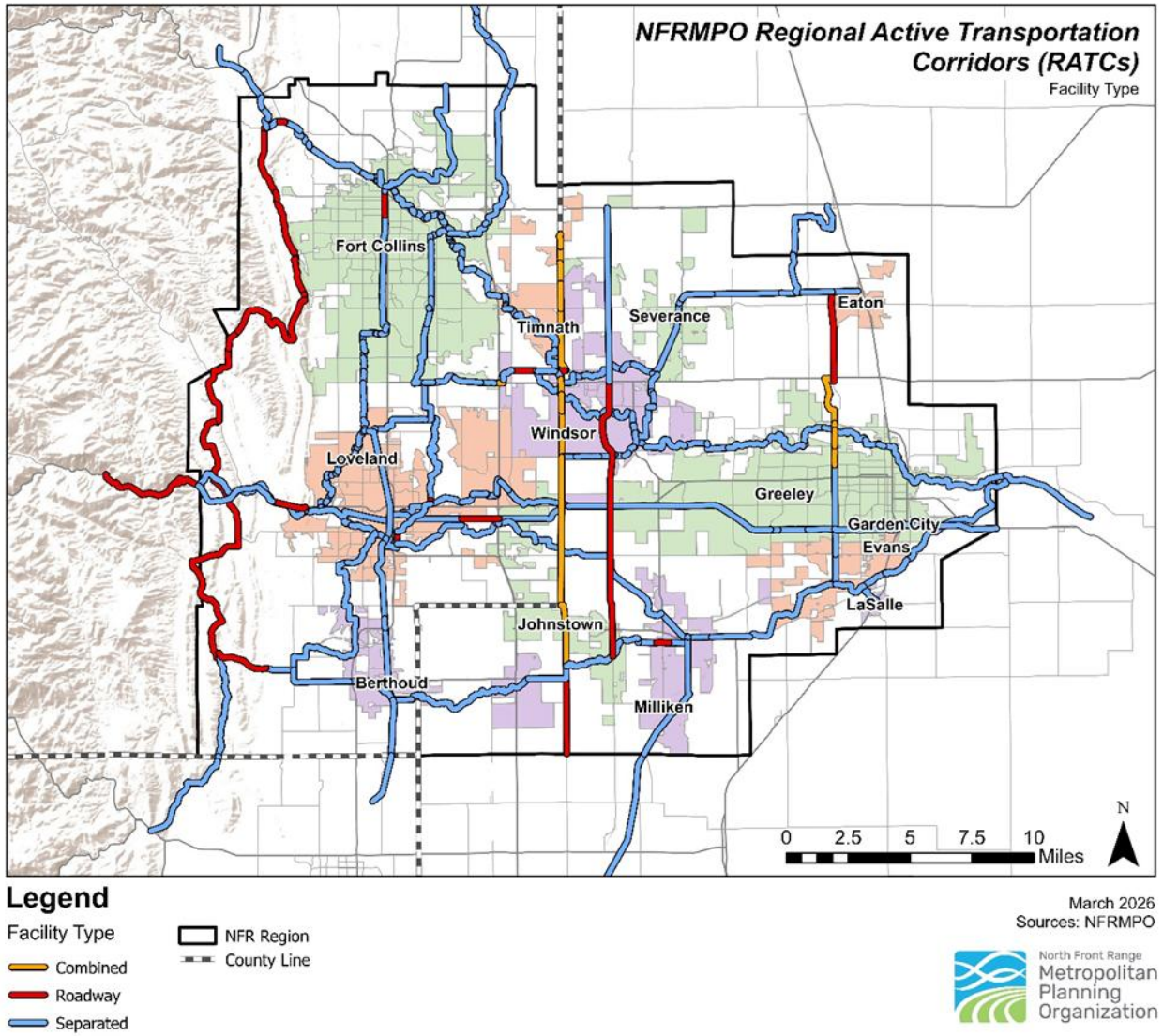
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- RATCs are:
  - Network of low-stress active transportation facilities between communities
  - Mix of off and on street facilities
  - Meant to serve as the “spine for bicycle travel” in the region
  - Intended to be used for all types of active transportation trips
  - Fully built out by 2050



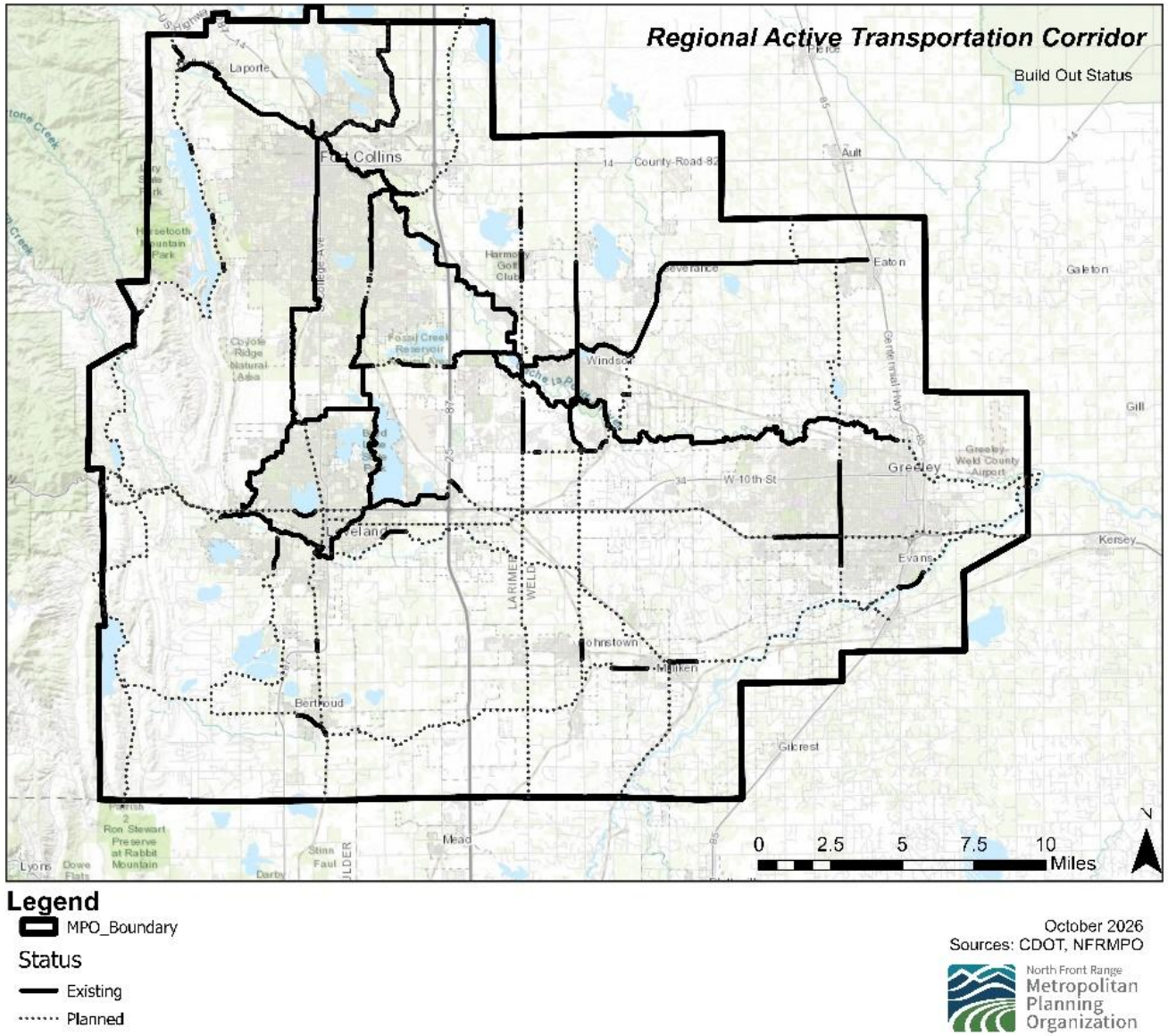
RATC Facility Type

- Three Categories:
  - Separated (79%)
  - Combined (6.9%)
  - Roadway (13.9%)



RATC Completion Status

- 40% complete



RATC Visioning

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

3-B	NFRMPO Boundary to Rossum Drive	Proposed and Existing	Separated	Larimer County, Loveland, CDOT	If there is opportunity for this corridor to follow city- and county-owned land tracts, the trail would follow the Big Thompson River and take advantage of the various bike/ped and wildlife crossings that would be accommodated within the US34 PEL Recommended Alternative where US34 bridges cross the river. This segment of RATC #3 can support additional regional soft-surface trail development connecting the existing trail network at Devil's Backbone Open Space with future trails at Skyline Natural Area. This segment is a crucial link in completing the roughly 15-mile recreation loop between various open lands. Rossum Drive serves as the western terminus of RATC #11.
Key Local Connection Needs	Skyline Natural Area				
Crossing Needs	Crossing Needs: Level 2- Rossum Drive; Level 4- US34 near Fawn Hollow Motel, US34 near Fireside Cabins RV Park, US34 near Wild Lane				

RATC #3: Corridor-Level Information

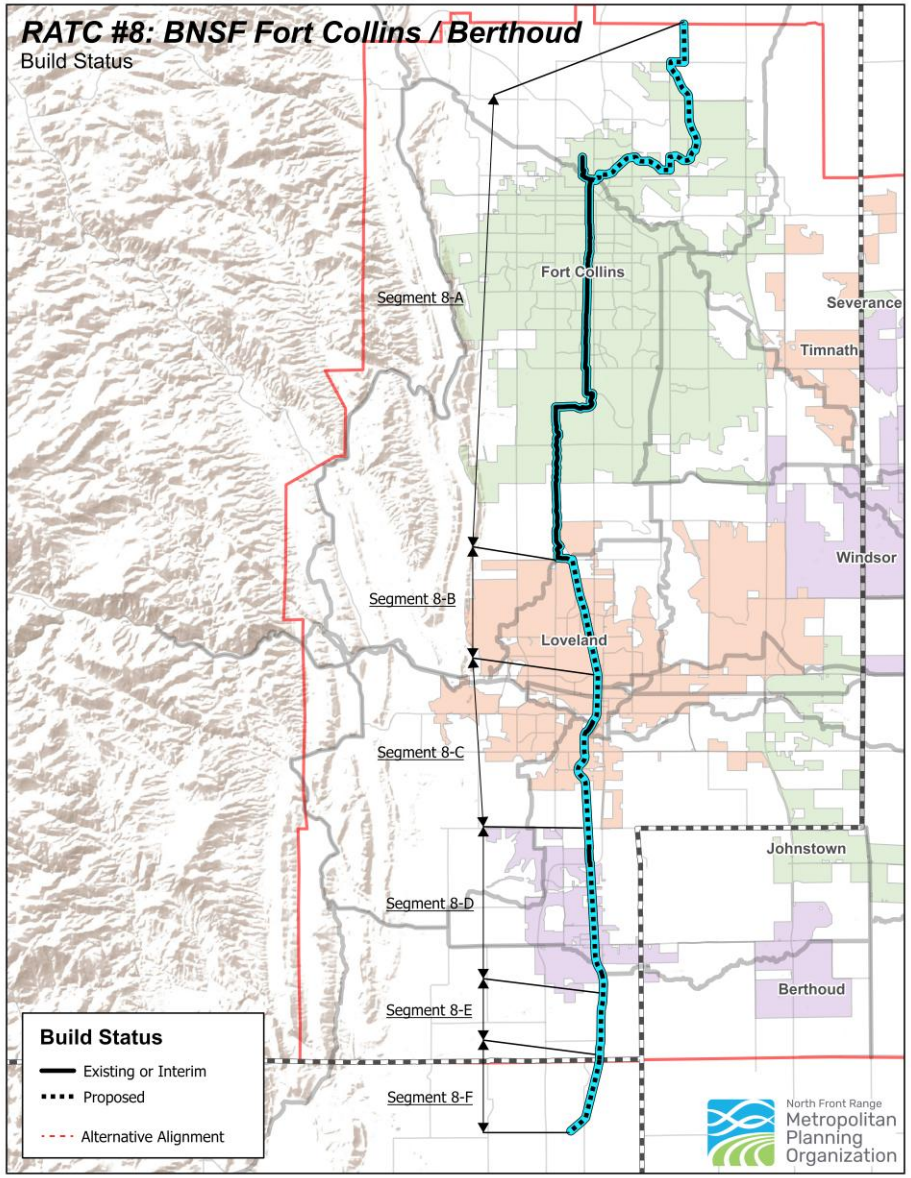
Corridor Description	Planning References
The Big Thompson River Trail provides a regional connection across the south-central portion of the NFRMPO region. This corridor connects both Larimer and Weld County with access to destinations like Downtown Loveland via RATCs #7 and #8, Devil's Backbone Open Space, and Downtown Milliken. 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.	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)

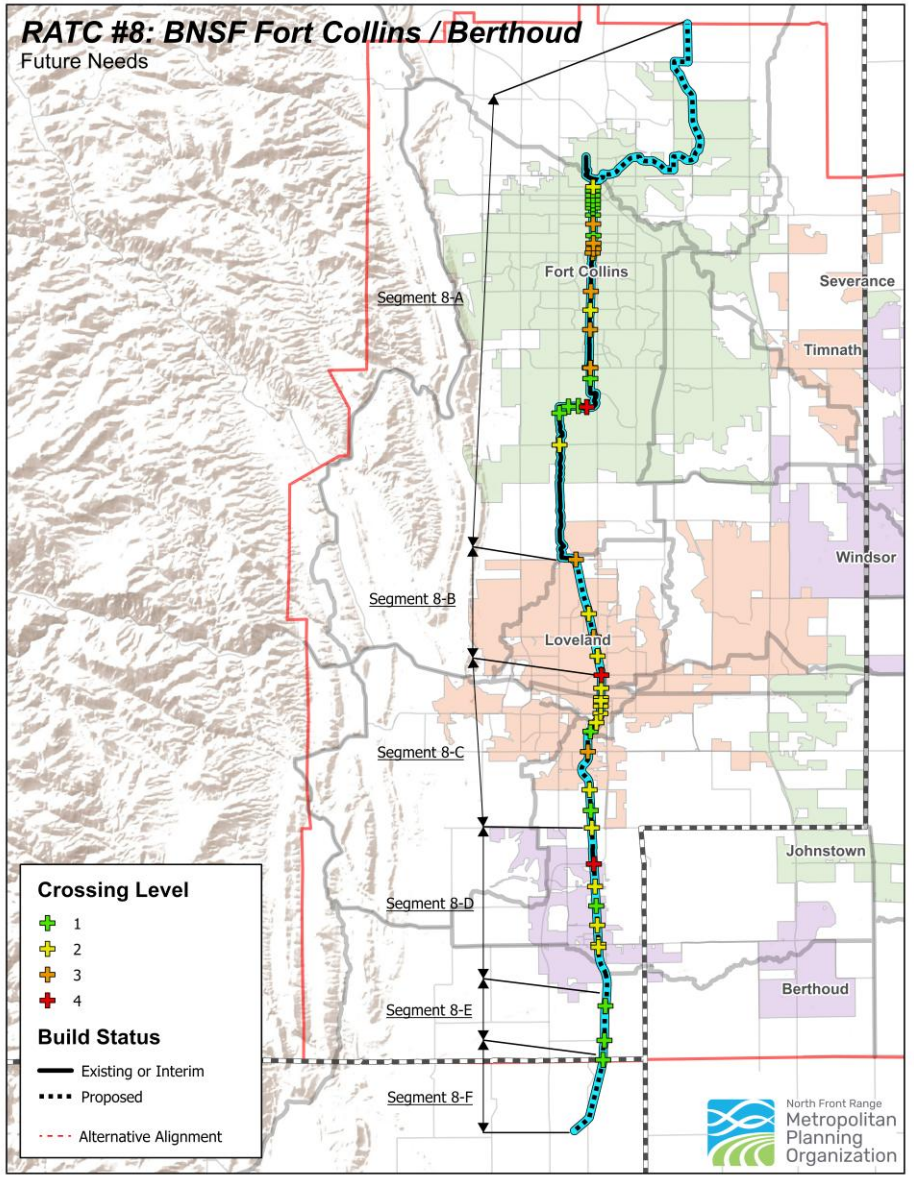
Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within ½ mile		Jobs within ½ mile		Schools within ½ mile		Transit Stops within ½ miles	
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050
5.67	32.07	0	4.9	5.67	27.17	15,907	49,051	13,630	18,467	6	8	21	22

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 Visioning

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NoCo Bike & Ped Collaborative

North Front Range Metropolitan Planning Organization

Vision: Safe, convenient and cost-effective bicycle and pedestrian network for people of all ages and abilities across Northern Colorado

Mission Statement: Advancing connectivity of bicycle and pedestrian networks in Northern Colorado for recreation, transportation and economic development through coordination, promotion, and education

Goals:

- **Coordination**: Provide an open forum to coordinate, collaborate, and align regional bike/ped infrastructure, best practices, and performance metrics.
- **Promotion**: Promote investment in bike/ped transportation infrastructure.
- **Education**: Share information and best practices that lead to improved safety and connectivity of bike/ped infrastructure across the region.
- **Measure Growth**: Measure growth of bike/ped infrastructure and usage across the region.

Safe Routes to School Subcommittee

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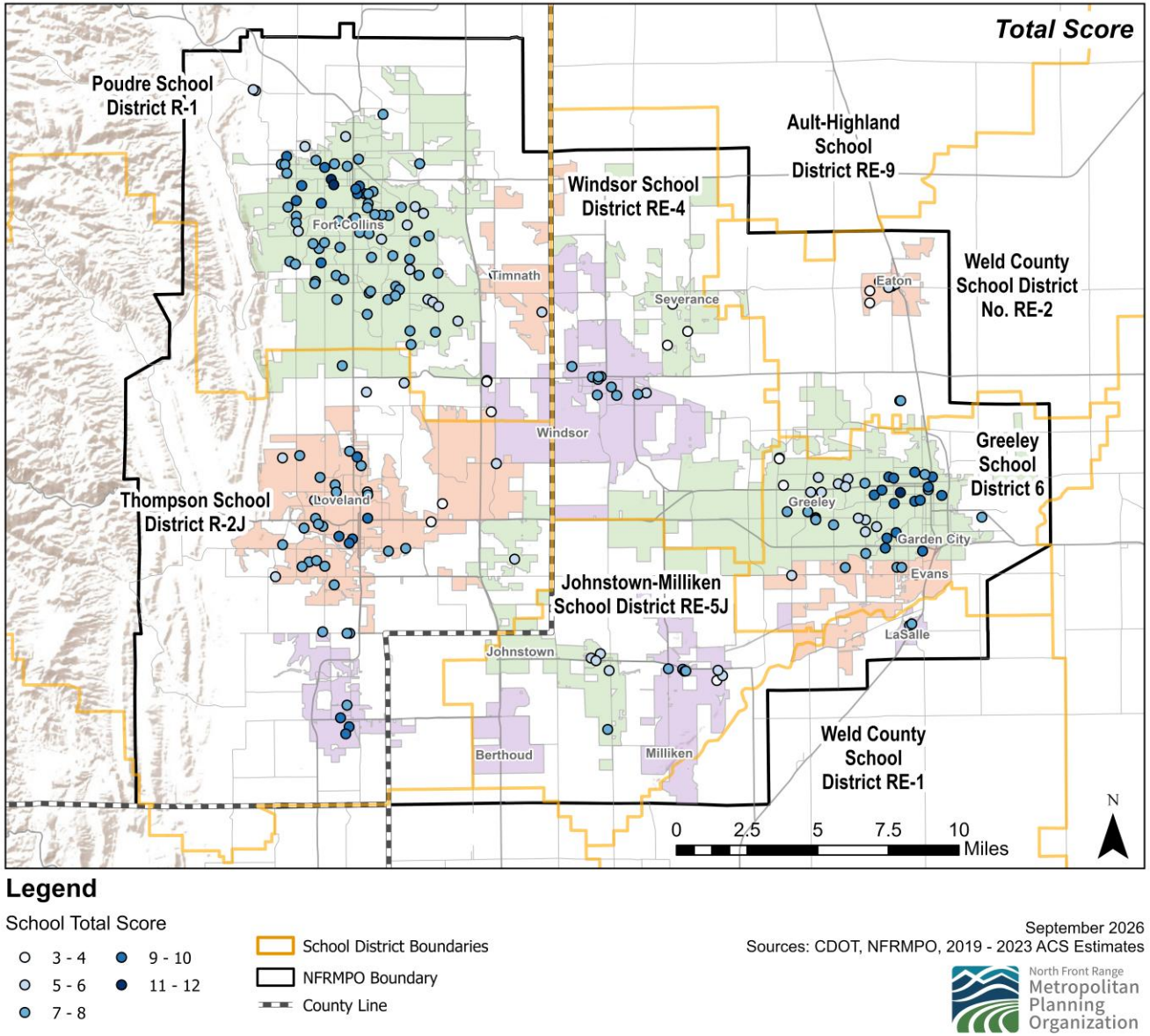
Vision: Through collaboration, be a resource to support and nurture the development of more Safe Routes to School (SRTS) programs in the region and ultimately see more kids biking/walking/rolling to school safely

Strategies:

- Encourage and support Smart Cycling Classes in the region
- Look for funding opportunities for League Cycling Instructor (LCI) training
- Encourage participation from local school districts
- Collect relevant SRTS data and compile the data for presentations and sharing with decision makers
- Provide technical assistance as needed

Safe Routes to School

- Three categories:
  - Demographic Need
  - Potential Impact
  - Safety



Upcoming Projects

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- RATC project list
- SRTS program support
- Improve regional active transportation datasets and data sharing amongst local agencies
- Explore opportunities to support local agencies



Questions?

North Front Range Metropolitan Planning Organization

Jerome Rouser, AICP

Transportation Planner II
jrouser@nfrmpo.org

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