Active Transportation Planning

Colorado MPO Summit

North Front Range Metropolitan Planning Organization

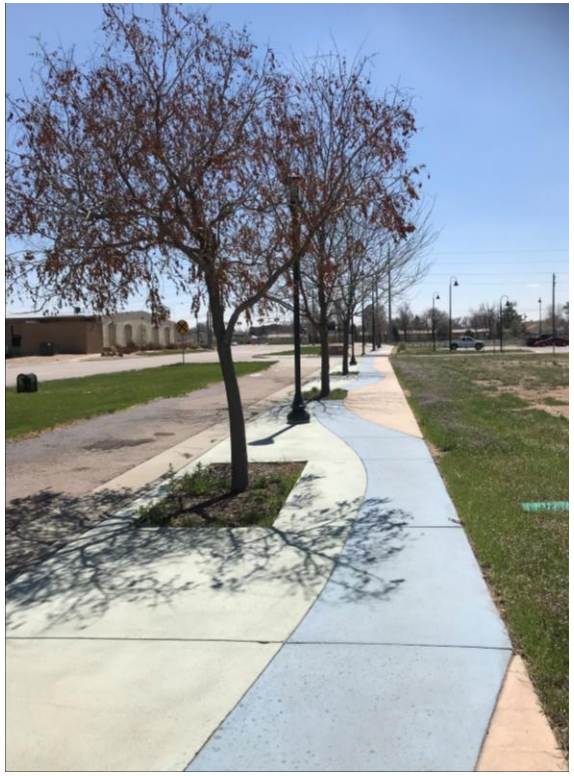


November 5, 2025

What is the Active Transportation Plan (ATP)?

North Front Range Metropolitan Planning Organization

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



Background

North Front Range Metropolitan Planning Organization

- **2013 Regional Bicycle Plan**
  - Consolidated summary of the existing bicycle infrastructure, data, and design standards
  - Socioeconomic analysis of access to bike facilities
  - Identification of 12 Regional Bicycle Corridors and important local connections and enhancements
  - Tools to support local bicycle planning and accommodation initiatives
  - Guidance to help the region pursue state, federal, and other funding opportunities

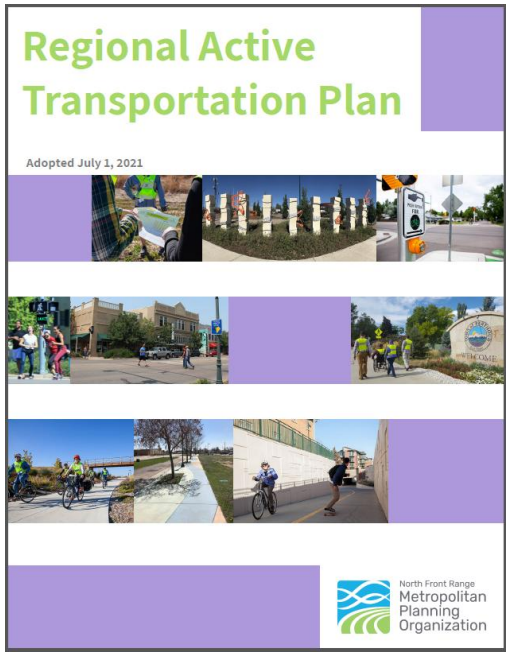


- **2016 Non-Motorized Plan**
  - Updated and expanded on the 2013 Regional Bicycle Plan
  - Expanded the focus to include pedestrian travel



Background

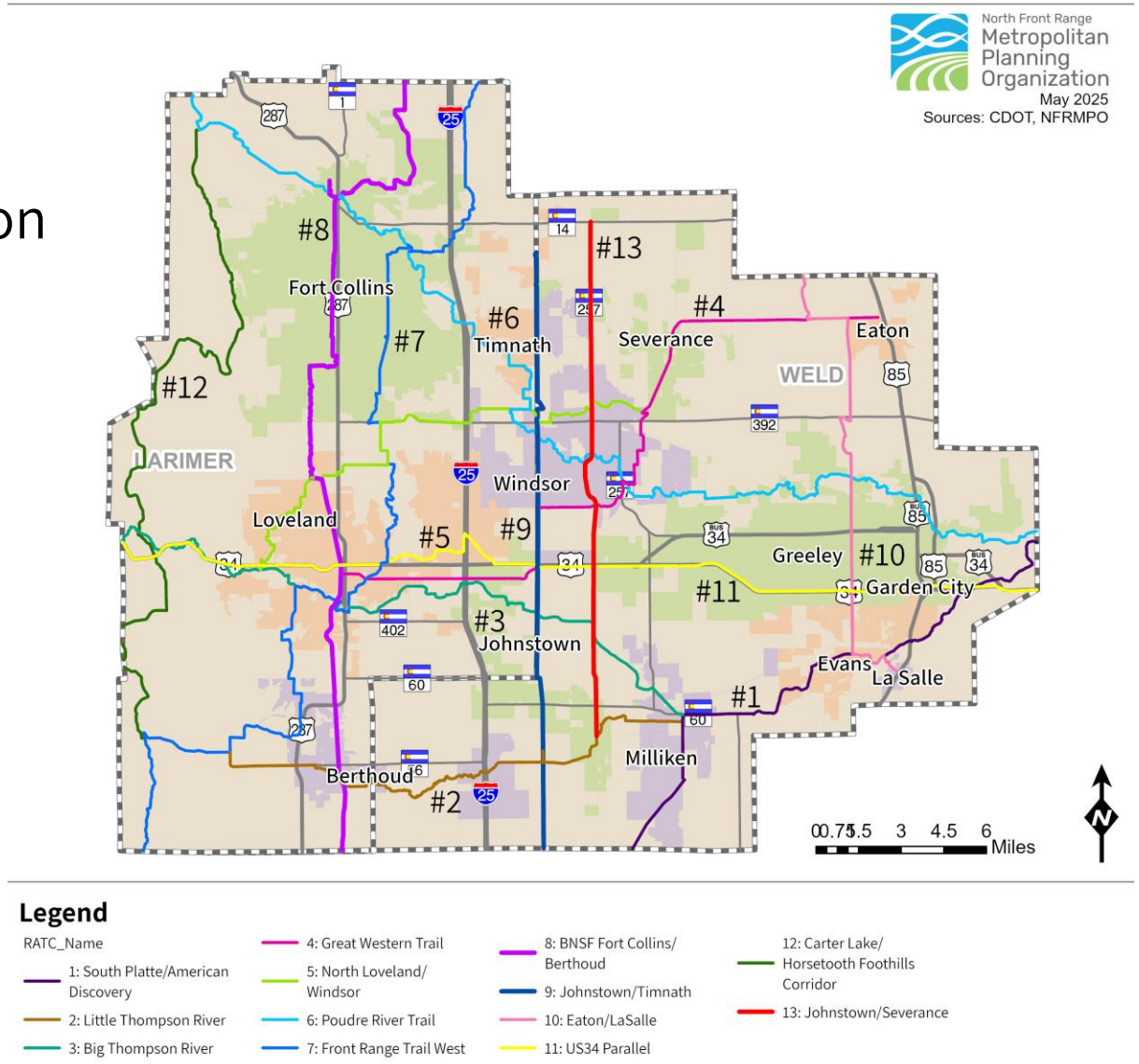
- **2021 Active Transportation Plan**
  - Updated and expanded on the 2013 Regional Bicycle Plan and the 2016 Non-Motorized Plan
  - Enhanced corridor visions for each corridor based on extensive outreach with communities



Regional Active Transportation Corridors (RATC)

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 2045/2050



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

Corridor Description	Planning References
The Poudre River Trail Corridor is a nationally recognized bicycle and pedestrian corridor. Within the NFRMPO region, the vision for this corridor is a 51-mile continuous trail between Watson Lake State Wildlife Area (SWA) in Bellvue and the confluence Poudre River's confluence 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 brough 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 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.	Larimer County – Larimer County Open Lands Master Plan (2015)* Fort Collins - Fort Collins Parks and Recreation Master Plan (2021)* Timnath – Timnath Comprehensive Plan (2020), Timnath Transportation Plan (2015)* Windsor – Windsor Trail System Master Plan (2020)* Weld County – 2045 Weld County Transportation Plan (2020) Greeley - Greeley Bicycle Master Plan (2015)* **= this plan or related plan to be updated within two years*

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs with 1/2 Mile		Schools within 1/2 mile		Transit Stops within 1/2 Mile	
2020 (includes interim)	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
41.34	51.19	0.22	0	41.12	51.19	51,883	101,768	47,124	82,407	12	14	82	92

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

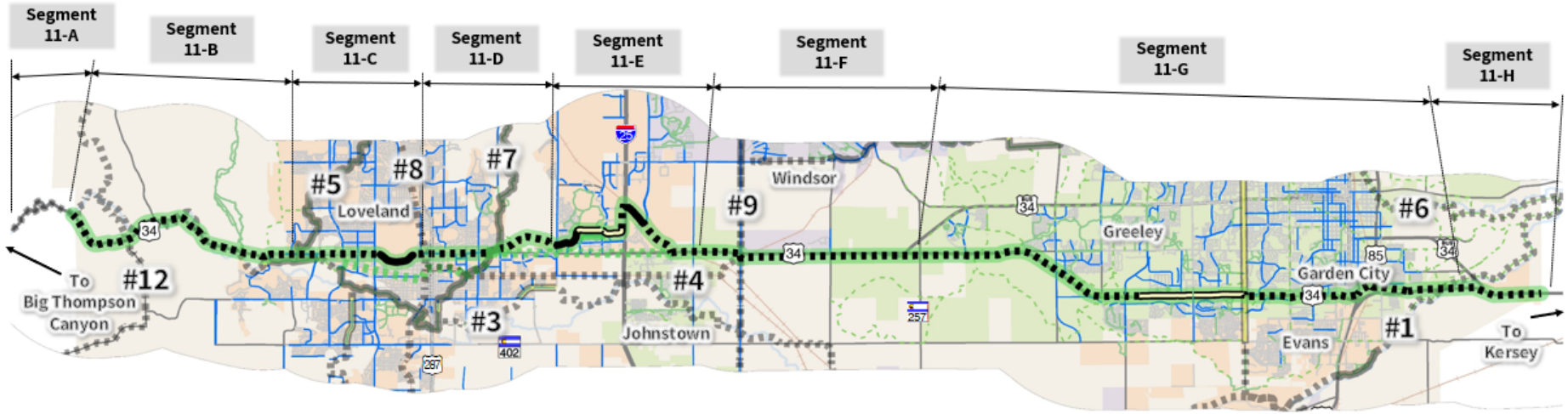
RATC #6: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
6-A	North of the NFRMPO Region	Proposed	Separated	Larimer County, CDOT	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 (NISP) project.
Key Local Connection Needs	None Identified – Outside NFRMPO Planning Area				
Crossing Needs	None Identified – Outside NFRMPO Planning Area				
6-B	NFRMPO Boundary to Rist Canyon Road	Proposed and Interim	Separated	Larimer County, Colorado State Parks	A 0.5-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 0.6-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	None Identified				
Crossing Needs	None Identified				

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Regional Active Transportation Corridor (RATC) #11:
US34 Parallel

EXISTING CONDITIONS MAP



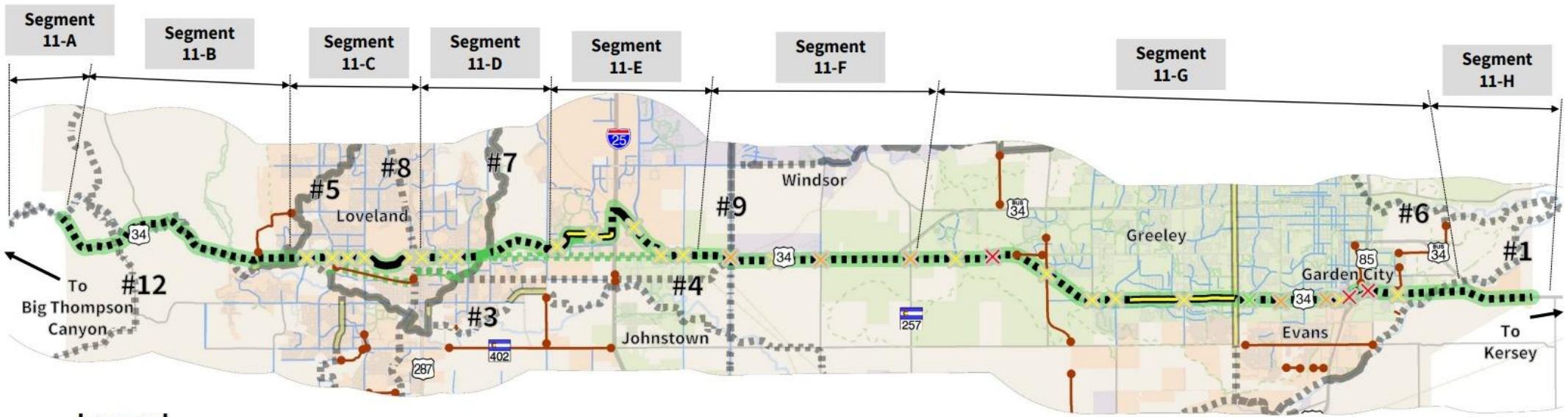
Legend

- Existing RATC
- Interim RATC
- Proposed RATC
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community

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US34 Parallel

FUTURE NEEDS MAP



Legend

- Level 1 Crossing Need
- Level 2 Crossing Need
- Level 3 Crossing Need
- Level 4 Crossing Need
- Key Local Connection Need
- Existing RATC
- Interim RATC
- Proposed RATC
- Alternative RATC Alignment - Existing or Interim
- Alternative RATC Alignment - Proposed
- Existing - Other RATC
- Interim - Other RATC
- Proposed - Other RATC
- Hard Surface Trail - Existing
- Hard Surface Trail - Proposed
- Soft Surface Trail - Existing
- Soft Surface Trail - Proposed
- Bike Lane or Bikeable Shoulder - Existing
- Sidewalk - Existing
- Interstate
- US Highway
- State Highway or Other Major Road
- Railroad
- County Boundary
- NFRMPO Planning Area
- NFRMPO Community

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FRMPO Active
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NoCo Bike & Ped Collaborative

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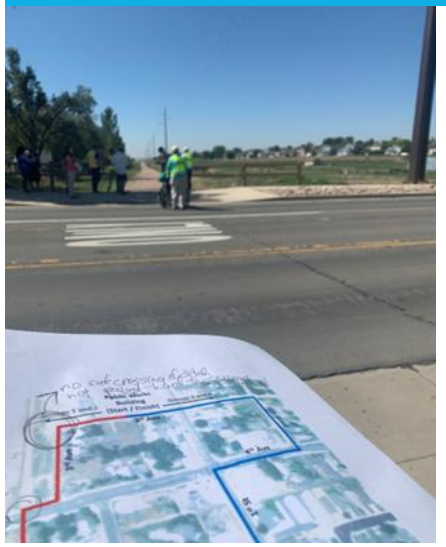
Vision: Safe, convenient and cost-effective bicycle and pedestrian network for people of all ages and abilities across Northern Colorado

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.

NoCo Events













Safe Routes to School Subcommittee

North Front Range Metropolitan Planning Organization

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
- Develop strategies to direct people to the MPO's SRTS Webpage
- 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

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