



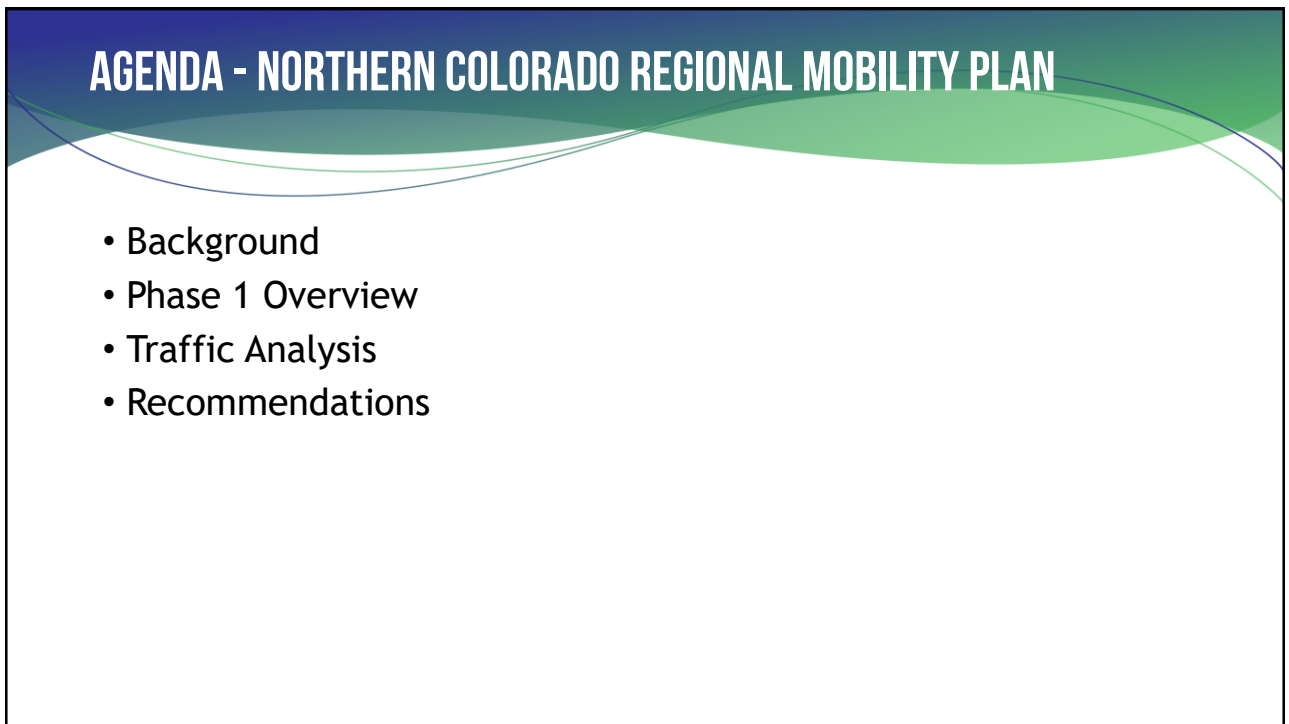
NORTHERN COLORADO REGIONAL MOBILITY PLAN:

North of Fort Collins
Phase 1: US 287 to I-25



COLORADO
Department of Transportation

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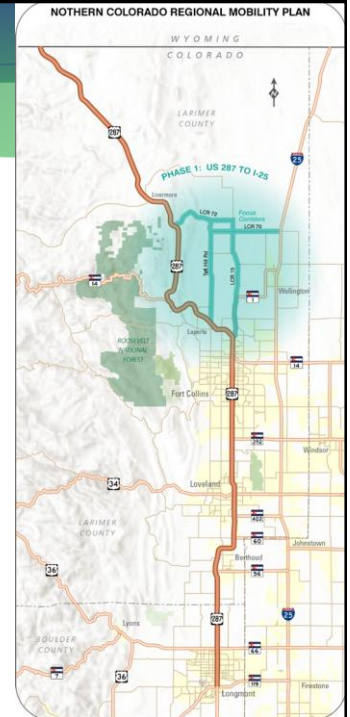
AGENDA - NORTHERN COLORADO REGIONAL MOBILITY PLAN

- Background
- Phase 1 Overview
- Traffic Analysis
- Recommendations

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BACKGROUND

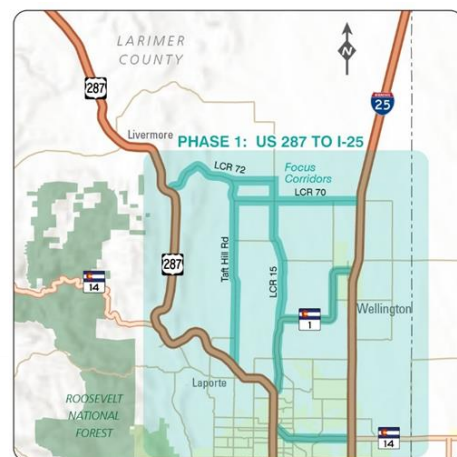
- US 287 corridor Colorado/Wyoming state line provides important regional connection for local communities
- US 287 provides alternate route to I-25 between northern Colorado and Laramie
- Major freight route between Wyoming and northern Colorado communities
- Includes intersections with significant east-west regional roadways (SH 119, SH 66, US 34, SH 392)



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PHASE 1 OVERVIEW

Phase 1 focused on the area north of Fort Collins that has seen dramatic increases in traffic between I-25 and US 287.



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PHASE 1 – WHY OWL CANYON?

- One of the few east-west connections between US 287 and I-25
- Traffic doubled over the last ten years
- A proactive plan would allow CDOT to incorporate any potential changes that result from future construction of the Northern Integrated Supply Project (NISP)



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PHASE 1 – WHY OWL CANYON?

- CDOT has also been asked to evaluate potential improvements at the intersection of Owl Canyon Road and US 287
- 15% of travel is from freight traffic
- Increased seasonal/weekend traffic
- Larimer County currently has a plan to improving Owl Canyon Road, providing an opportunity to partner with county officials to determine a long-term solution for this area



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PHASE 1 GOALS



Identify potential projects that will improve safety and enhance mobility in this area



Determine the feasibility of potential transportation improvements in this area

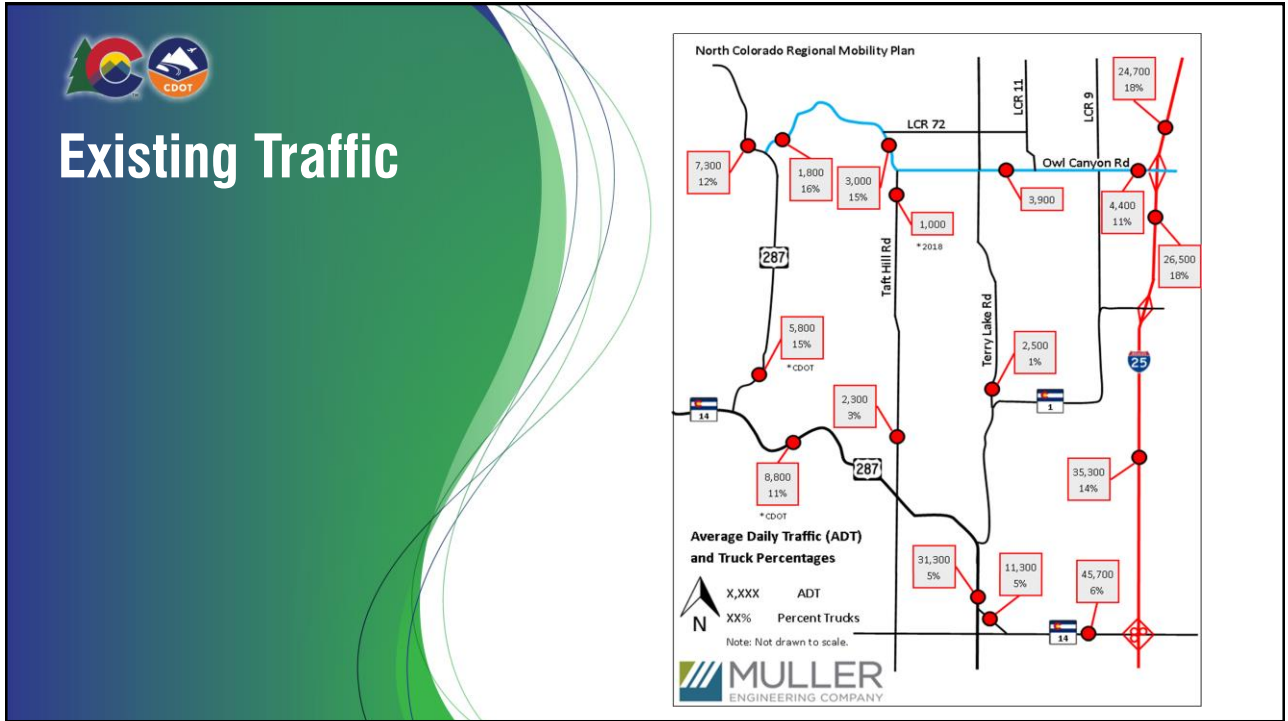
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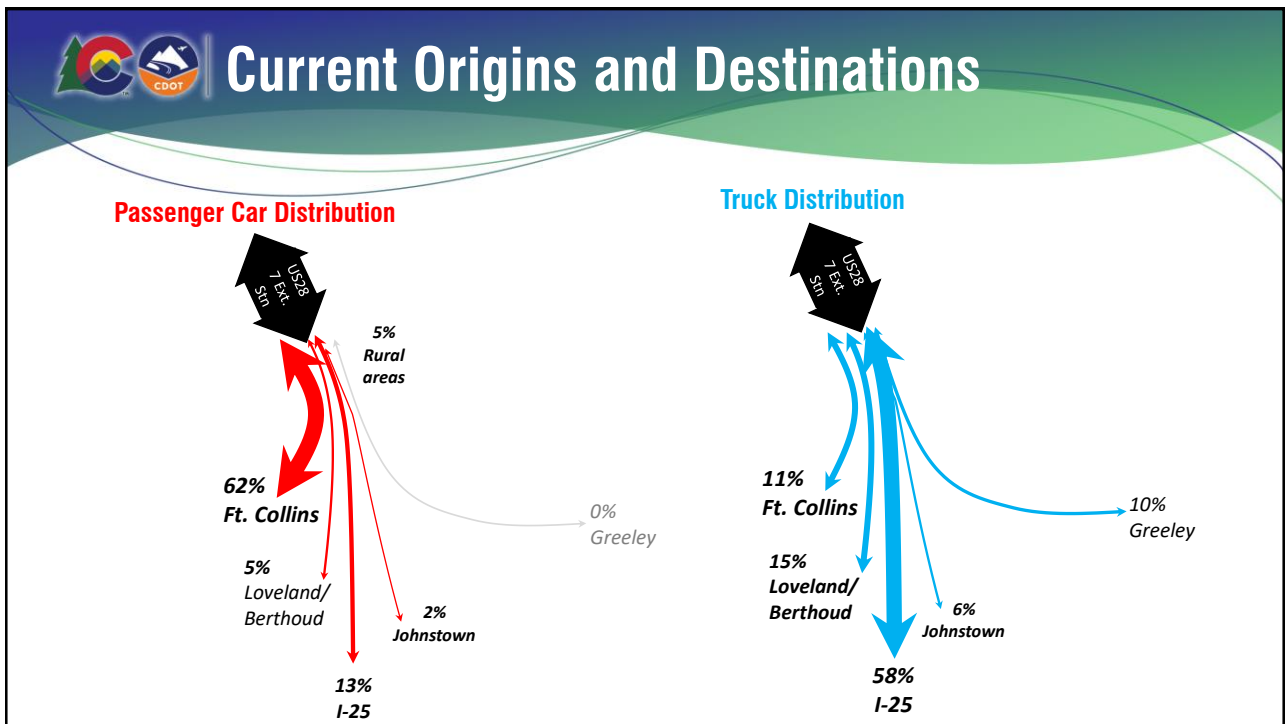
Traffic Analysis

- Existing traffic patterns
 - Personal trips
 - Trucks
 - Seasonal variations
- Crash Data
 - High level assessment on road segments
- Travel Demand Modeling
 - Forecasts using 2045 North Front Range Model


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Travel Demand Modeling Process



Calibration


Calibrated the model with StreetLight data and counts
 Updated trip rates and distribution patters
 Both personal trips and truck / commercial trips



Alternatives evaluated

No Build
 Re-route (US 287 routed to existing network)
 Alternatives F and Modified J
 Other variations


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Baseline – 2045 Model

Project: Calibrate the existing roadway network, include programmed network improvements, and verify 2045 projections

Assumption: The western portion of Owl Canyon Road from US 287 to old County Road 21 will be paved to County standards.



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Reroute US 287

Project: Alignment F would not be constructed, and existing US 287 removed between Owl Canyon Road and SH 14. US 287 Connector would be constructed. Owl Canyon Road with the US 287 Connector would be modeled under CDOT classifications.

Assumptions: USACE would have to agree to change in US 287 alignment. FHWA would need to agree that US 287 reroute is acceptable.



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US 287 – Alignment F

Project: Owl Canyon Road improved and US 287 realigned to accommodate the new Glade reservoir.

Assumptions: Larimer County would pave the western section of Owl Canyon Road. CDOT would own and maintain Alignment F and existing US 287 is removed.



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Modified J Alignment

Project: Modified Alignment J constructed and Owl Canyon Road improved, with the western segment paved east of US 287.

Assumptions: Modified Alignment J would be built to Larimer County standards. Owl Canyon Road would be improved to CDOT standards.

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2019 → 2045

No-Project/Baseline

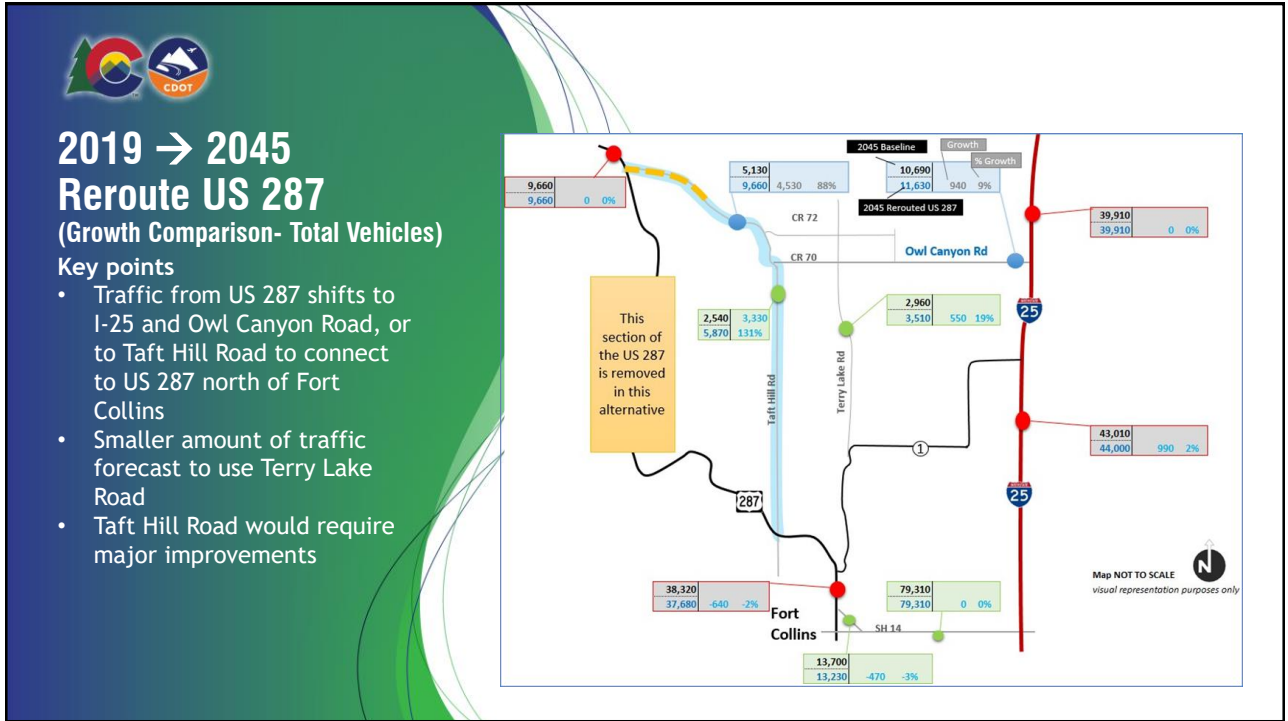
(Growth Comparison-Total Vehicles)

Key points

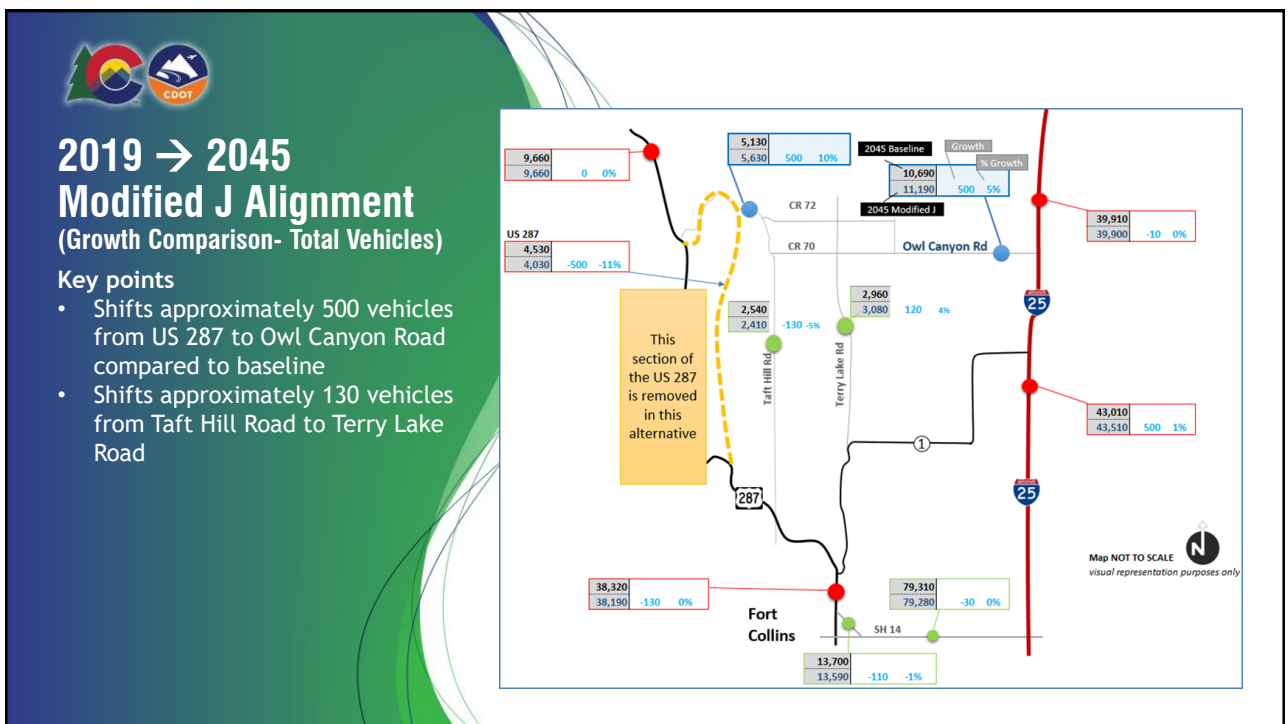
- Traffic significantly increases on Owl Canyon Road in future
 - *Western segment is paved which saves travel time and makes Owl Canyon a better alternative compared to traveling through Fort Collins*
- Considerable growth in traffic in Fort Collins with congestion increase. Longer distance trips use I-25 and Owl Canyon to go north on US 287 out of state (also applies to reverse direction travel)

Location	2019	2045	% Growth
Point 1 (North)	7,310	9,660	32%
Point 2 (North)	4,330	4,530	5%
Point 3 (North)	2,980	5,130	72%
Point 4 (North)	2,270	2,540	12%
Point 5 (North)	2,530	2,960	17%
Point 6 (North)	31,280	38,320	23%
Point 7 (North)	45,650	79,310	74%
Point 8 (North)	11,340	13,700	21%
Point 9 (South)	24,720	39,910	61%
Point 10 (South)	26,450	43,010	63%

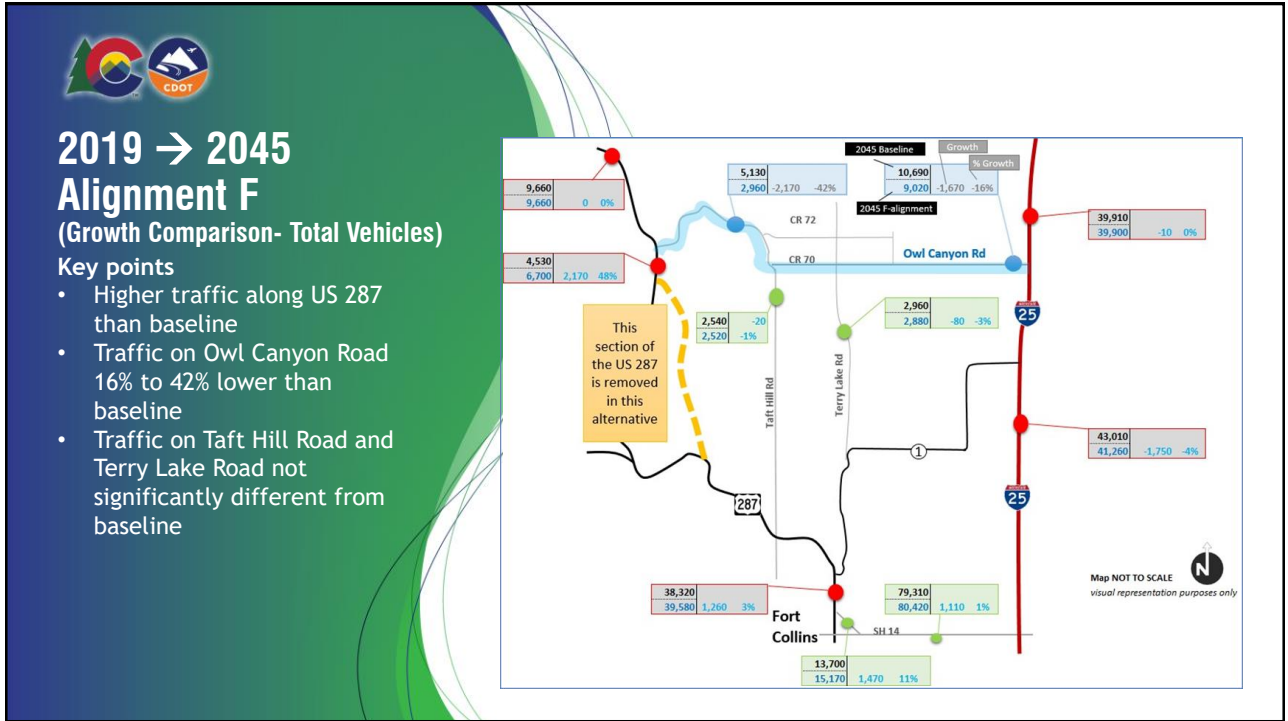
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QUESTIONS?

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Department of Transportation

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North I-25 Segments 7&8 Update March 18, 2020

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Additional Project Funds

- In 2019, the Transportation Commission approved the project to move forward with the permanent FEIS alignment and reserved an additional funding commitment of \$250M-\$310M.
- The Change Order process is the mechanism available to modify the existing construction contract and incorporate the additional funds.

Major Infrastructure Elements	BASE Project	MIRA Project
Interchanges	2	3
I-25 Bridge Replacements	4	10
Overpass Bridge Replacements	0	5
Railroad Bridge Replacements (over and under I-25)	1	4
I-25 Pavement Full Depth Reconstruction (miles)	6	14
Design Exceptions	11	0

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Integrated Construction Contract

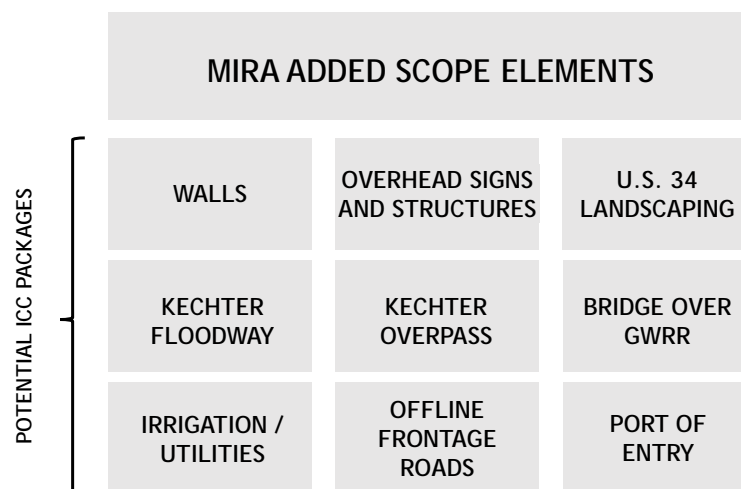
- To ensure a fair and equitable process, as well as encourage industry participation, CDOT has developed a modified Integrated Construction Contract (ICC).
- An ICC project is one that will be bid out (either entirely or partially) by the Prime Contractor.
- The apparent Best Value bid proposal will be contracted as a subcontractor to, and managed by, the Prime Contractor.

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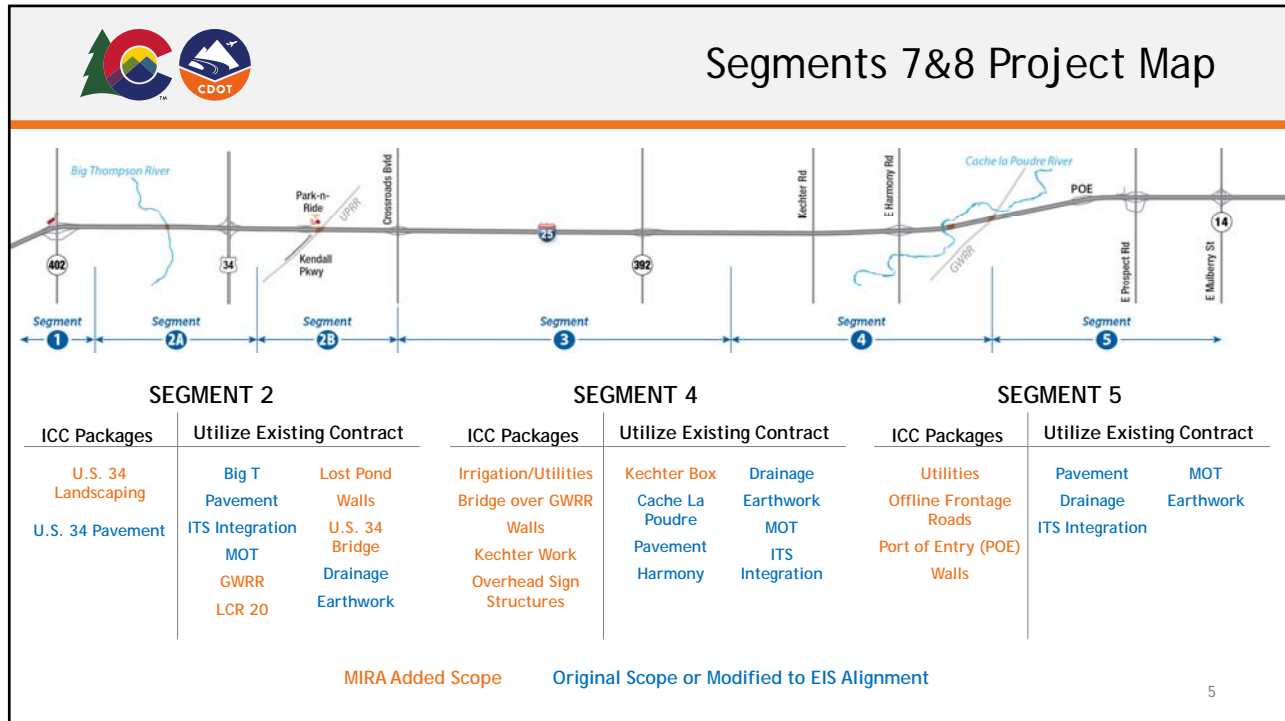


Proposed ICC Packages

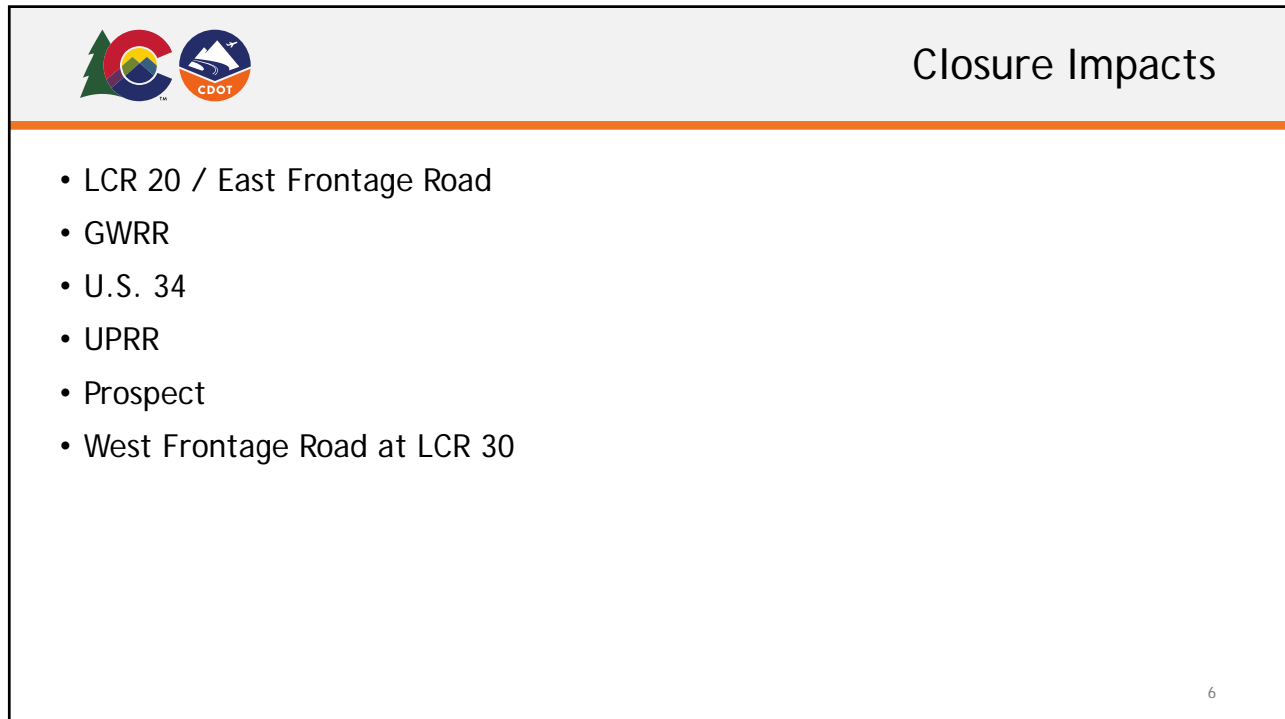


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Any Questions?

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CDOT Statewide Targets

North Front Range Metropolitan Planning Organization

- **Measures**
 - Number of Fatalities
 - Fatality Rate per 100 Million VMT
 - Number of Serious Injuries
 - Serious Injury Rate per 100 Million VMT
 - Number of Non-Motorized Fatalities and Serious Injuries

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NFRMPO Vision Zero Policy

The slide has a header with a blue background and white text. To the left of the header are two vertical bars, one green and one grey. The NFRMPO logo is in the top right. The main content is a bulleted list of measures. The number '2' is in the bottom left, and the title 'NFRMPO Vision Zero Policy' is in the bottom right.

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CDOT Statewide Targets



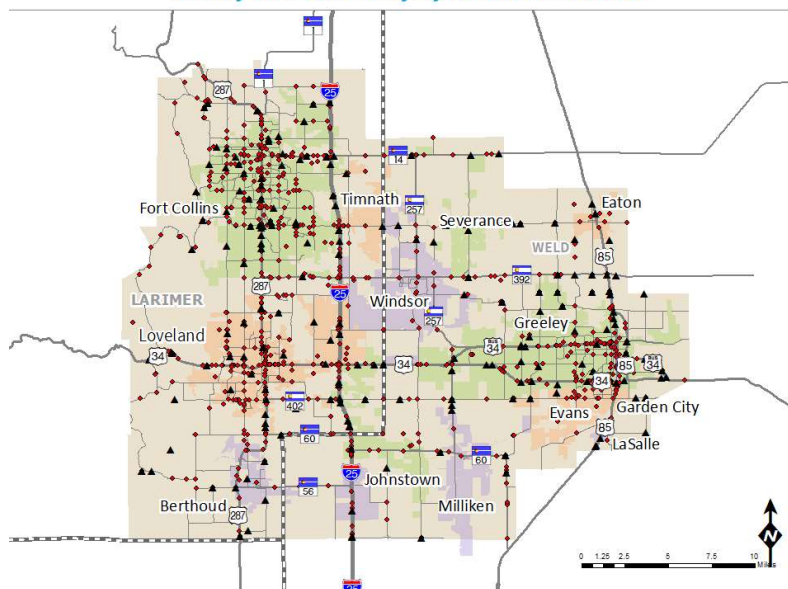
Measure	2014-2018	2015-2019	2016-2020
Fatalities	610	644	618
Fatality Rate	1.2	1.21	1.143
Serious Injuries	3,350	2,909	3,271
Serious Injury Rate	6.79	5.575	6.075
Non-Motorized Fatalities and Serious Injuries	586	514	670

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NFRMPO Vision Zero Policy

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Fatality and Serious Injury Crashes 2014-2018



- Legend**
- ▲ Fatality
 - Serious Injury
 - Interstate
 - US Highway
 - State Highway
 - ▭ County Boundary
 - ▭ NFRMPO Boundary


March 2020
Sources: CDOT, NFRMPO



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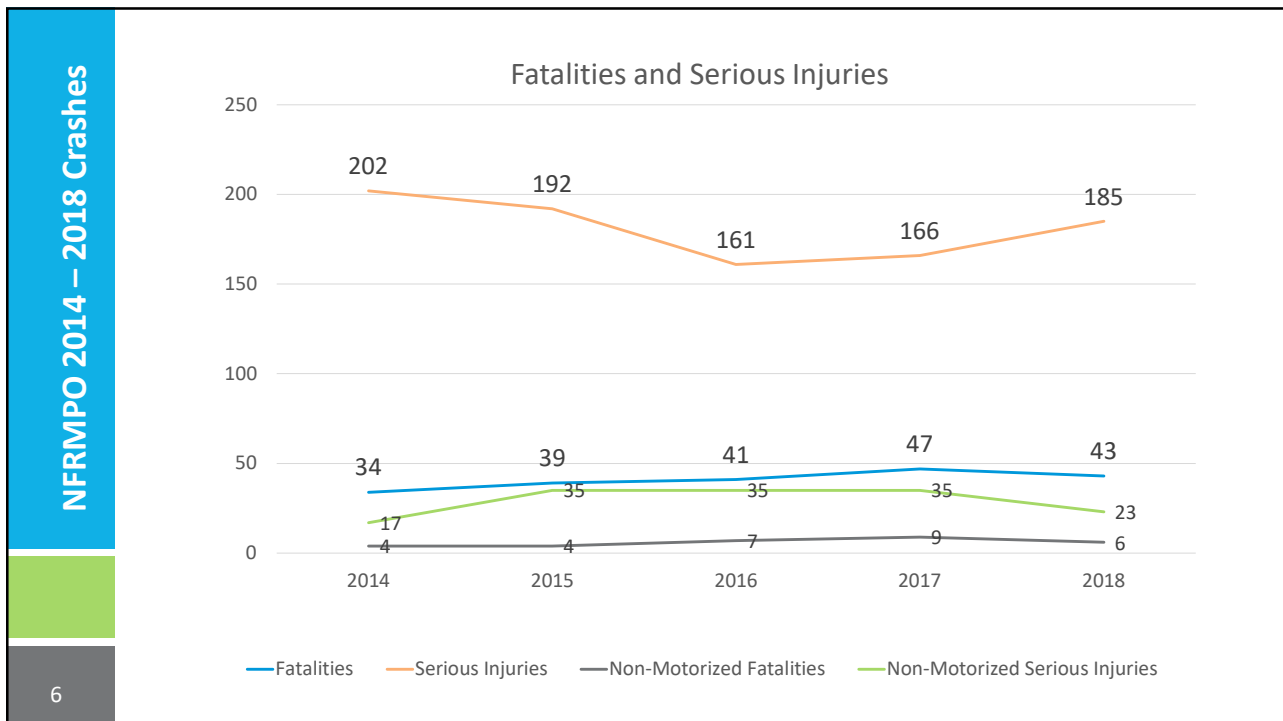
NFRMPO & Colorado 2014 – 2018 Crashes



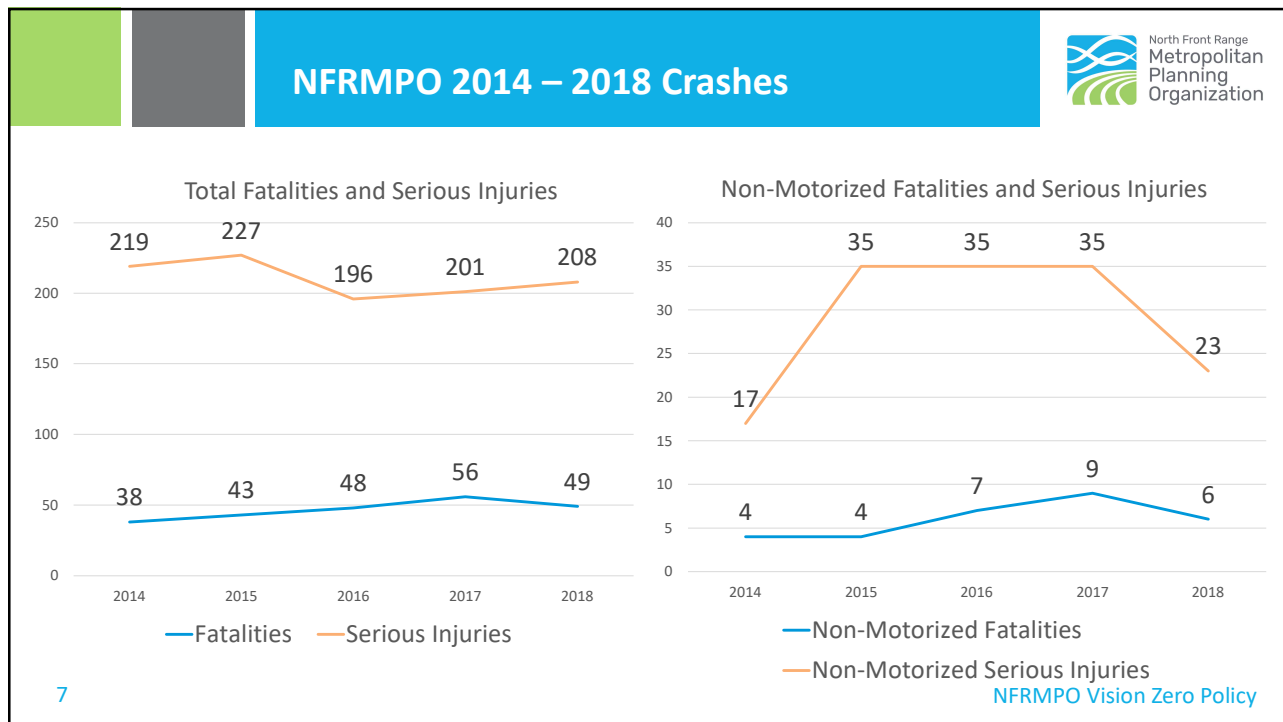
	2014	2015	2016	2017	2018
Colorado Fatalities	488	547	608	648	630
NFRMPO Fatalities	34	39	41	47	43
Colorado Serious Injuries	3,222	3,202	2,959	2,881	3,348
NFRMPO Serious Injuries	202	192	161	166	185
Colorado Non-Motorized Fatalities + Serious Injuries	553	568	549	554	657
NFRMPO Non-Motorized Fatalities + Serious Injuries	21	39	42	44	29

5 NFRMPO Vision Zero Policy

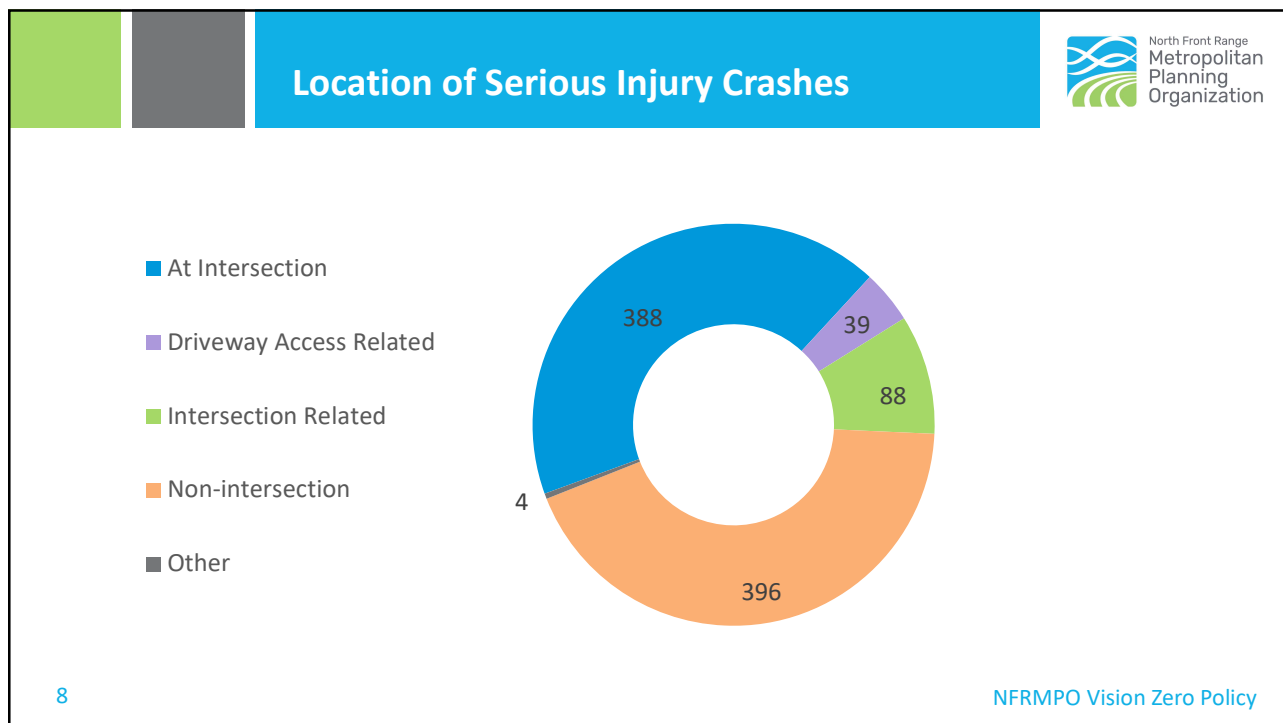
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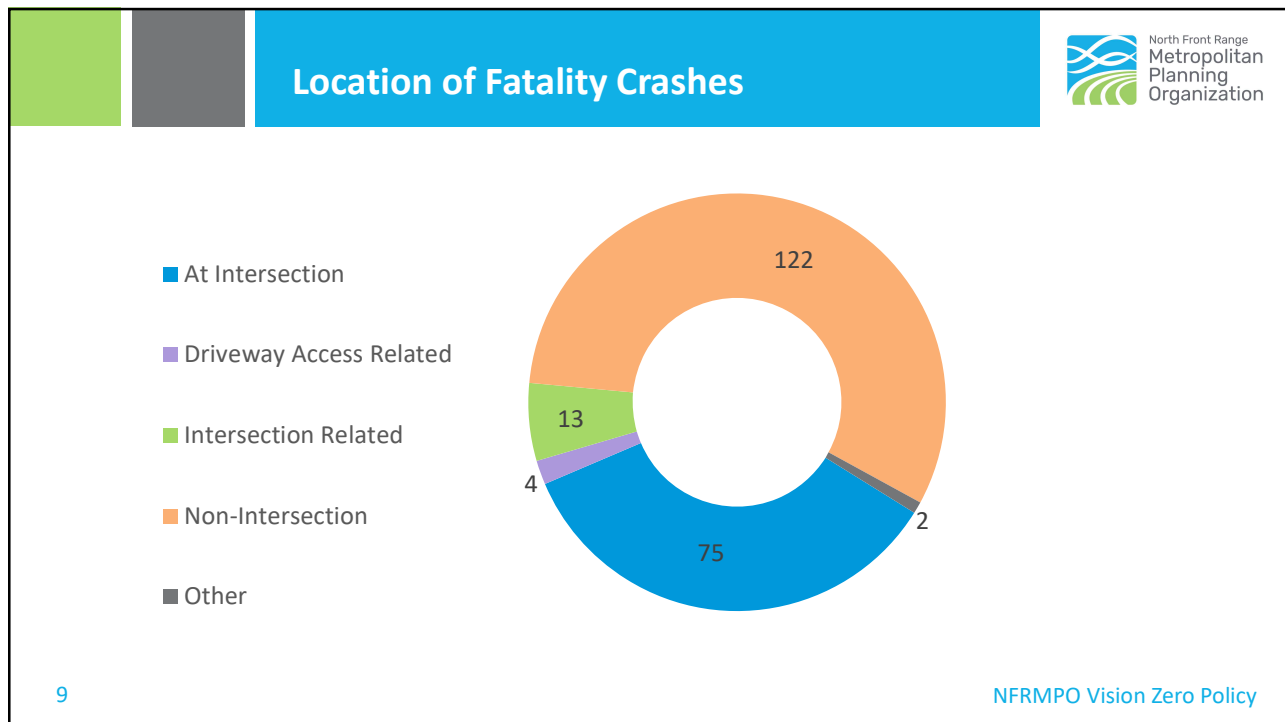
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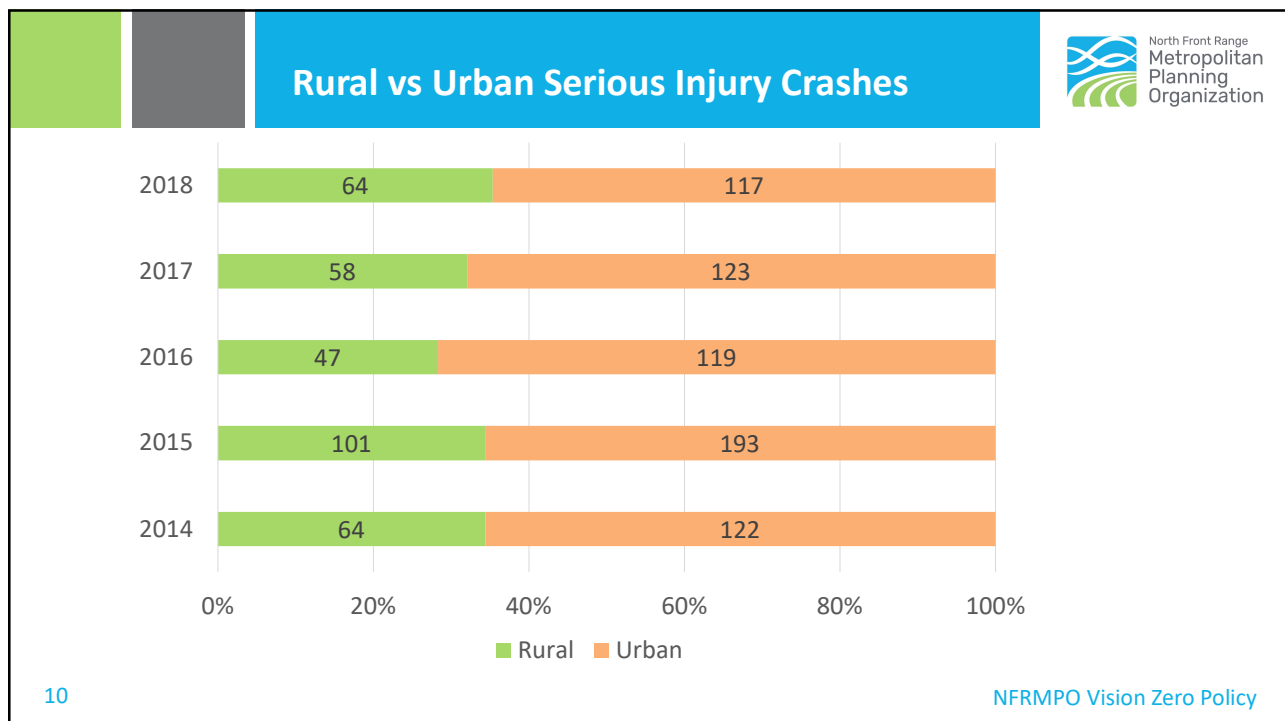
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EXECUTIVE SUMMARY
North Front Range Transportation and Air Quality Planning Council
March 5, 2020

APPROVAL OF THE MEETING AGENDA

M. Clark **moved** to *APPROVE THE March 5, 2020 MEETING AGENDA*. The motion was **seconded** and **passed** unanimously.

APPROVAL OF THE MINUTES

McLeod **moved** to *APPROVE THE February 6, 2019 MINUTES*. The motion was **seconded** and **passed** unanimously.

CONSENT AGENDA

FFY2019 4th Quarter Unaudited Financials. M. Clark **moved** to *APPROVE THE FFY2019 4th QUARTER UNAUDITED FINANCIALS AS PRESENTED*. The motion was **seconded** and **passed** unanimously.

ACTION ITEMS

February 2020 Off-Cycle TIP Amendment

AnnaRose Cunningham, Transportation Planner I, briefly reviewed information on the two new project additions requested in the February 2020 Off-Cycle TIP Amendment with the Council, Expansion of the Mobility Program and North Front Range Premium Transit Analysis. She noted the public comment period would end March 12th and their approval was contingent on any negative comments through that date.

Melendez **moved** to *APPROVE RESOLUTION 2020-10 APPROVING THE FEBRUARY 2020 OFF-CYCLE AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** and **passed** unanimously.

FY2020 UPWP Amendment

Becky Karasko, Transportation Planning Director, briefly reviewed the three amended tasks for the FY2020 UPWP with the Council, Expansion of the Mobility Program, North Front Range Premium Transit Analysis and City of Fort Collins Onboard Ridership Survey; noting their approval would allow access to the funds needed for contracting with CDOT and beginning implementation.

Stephens **moved** to *APPROVE RESOLUTION 2020-11 APPROVING THE SECOND AMENDMENT TO THE FY2020 TASKS AND BUDGET OF THE FY2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)*. The motion was **seconded** and **passed** unanimously.

Fort Collins Project Swap

Brad Buchman, City of Fort Collins, Manager, Civil Engineer stated the City of Fort Collins would like to request CMAQ FY2023 funding for the College Ave and Trilby project be exchanged with Transfort FY2022 CMAQ funding for bus replacement in the amount of \$387,371 due to project readiness. The swap will not interfere with Transfort's ability to suitably purchase buses.

Melendez **moved** to *APPROVE THE FORT COLLINS PROJECT SWAP*. The motion was **seconded** and **passed** unanimously.

DISCUSSION ITEMS

Multimodal Options Fund (MMOF) Call for Projects

Karasko indicated 14 applications were submitted: seven Bike/Ped, three transit, and four multimodal/other projects. Transfort withdrew their application for a Transit Funding Study. The remaining 13 projects had a total request of \$5,576,917. Transfort volunteered to reduce their request by \$1,909.00, to fully fund the remaining projects. TAC recommends all 13 projects.

Karasko introduced each of the following presenters prior to them summarizing their recommended projects with the Council.

Bike/Ped

- Berthoud - Berthoud Parkway Trail Gap Elimination: Jeremy Olinger – Deputy Town Administrator
- Fort Collins - Laporte Ave Improvements - Fishback to Sunset: Brad Buckman- Manager, Civil Engineering
- Fort Collins - Siphon Overpass-UPRR Power Trail Grade Separated Crossing: Brad Buckman
- Greeley - Greeley #3 Canal Trail: Karen Scopel – Environmental Planner
- Larimer County - Poudre River Trail Windsor to Timnath: Zac Wiebe – Planning & Natural Resource Specialist
- Loveland - South Boyd Lake Trail: Kelly Zuniga – Parks & Recreation Planner
- Severance - WCR23/Great Western Trail Pedestrian Connection: Mitch Nelson – Town Planner

Transit

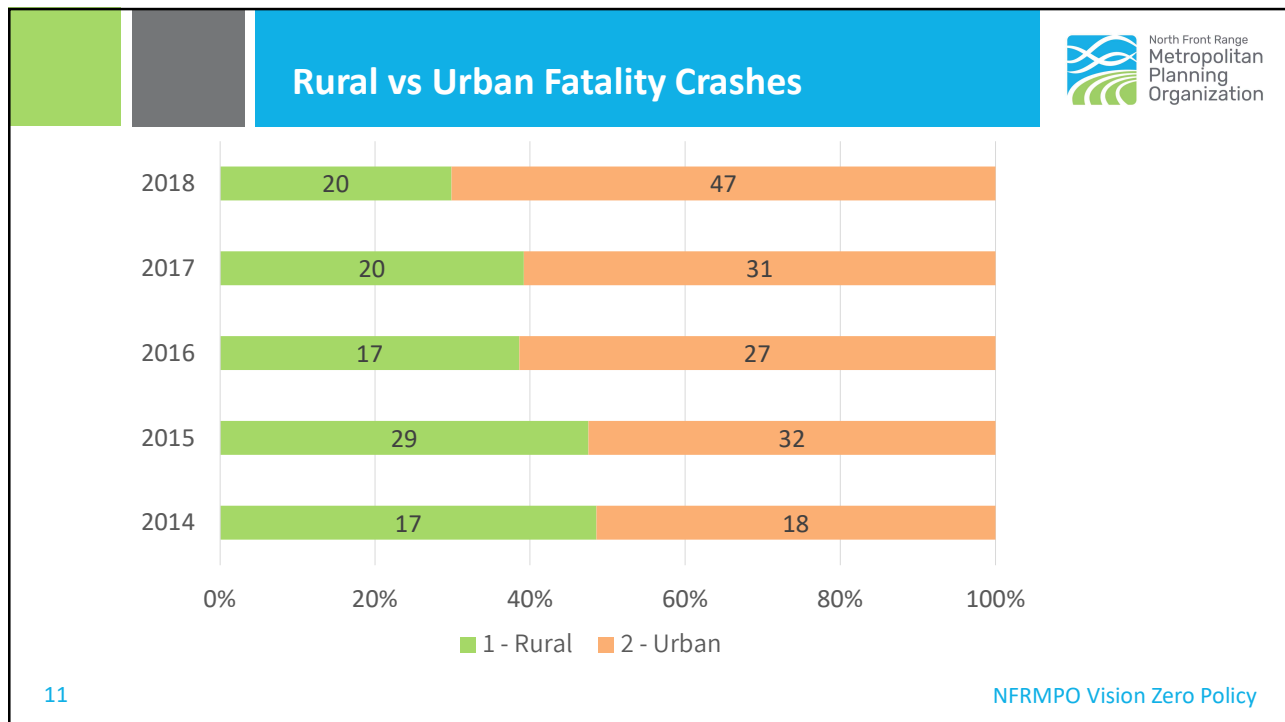
- Fort Collins - Transfort Bus Procurement: Drew Brooks
- Loveland - SH 287 West Sidewalk Gap: Dave Klockeman – Senior Civil Engineer

Mobility/Multimodal/Other

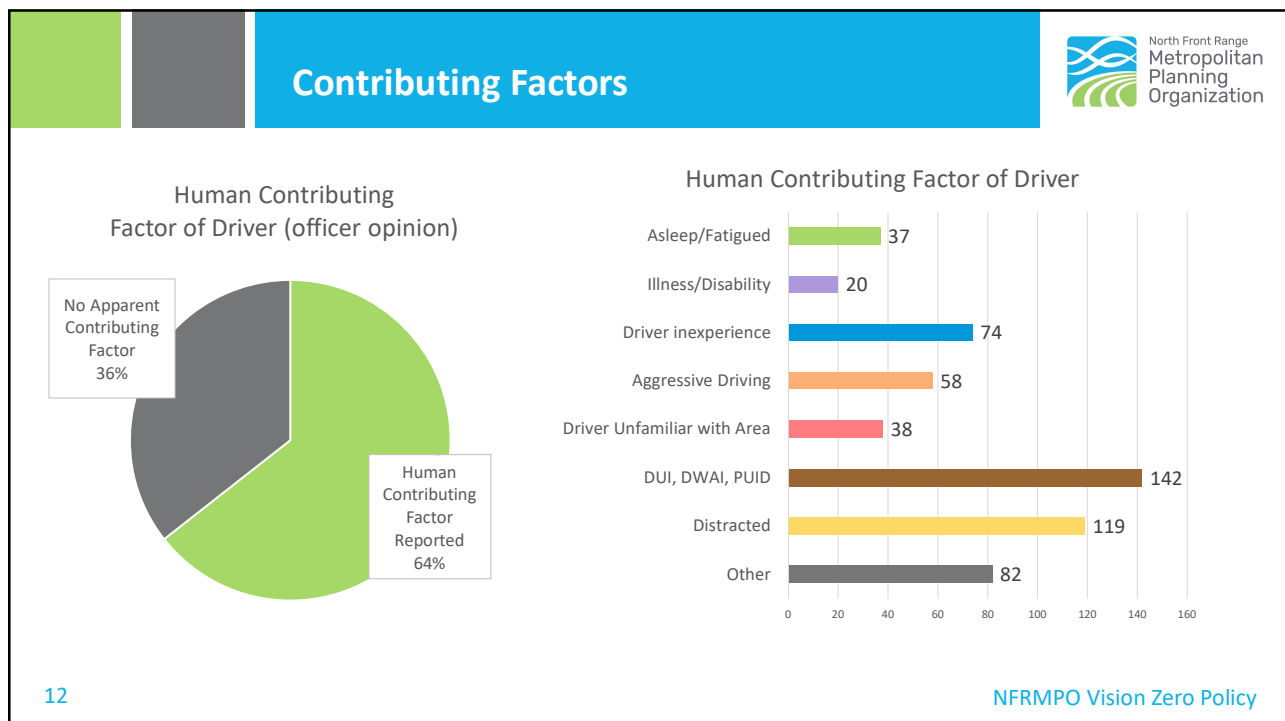
- Evans - Evans Transportation Master Plan: Anne Best-Johnson – Community Development Director
- Fort Collins - West Elizabeth Corridor – Preliminary Design Drew Brooks-Transfort/Parking Services Director
- Greeley - Comprehensive Transportation Plan: Allison Baxter – Transportation Planner
- Windsor - 7th Street Multimodal Study & Early Action: Paul Hornbeck – Senior Planner

Any additional MMOF funds that become available will be used to offset the overmatch of the highest ranked project with an overmatch. Council will be asked to approve the MMOF Call for Projects at the April 7th Planning Council meeting.

NFRMPO BOUNDARY FOCUS GROUP- Kirkmeyer reported a meeting was held recently with Weld County Commissioners, Larimer County Commissioner Tom Donnelly, Morgan County Commissioner Jon Becker and Jamie Grimm of CDOT, and others, to discuss developing a guidebook which would create a process for others around the state when considering changing MPO and TPR boundaries. CDOT will pay for the guidebook which will outline the methodology and proper process as well as the costs associated with modifications. Myron Hora, Senior Supervising Planner at WSP USA, has been hired to assist with the guidebook. A scope of work is in process and kick off is expected in March, with completion in June. Council members discussed whether MPO Council discussion should begin before the guidelines are published. Kirkmeyer agreed to report back to the Council following the initial meeting with Hora. At that time the Council can decide when it will be most efficient to begin groundwork communications. Council members were strongly encouraged to get involved in the boundary discussions as there is a potential for impacts on their communities.



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