

Ties that Bind

Transportation and Land Use

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**2024 ANNUAL
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COLORADO
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LEAGUE

Session Agenda

- I. Intro to transportation and land use
- II. Examples from Northern Colorado
- III. Break-out conversations
- IV. Share outcomes
- V. Closing remarks, Q&A

Transportation and Land Use

Transportation

- Policy is driven by public agencies
- Planning is done at larger scales w/ partnerships at local, regional, state, and federal levels
- Time horizon is based on near-term modal/travel needs or objectives

Land Use

- Policy is influenced by the private market - developers
- Planning is done at a local level by many smaller, independent units of government
- Time horizon is long-term with objectives that are realized over time

Vine & Lemay Overpass Fort Collins

Challenge

- Highly constrained & congested intersection in an area of high housing growth
- Disconnected neighborhoods
- Lack of safe bike/pedestrian options
- High-cost infrastructure solution

Solution

- Unique funding approach
- Direct integration of land use & transportation



Before



After – Completed in 2021



After – Completed in 2021





How do you fund a \$24M project?

- City General Fund
- Burlington Northern Santa Fe Railroad Contribution
- Grants
- Transportation Capital Expansion Fee (TCEF) Program
- Developer Fee-in-Lieu Contributions

**Directly linking development impacts to transportation improvements
was critical to the project's success**

Adequate Public Facilities

Land Use Code requires that all transportation “levels of service” must be met before building permits can be issued

Led to an impasse for development projects in NE Fort Collins

City team created an “alternative mitigation” process for projects that could not fully fund improvements

- Mitigation strategy must be specifically linked to project impact
- May include fee-in-lieu contribution for future capital projects

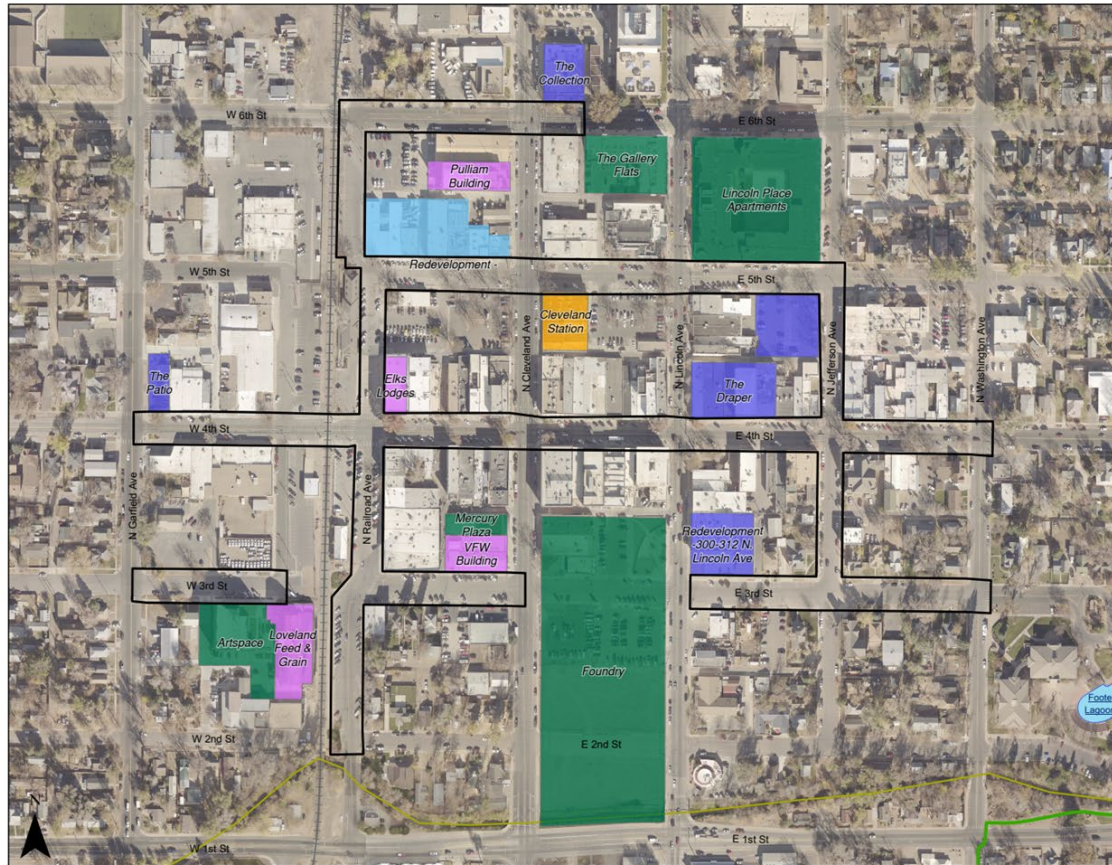
Northern Colorado Example City of Loveland- Downtown US 287



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Northern Colorado Example

City of Loveland- Downtown US 287



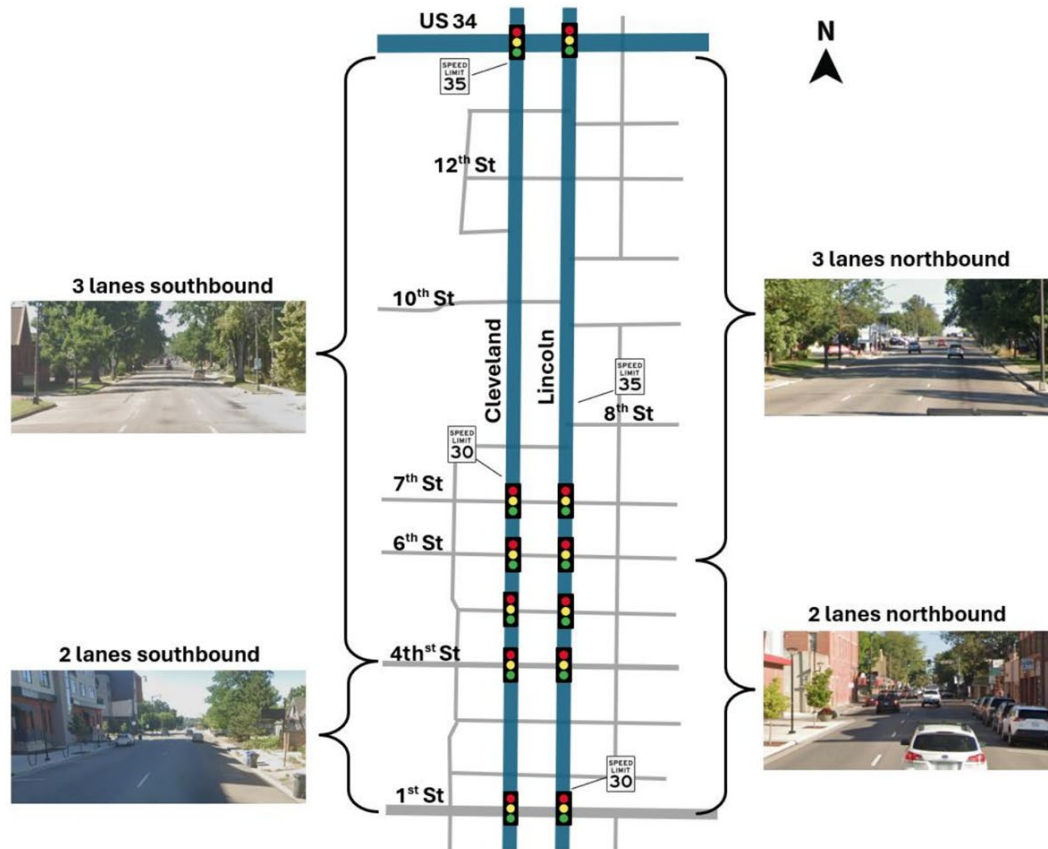
Development Activities within the HIP Streets Area

- ◻ HIP Streets Core Area
- ◻ Projects within HIP Streets Area
- Status
- Built
- Under Construction
- CR
- Redevelopment
- Speculative



City of Loveland
Prepared Oct 2021
Path: J:\PROJECTS\DevelopmentServices\Planning Vicinity Map for Prof\Planning Vicinity Map for Pro.aprx

Northern Colorado Example City of Loveland- Downtown US 287



*Distinct Platoons Followed by
Large Gaps in Traffic*


Northern Colorado Example

City of Loveland- Downtown US 287



Vision:

- Right-size US-287 through downtown Loveland, improve safety and operations for all users




Process:

- Corridor Study of US 287 from US34 through 1st Street
- Partnership with CDOT



Data and information gathering:

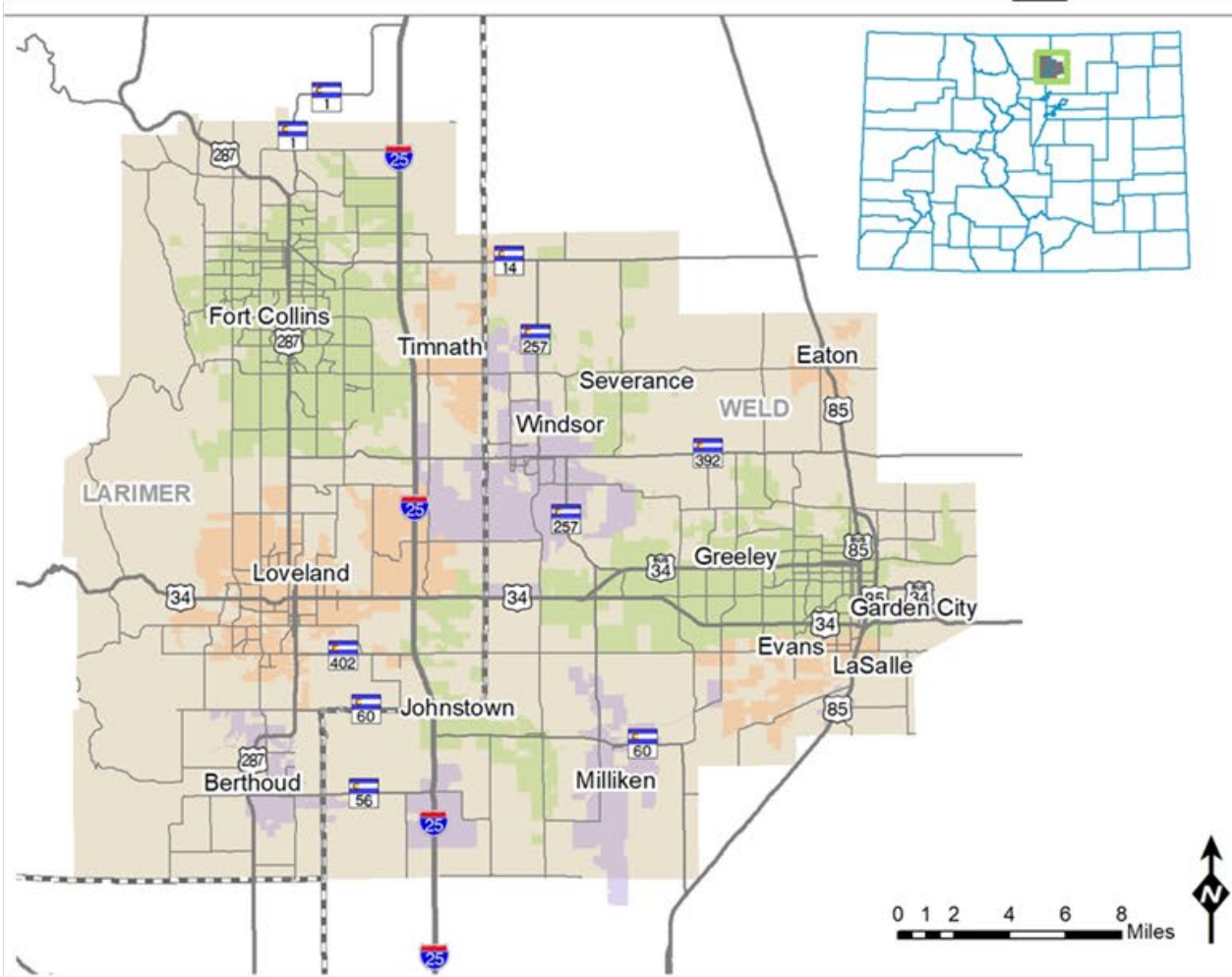
- Study existing and projected traffic data
- Safety Review
- Operational Review for 3 and 2 lane - Scenarios





Next Steps:

- SS4A Grant
- Explore alternatives for space allocation for all modes
- Community Outreach

North Front Range MPO



Legend

-  County Boundary
-  NFRMPO Planning Area

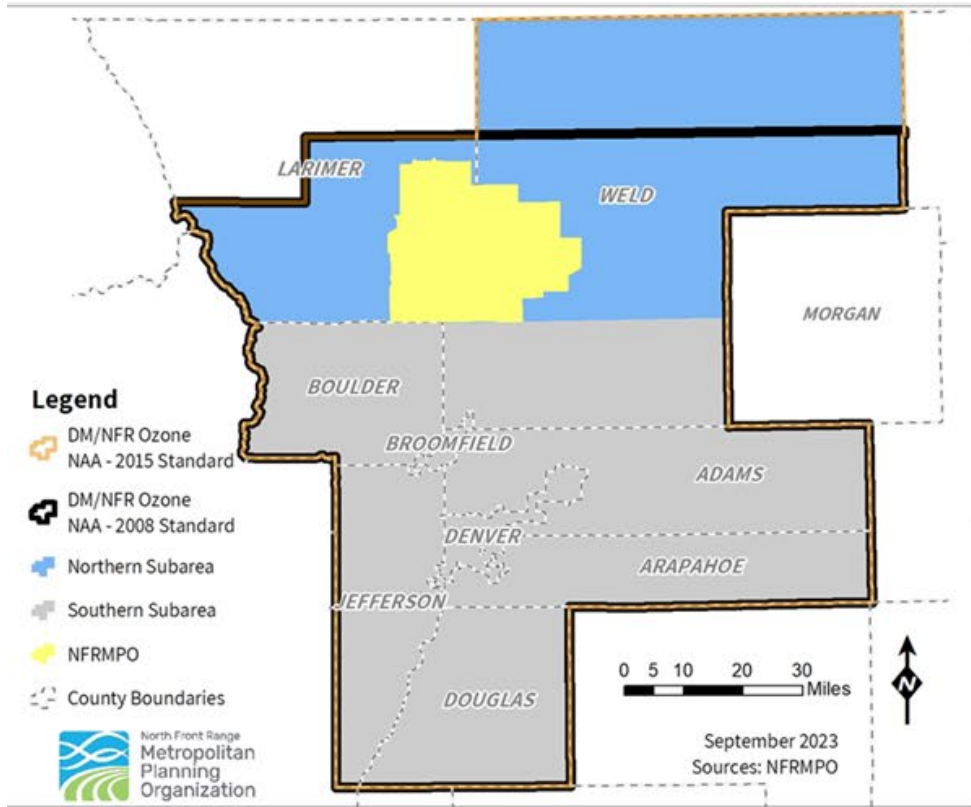
September 2023
Sources: CDOT, NFRMPO



- Formed in 1988 and expanded to current boundary in 2007
- Federally designated Transportation Management Area (TMA)
- Cover 675 square miles, with over 535,000 residents

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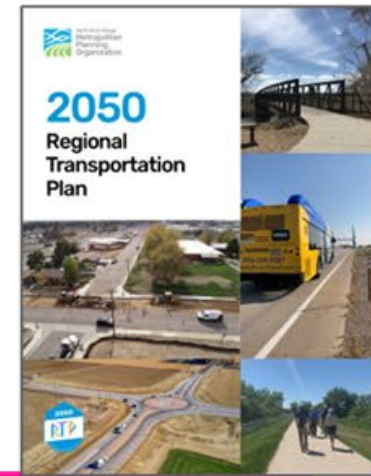
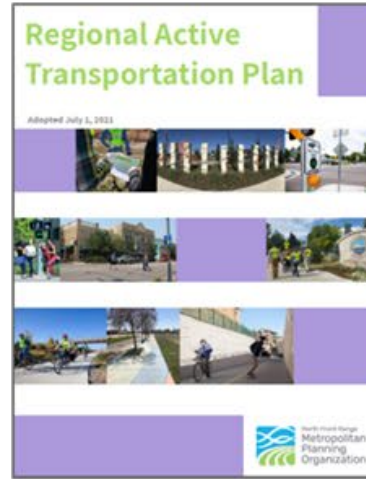
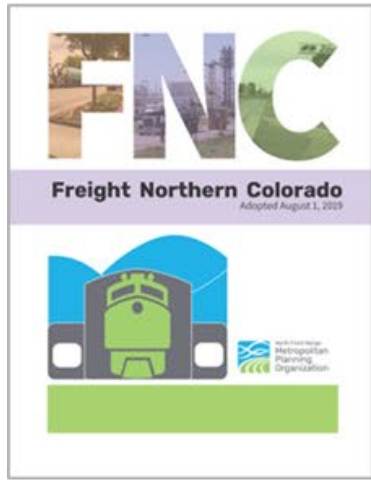
Colorado's Greenhouse Gas Planning Standard



- GHG emission reduction levels are compared to the same baseline – the current plan as of adoption of the rule in December 2021
- The GHG Planning Standard allows for different paths to achieving the required reduction levels



NFRMPO Plans



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2050 Regional Transportation Plan

Modeled Improvements and Funding Sources

Category	Improvement	Funding Source
<i>Transit</i>	<ul style="list-style-type: none">• Updated transit network to match local plans and efforts• Acknowledgment of additional funding opportunities• LinkNoCo recommendations	CDOT 10-Year Plan, FTA, MMOF
<i>TDM</i>	<ul style="list-style-type: none">• TDM program based on local plans and efforts• Impact of Council setting aside TMO funding• Increase in work from home in all compliance years	MMOF, IIJA
<i>Operations</i>	<ul style="list-style-type: none">• Arterial signal timing improvements by 2030 and additional signal timing improvements through 2050	CDOT 10-Year Plan, IIJA, Local funds
<i>Active Transportation</i>	<ul style="list-style-type: none">• Expansion of the local bicycle and pedestrian network by 2030 and increasing to 2050• Completion of Regional Active Transportation Corridors (RATCs) by 2045	IIJA, MMOF, Local Funds

NFRMPO GHG Reduction Strategies



Image Credit: Fort Collins

Bike and Scooter Share



Image Credit: GDOT

Mobility Hubs



Image Credit: Greeley

On-Street Bike Lanes



Image Credit: Greeley

Intraregional Transit



Image Credit: GWTA

Non-Motorized Trails



Image Credit: GDOT

Interregional Transit



Image Credit: CSU

Non-Motorized Infrastructure

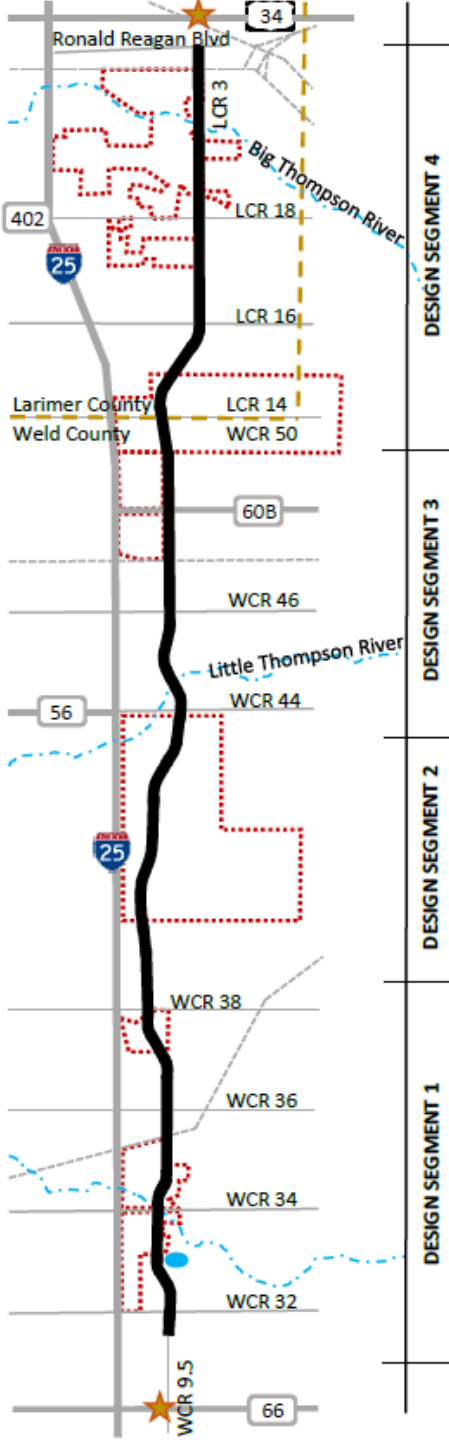
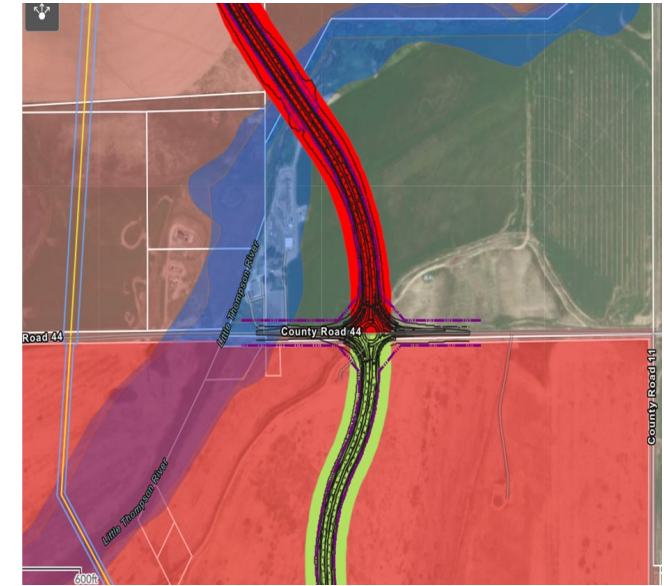


Image Credit: Fort Collins

Bustang

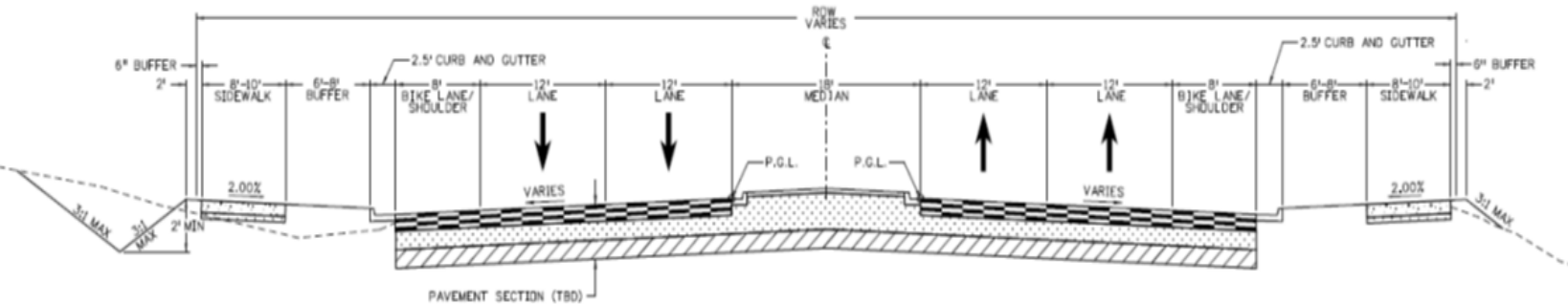
Northern Colorado Example Weld County - High Plains Boulevard

- Regional connectivity is a major concern along the I-25 corridor, and High Plains Boulevard would be a new 13.25 mile multimodal arterial corridor alternative to I-25.
- Planning partners include: Weld County, Larimer County, the Towns of Mead, Berthoud, Johnstown, and Loveland, along with the Colorado Department of Transportation (CDOT) collectively plan for a new north/south arterial roadway to help mitigate traffic congestion with anticipated growth projections.
- The purpose of the High Plains Boulevard preliminary design was to determine an ultimate right-of-way (ROW) width needed to preserve the land for the proposed alignment, as well as develop an access control plan that would establish spacing criteria for fewer accesses along the future arterial road, allowing for safer and more efficient travel.
- The construction of the corridor depends on the level of development for each community.
- Weld County is partnering with the Town of Mead to construct the southern most mile. Johnstown has required developers to construct their portion of the corridor as development occurs. Berthoud has planned the configuration during subdivision platting processes. Each community is in different phases of implementation.

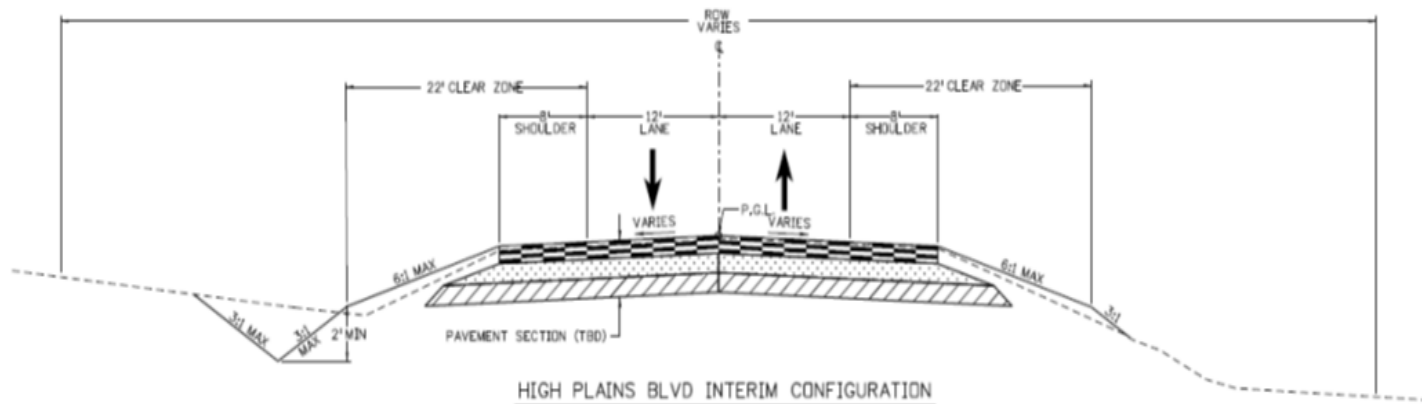


Northern Colorado Weld County - High Plains Boulevard

Multimodal Corridor



- NOTES
1. ALL SECTIONS ARE SUBJECT TO MODIFICATION BY GOVERNING JURISDICTIONS.
 2. FINAL PAVEMENT SECTION TO BE DETERMINED BY GEOTECHNICAL ANALYSIS OR LOCAL JURISDICTION REQUIREMENTS.
 3. SEE INTERSECTION DETAILS FOR MORE INFORMATION.



Community Goals

Weld County identified this arterial road alignment in 2003.

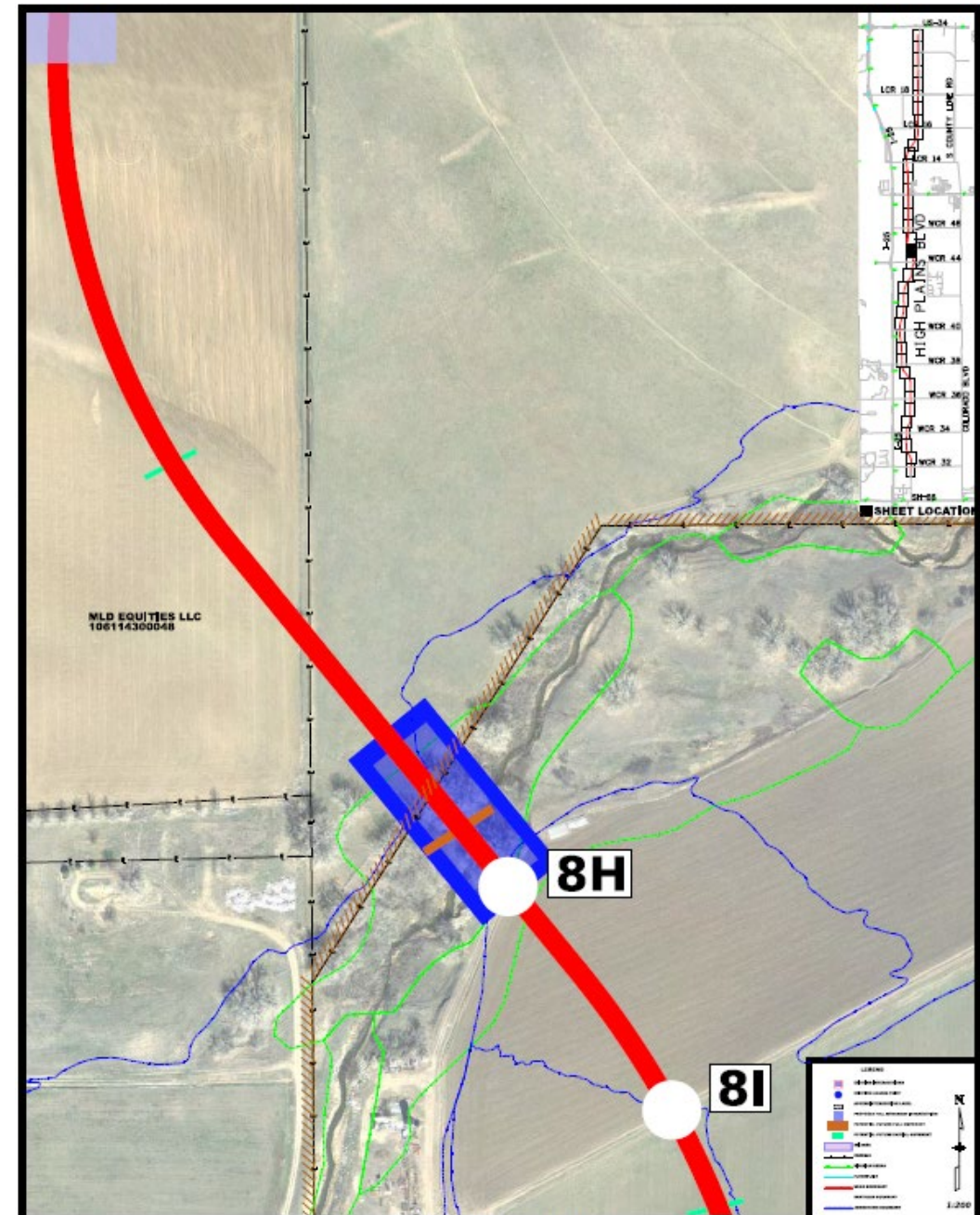
The study was updated in 2020 and renamed High Plains Boulevard.

The community partners include Mead, Berthoud, Johnstown, Loveland, Larimer County and CDOT.

This project was included in Weld County's Five-year Capital Improvement Plan (CIP).

High Plains Boulevard Access Control Plan (ACP) IGA

- Intergovernmental Agreement finalized on August 24, 2020.
- Purpose of the IGA is to coordinate the regulation of vehicular access to High Plains Blvd to maintain the efficient and smooth flow of traffic, to enhance traffic safety, to protect the functional integrity of the road and optimize its traffic capacity, to ensure wise use of funding infrastructure, to provide an efficient spacing of traffic signals and accesses, and to protect the public health, safety, and welfare.
- Simple majority vote to amend the ACP. Each jurisdiction gets one vote.



Northern Colorado Example

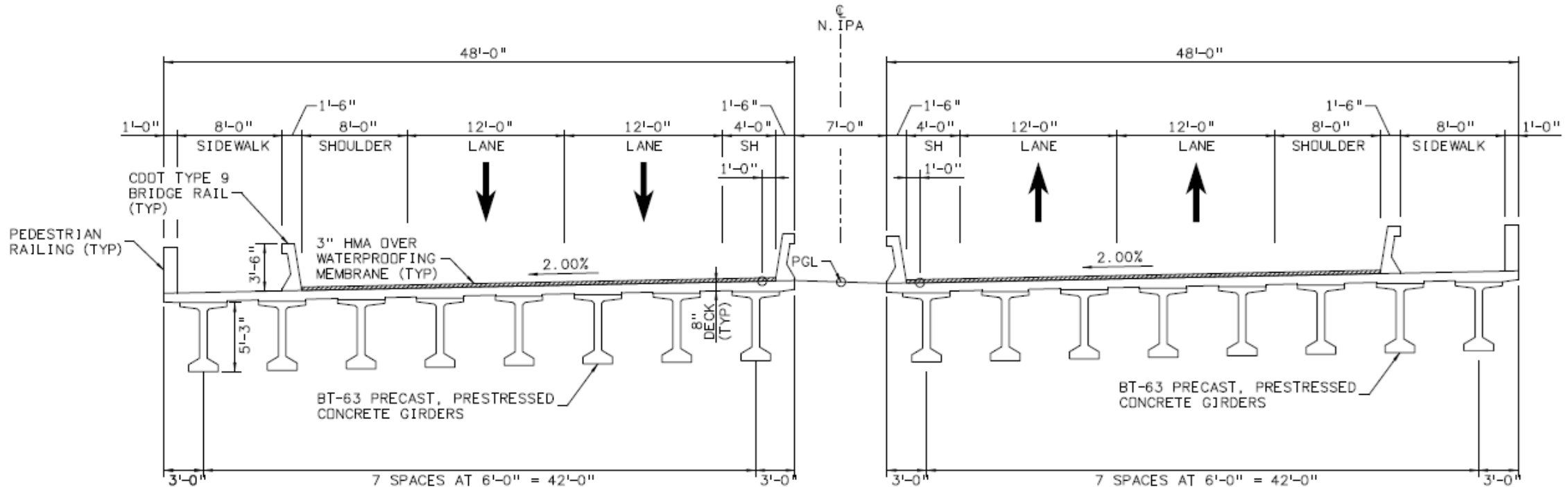
Weld County - High Plains Boulevard

Challenges: What happens to those portions of the corridor that don't seem to be getting annexed?



Northern Colorado Example Weld County - High Plains Boulevard

Solution: Elected Official advocacy for joint grant applications. With regional projects you need regional cooperation to successfully secure grant funding.



TYPICAL SECTION
(LOOKING UP STATION)
SCALE: 1" = 10'

Break-out Conversations

Questions to consider:

1. How are transportation and land use **linkages** showing up in your community?
2. What are some of the transportation and land use **opportunities or challenges** your community is facing?
3. What **partnerships** could develop to support better connections between T & LU?

Break-out Summary

Share key takeaways from small group conversations. Topics may include:

- 1. Linkages**
- 2. Opportunities or challenges**
- 3. Partnerships**

Thank you for attending!



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We appreciate your feedback!

Thank
You!

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