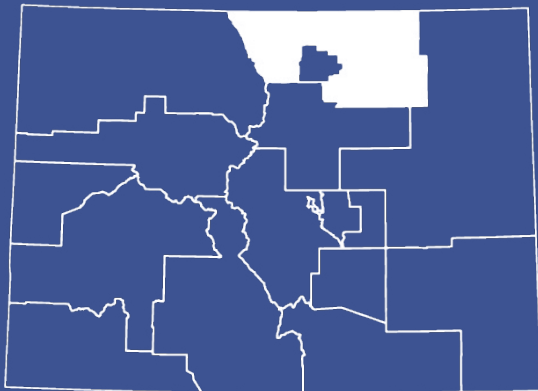


DRAFT



Upper Front Range 2050 Regional Transportation Plan



Counties: Larimer,
Morgan and Weld

The map to the left shows the location of the
Upper Front Range Transportation Planning
Region within Colorado.

**YOUR
TRANSPORTATION**

PLAN

CONNECTION. CHOICE.
COLORADO FOR ALL.

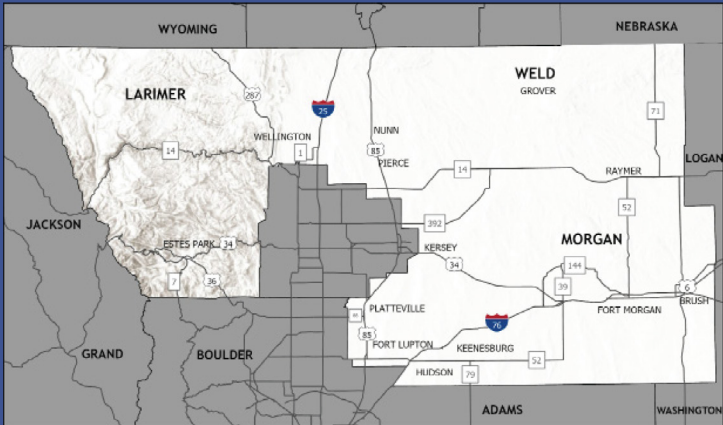


COLORADO

Department of Transportation



Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the Upper Front Range Transportation Planning

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the Upper Front Range Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, as outlined in the State and Federal Requirements section.

Accompanying this plan is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements.

The plan communicates Upper Front Range TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information, and public sentiment.

While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year Plan, which allows decision-makers to consider transportation

investments in the Upper Front Range TPR today, tomorrow and in the future.

The Upper Front Range TPR includes predominantly rural areas of Larimer and Weld Counties, and all of Morgan County. The region is heavily influenced by growth in adjacent urban areas including Denver, Fort Collins, and Greeley. Located in north-central Colorado, the Upper Front Range represents a variety of geographic and social characteristics. The TPR is primarily served by CO 14, CO 52, I-25, I-76, US 24, US 287, US 36 and US 85. The region consists of productive agricultural land and significant oil and gas activity on the eastern plains. The western portion of the region is mountainous and home to widely popular tourist destinations including Rocky Mountain National Park. Transportation planning must incorporate all of these unique regional characteristics and develop a comprehensive strategy for improving mobility for residents, employees and visitors of the region.



Letter from Region Chair

Placeholder Text

Dear Neighbor,

As chair of the Upper Front Range TPR, representing Larimer, Morgan and Weld counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This plan accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The Upper Front Range TPR began transportation plan development in fall 2024. This document summarizes identified needs and resulting priorities via TPR member input, data analysis and public feedback received via online, printed surveys and town halls. This plan has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Upper Front Range TPR and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally, this plan aligns with ongoing

planning efforts such as the Statewide and Regional Transit Plans and the Active Transportation Plan — supporting a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Upper Front Range TPR.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the TPR implements projects and strategic actions documented herein. This plan will be revisited periodically to ensure that we are on the right path toward accomplishing the vision and goals set forth by it. Your familiarity with our region's transportation needs and priorities and the challenges that we face is important now and in the future. I invite you to review this plan and become more engaged in the Upper Front Range's transportation future.

Kevin Ross
Weld County Commissioner

Upper Front Range TPR Members

Composed of elected and appointed officials, the TPR's Regional Planning Commission is responsible for establishing regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT.

Members of this TPR include:

- City of Brush
- City of Fort Lupton
- City of Fort Morgan
- Larimer County
- Morgan County
- Town of Ault
- Town of Estes Park
- Town of Gilcrest
- Town of Grover
- Town of Hillrose
- Town of Hudson
- Town of Keenesburg
- Town of Kersey
- Town of Lochbuie
- Town of Log Lane Village
- Town of New Raymer
- Town of Nunn
- Town of Pierce
- Town of Platteville
- Town of Wellington
- Town of Wiggins
- Weld County



State & Federal Requirements

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. Plans are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the Upper Front Range's plan, and the full plan is included in Appendix X.

Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



3.
Creation
of a Plan

Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

Population & Employment

The population in the Upper Front Range TPR is projected to increase by 37% by 2050, with employment expected to rise by 7%.

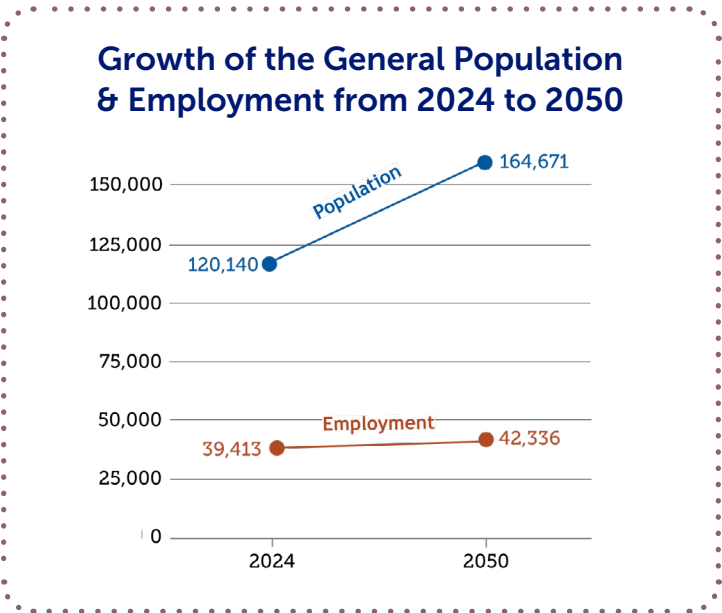
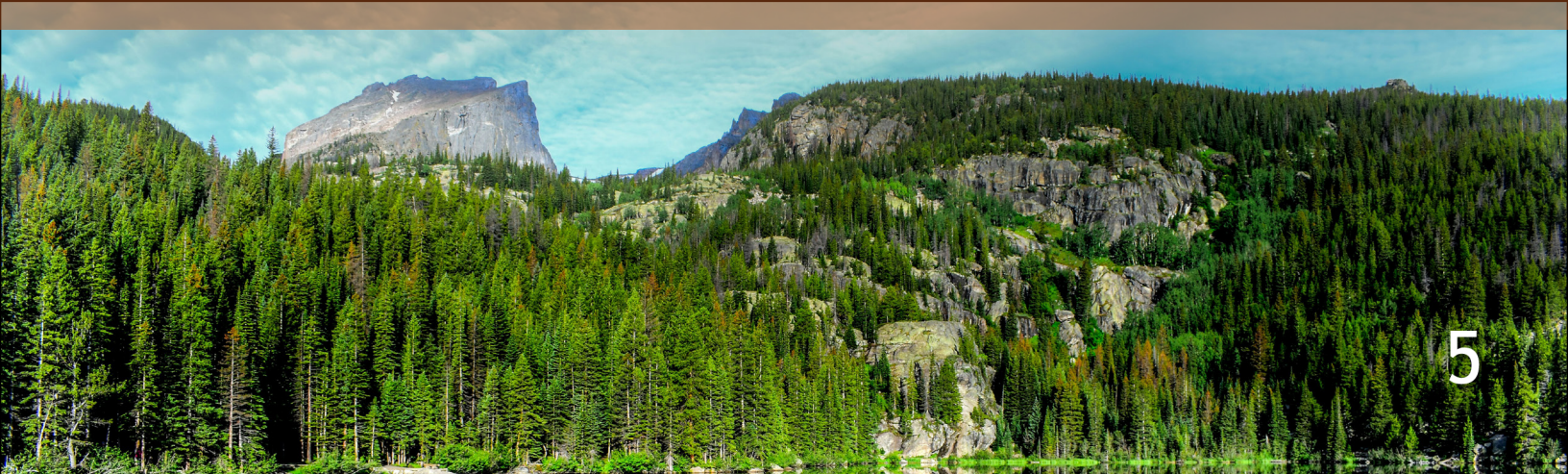


Figure 1. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpo-





Historically Underserved Populations

Transportation – whether walking, rolling, biking, taking transit, vanpooling, carpooling or driving a car – is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering Upper Front Range TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and have limited access to transportation services and facilities and the population totals in the Upper Front Range TPR are outlined in the table below.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
110,606 (100%)	25,119 (23%)	20,425 (18%)	34,742 (31%)	7,134 (6%)	6,023 (5%)	4,205 (10%)	1,407 (3%)	12,729 (12%)

Figure 2. Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced

It is essential to consider historically underserved communities when improving transportation systems to promote equity and create a more accessible and connected region for all community members.



Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all people and communities through an equity framework, ensuring equity is meaningfully integrated into the planning process – not only from an equality perspective, but also through the lens of equity.

An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



Where People Travel to Work (by County)

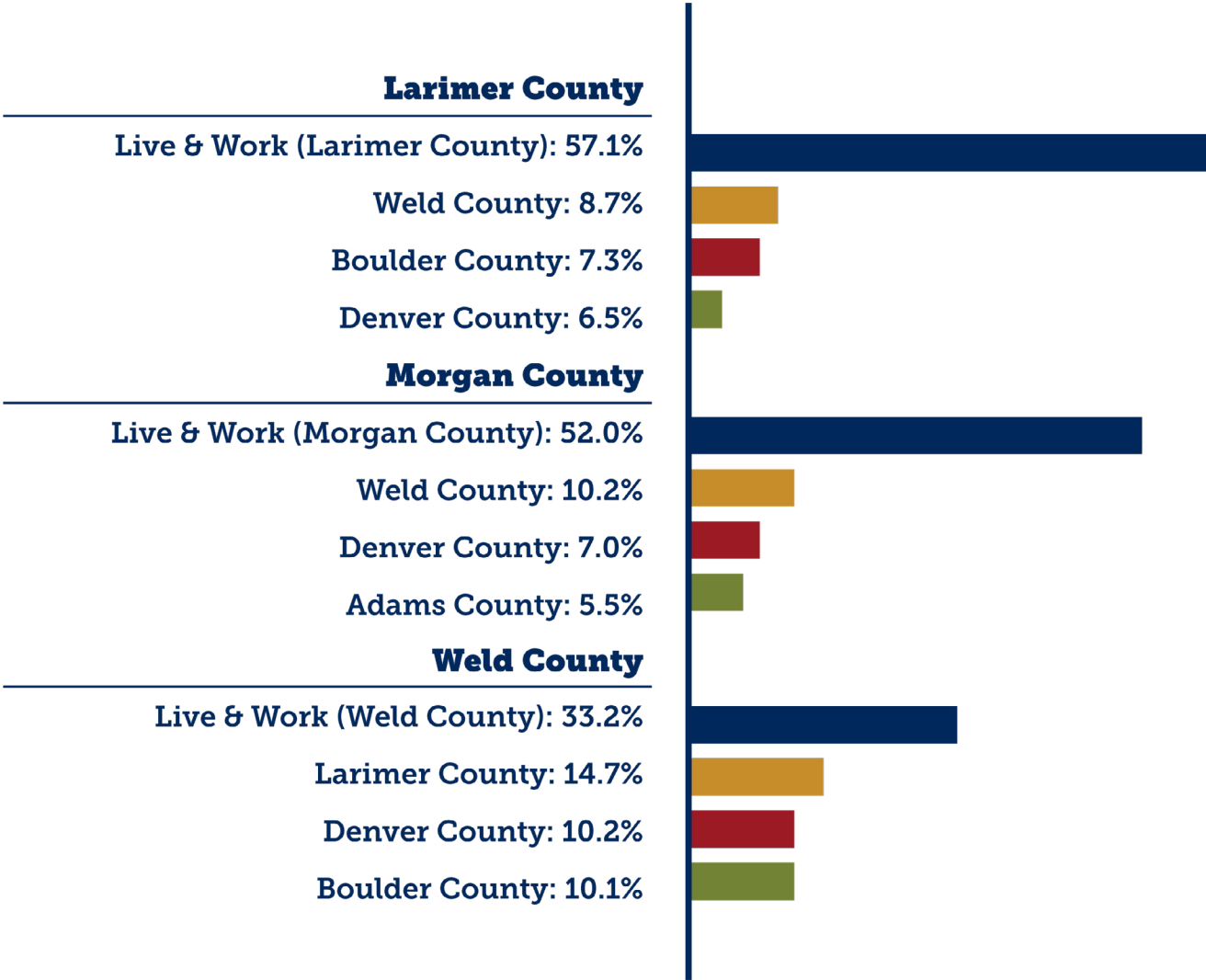
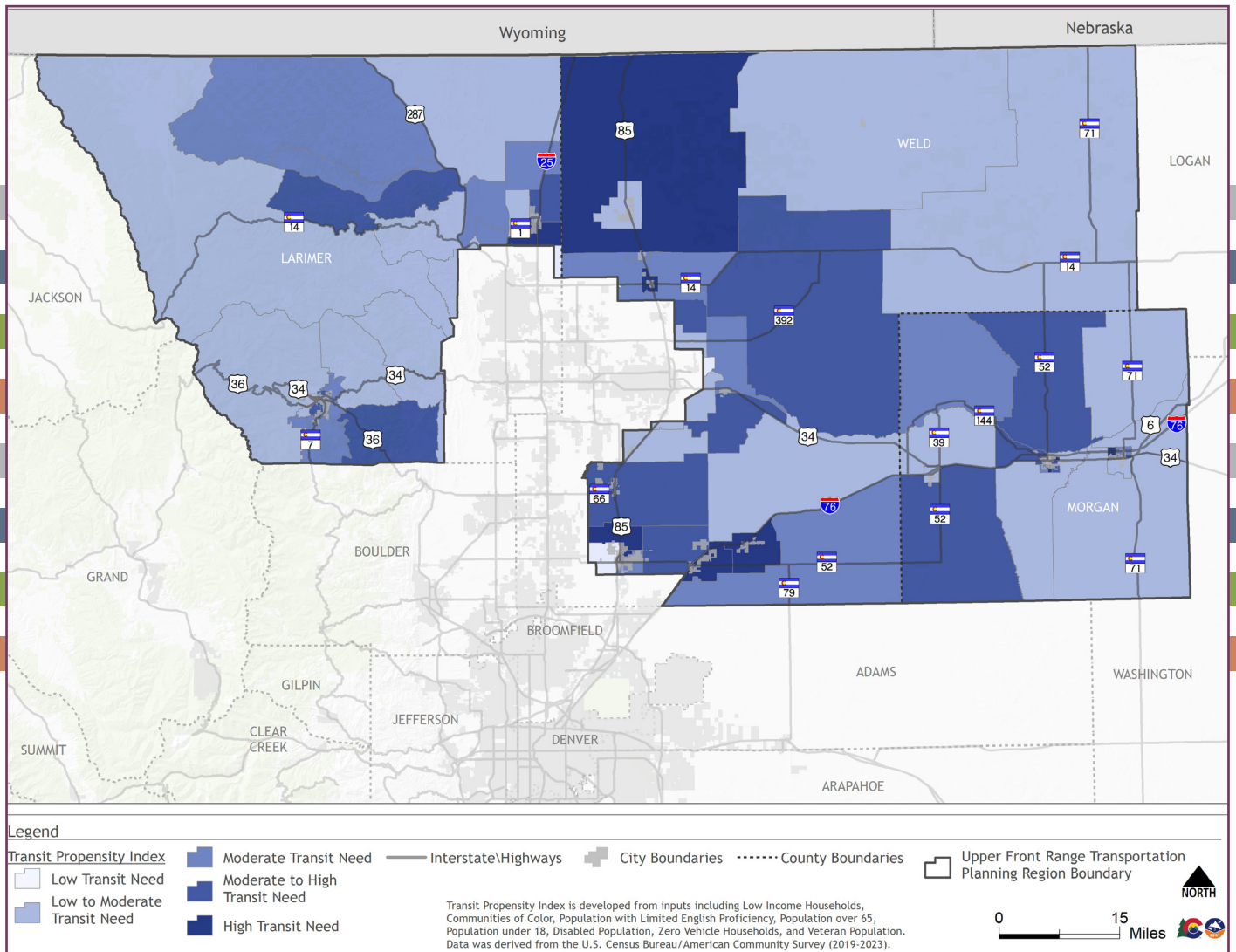


Figure 3. Source: U.S. Census, Longitudinal Employer-Household Dynamics,

Identified Transit Need



Source: U.S. Census Bureau / American Community Survey (2019-2023)

The map above depicts transit needs in the Upper Front Range TPR and helps identify priority areas for transit improvements.

Aging Population

Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving as well as roadway improvements such as better signage, striping and lighting. As previously noted, the aging population in the Upper Front Range TPR is expected to increase by 62% by 2050.

Growth of the Aging Population from 2024 to 2050

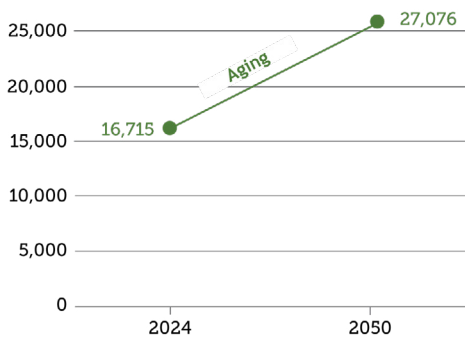


Figure 4. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpo-

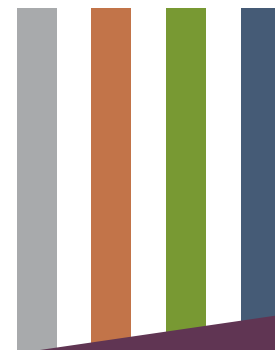
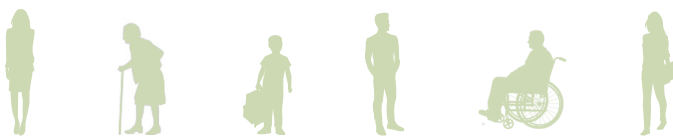
Vehicle Travel & Congestion

The total Vehicle Miles Traveled (VMT) are anticipated to increase by 45% in the TPR by 2050. Investments in repairing and maintaining our roadways, as well as expanding travel options, will help relieve pressure on the transportation system and ensure safe, efficient travel for everyone.

Vehicle Miles Traveled in the TPR in 2024 Versus Estimated VMT in 2050



Figure 5. CDOT DTD, Travel Modeling



Road Conditions

Improving road conditions is a top priority for Upper Front Range communities. As the data below demonstrates, there is a lot of need in the Upper Front Range TPR to improve road conditions. Investments in safer, smoother roads mean fewer accidents, lower repair bills, and better quality of life for this area.

Drivability Life

Drivability life refers to the estimated remaining years a highway will maintain acceptable driving conditions. This is determined by evaluating factors like pavement smoothness, distress and overall safety. It essentially quantifies how long a road can be driven at its current condition before requiring significant maintenance or reconstruction.

Drivability life is assessed by evaluating factors such as smoothness, pavement distress (cracking, potholes, etc.), and safety considerations like adequate sight distances and lane markings. CDOT uses different standards for drivability life based on the volume of traffic on a particular highway. Drivability life is categorized into three levels: High (greater than 10 years remaining), moderate (4-10 years remaining) and Low (three years or fewer remaining).

Drivability life helps CDOT prioritize maintenance and rehabilitation efforts, ensuring the highway system remains safe and efficient. By understanding drivability life, CDOT can plan preventative maintenance strategies to extend the lifespan of highways and delay

- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions
- Roadways classified with high drivability life account for 45% of the total, while those with moderate drivability life make up 28%, and roadways in low drivability condition represent 27%.
- The Upper Front Range TPR road conditions are categorized in the graphic at right based on 2023 data

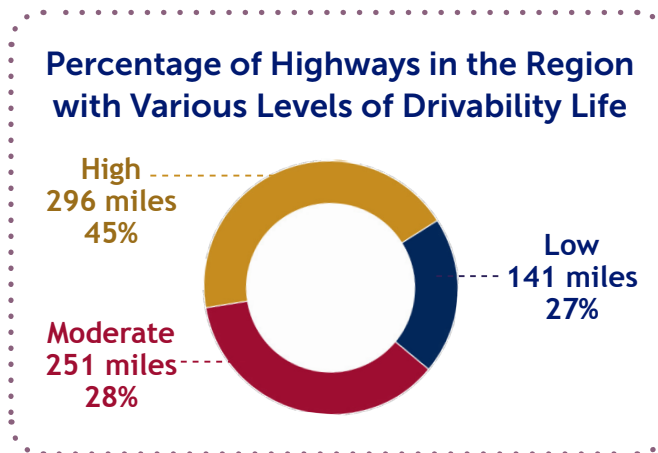
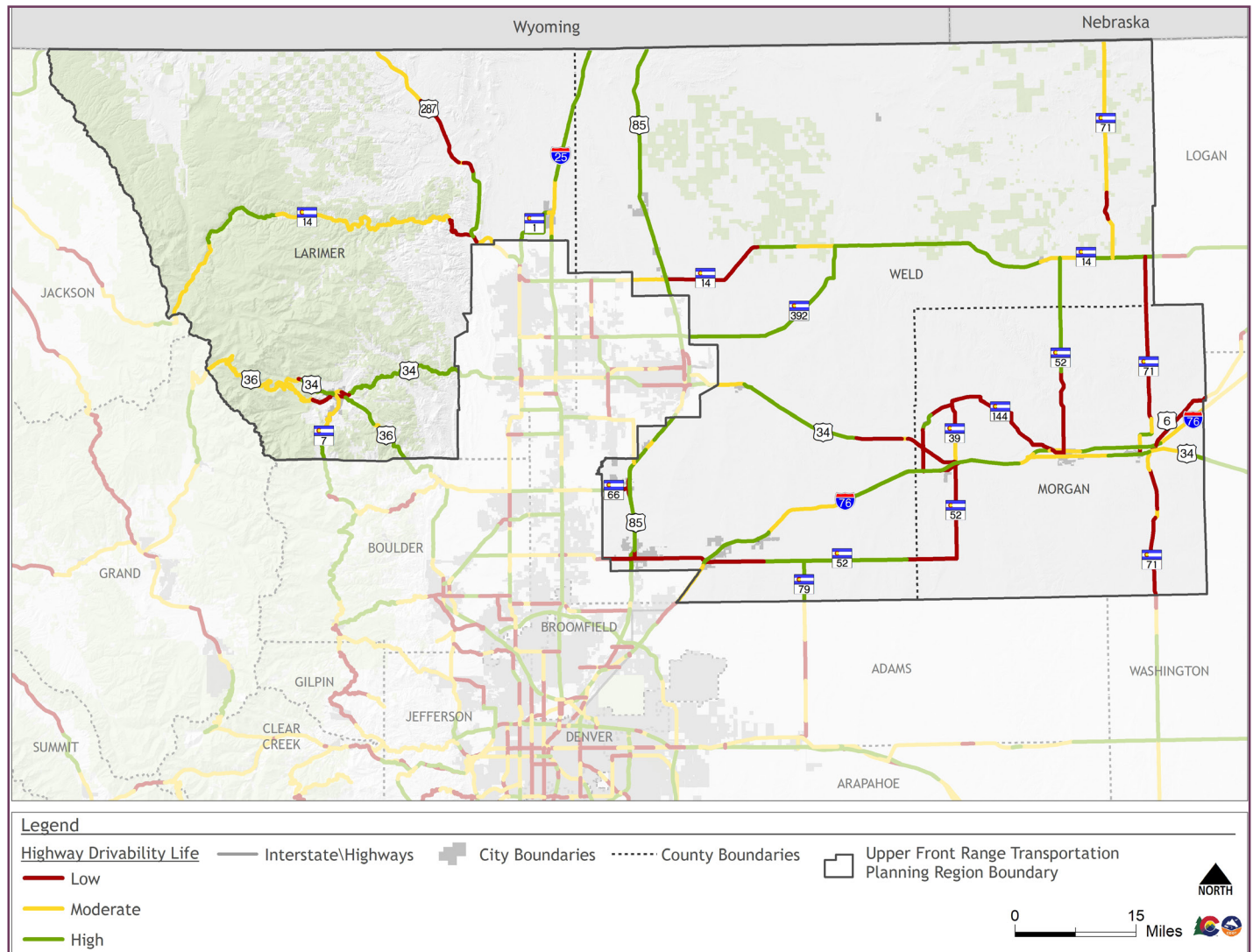


Figure 6. Source: CDOT Asset Management Database, 2023. Note: Due to rounding, figures may not total

Highway Drivability Life



The map above depicts highway drivability life in the Upper Front Range TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

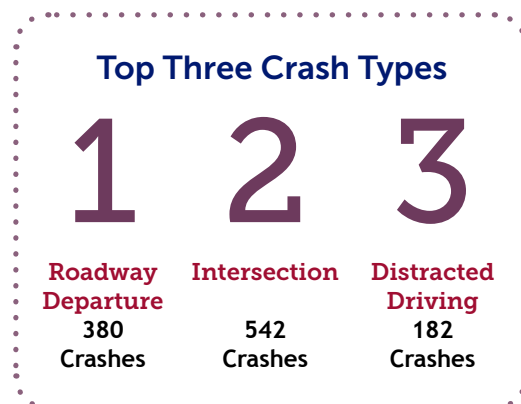


Figure 7. Source: CDOT Active Transportation Plan, 2025

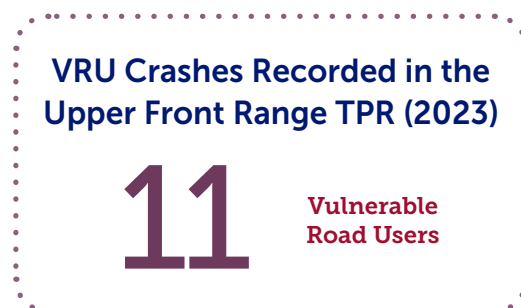


Figure 8. Source: CDOT Active Transportation Plan, 2025

During the development of the 2025 Strategic Highway Safety Plan, the following concerns were identified by local stakeholders:

- **Community Challenges:** grant navigation and staff support
- **Driver Behavior and Education:** distracted and impaired driving, speeding, crash data gaps, need for accessible, early, and comprehensive education, Colorado roads and rules, engineering as a profession, collective programming
- **Enforcement and Policy Gap:** explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps:** multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing
- **Innovation:** data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets, Americans with Disabilities Act (ADA) engagement), intersection safety
- **Safety Culture:** differences between generations, utilize grassroots efforts, social factors affect driving behaviors and safety awareness, work with youth



CDOT Bustang Outrider in Greeley, CO, driving in front of a parking lot.



Aerial photo taken of the Fort Morgan, CO airport in 2017.

Colorado Freight Corridors

Colorado Freight Corridors are highway routes in Colorado that are critical for interregional and interstate commercial vehicles to transport goods. These corridors have been identified as the most critical routes to facilitating the movement of goods into, out of, and within Colorado. Eight Colorado Freight Corridors pass through the region, reflecting the importance of freight and farm-to-market product movement in the Upper Front Range. These include: CO 14, CO 52, CO 71, I-25, I-76, US 287, US 34 and US 85.

Transit

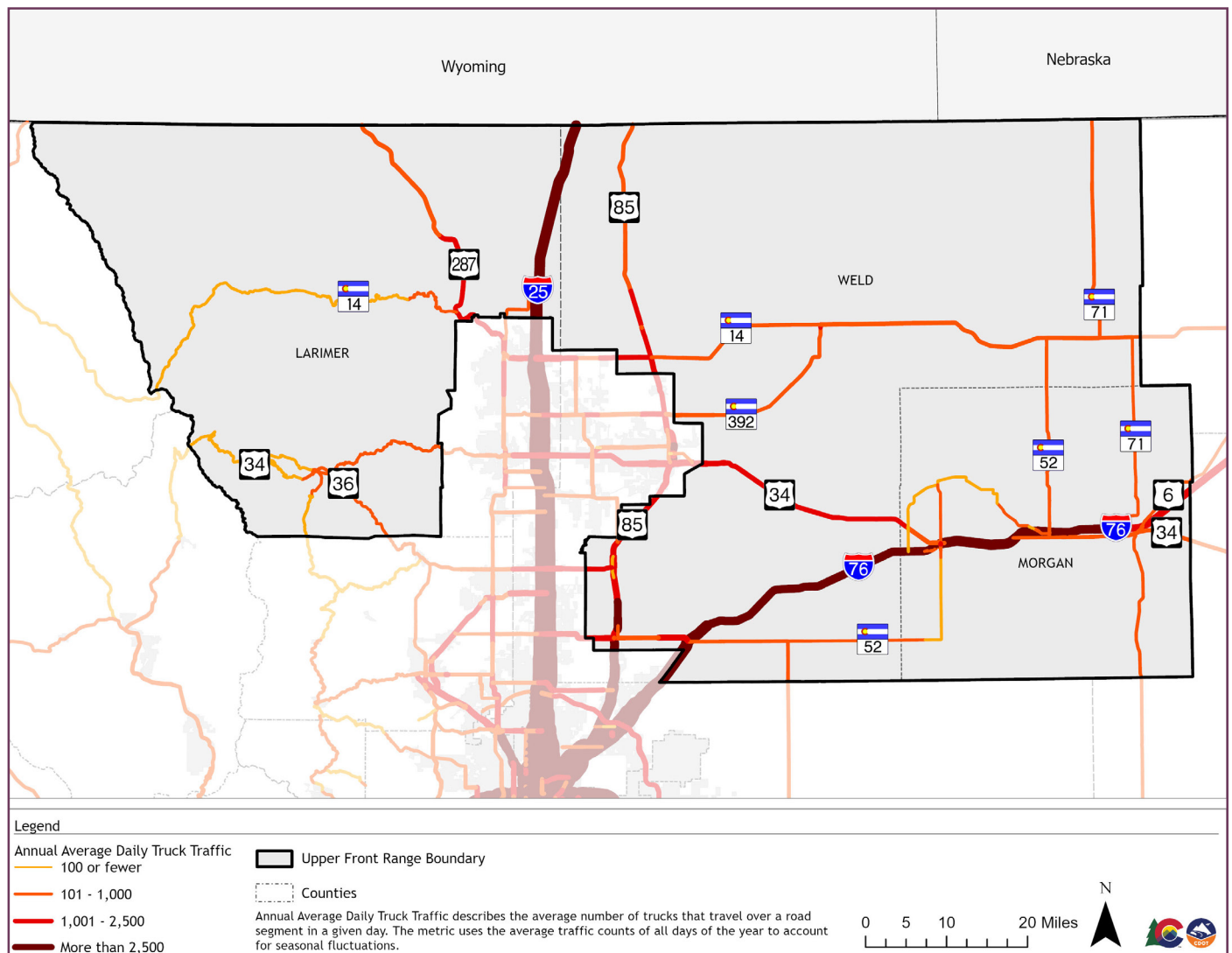
The Upper Front Range TPR transit providers operate fixed-route bus, deviated fixed-route bus, and demand response services. Amtrak and Bustang Outrider are the only public intercity transit service that serves the region. Interregional public transit connects the Upper Front Range TPR with other parts of the state. In fall of 2019, Bustang piloted a new weekend route between Denver and Estes Park. In 2024, Bustang adopted a new route between Sterling and Denver with stops in Hillrose, Brush!, Fort Morgan, Wiggins and Keenesburg. The County Express, a demand response service connects the Upper Front Range TPR and the Eastern TPR.

Local and regional services offered in this region are operated by Northeast Colorado Association of Local Governments, the City of Fort Morgan and the Town of Estes Park. Human service transportation providers in the region include Foothills Gateway, Heart & Soul Paratransit, Town of Platteville, Wellington Senior Resource Center, Envision, Senior Resource Services (60+ Ride), Disabled American Veterans, A Little Help, Turning Point Center for Youth and Family Development Inc., Johnstown Senior Center, Via Mobility Services, Triangle Cross ranch, and Weld County Area Agency on Aging.

Airports

The Upper Front Range includes four general aviation airports: Brush Municipal Airport, Easton Valley View, Fort Morgan Municipal Airport and Platte Valley Airpark.

Freight Map



Annual Average Daily Truck Traffic map for the Upper Front Range TPR in Colorado. The map depicts volumes of truck traffic using different shades of red.



Bicycling & Walking

High Demand Bicycle Facility/Active Transportation Facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths, and sidewalks along Colorado's state highways. High bicycling activity corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as high bicycling activity.

Facility Mileage

- 0.2 miles of bike lanes
- 6 miles of shared-use path
- 16 miles of sidewalks
- 322 miles of bikeable shoulder
- 687 miles of highways

High Bicycle Activity Corridors

- US 34 between Drake and Loveland
- US 34 through Rocky Mountain National Park
- US 7 south of Estes Park



Three cyclists on the Poudre River Trail in Greeley and Windsor in Weld County, Colorado.

Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right of way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region. Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting their intrinsic qualities, specifically for community livability and visitor experience. The Scenic and Historic Byways in the region include: Cache La Poudre, North Park and Pawnee River Trail.

Economic Vitality

Primary economic generators in the Upper Front Range TPR include tourism, agriculture, and energy production. To accommodate growth in these industries, the region must have an efficient transportation system to facilitate freight movement and mobility options for people visiting the region.



Photo of windmill at the Pawnee National Grasslands. The windmill is near the Scenic Byway, Pawnee Pioneer Trails that passes through Fort Morgan, Logan County, and Sterling, CO.





Upper Front Range TPR's Transportation Focus Areas

Transportation impacts the lives of community members, employees, and visitors of Colorado in various ways across the state. The TPR members identified the following topics that highlight what is most relevant and unique to the Upper Front Range TPR when it comes to transportation.

Safety

Safety is a critical component, and the foundation, of a reliable transportation system. It encompasses more than just reducing crashes, and it involves creating and maintaining infrastructure that supports the well-being of all users, regardless of how they travel. This includes consistent roadway paving and maintenance, as well as the development of inclusive pedestrian and bicycle facilities that accommodate people of all ages and abilities.

In the more rural areas of the Upper Front Range, safety considerations must also reflect the unique challenges of the region. This means prioritizing infrastructure improvements such as wildlife crossings to reduce collisions, safe passing lanes on high-speed rural roads, enhanced signage, and visibility improvements. These features are essential to improving safety for both residents and visitors, particularly in areas with limited alternative routes or services. As the region grows, and traffic volumes increase it will be increasingly important to integrate safety into every aspect of transportation planning and investment.



Road Conditions

The transportation system in the Upper Front Range includes travel corridors for major employment and tourist destinations. The accumulated stress of constant automobile and freight traffic and successive freeze and thaw cycles contributes to the deterioration of road surfaces and increases maintenance needs. Well maintained roads are essential to the quality of life for residents, employers, and visitors in the Upper Front Range region.



Freight & Rail

There are several industries that rely on trucks or rail for freight movement in and out of the Upper Front Range. Weld and Morgan counties are among the top three agricultural producers in the state. Weld County is ranked number one in the state for agricultural goods production and nationally ranked for animal products, including livestock and dairy sales. Weld County is also the number one producer of oil and gas in the state, as 88% of all crude oil production in Colorado comes from Weld County. Oil and gas extraction require heavy and oversized vehicles to access the well sites. Both the agriculture and energy industries require a reliable transportation system. This can be improved through increased and clearly demarcated truck parking, continued roadway maintenance, and capacity and safety improvements like widening, auxiliary lanes and shoulders-all of which support these industries and the region's overall economy. US 85, I-76 and I-25 carry the highest truck volumes in the regions, carrying 2,600, 2,900 and 3,200 trucks per day, respectively.

The Burlington Northern Santa Fe (BNSF) Railway and Union Pacific Railroad both have mainline rail corridors that extend through the region. The BNSF Railway is coordinating with state and local agencies regarding a planned inter-modal development in Hudson. This could result in significant future traffic, freight flow, and interchange investments that may be needed to support logistics-oriented development in the area.

Ensuring seamless connectivity between the proposed Front Range Passenger Rail (FRPR) and local transit systems is crucial for enhancing mobility in Colorado's rural areas, particularly in the Upper Front Range. The FRPR aims to link major Front Range cities, offering residents in these rural communities improved access to employment, education, healthcare, and other essential services. Integrating local transit services with the FRPR will facilitate first- and last-mile connections, making the rail system more accessible and practical for daily use. Such integration is vital for fostering economic development, reducing reliance on personal vehicles, and promoting sustainable growth in these regions. By creating a cohesive transportation network that combines regional rail with local transit, rural communities can experience enhanced connectivity and quality of life.

Tourism & Economic Development

Tourism is a primary economic generator in the Upper Front Range TPR, bringing both revenue and jobs to the region. Visitors are drawn to the area's rich natural resources and outdoor recreational opportunities, including hiking, camping, cycling and exploring scenic byways. The region is home to key attractions such as Estes Park and Rocky Mountain National Park, which collectively attract millions of visitors each year. This influx of tourists contributes significantly to the local economy but also presents ongoing challenges related to transportation access and seasonal traffic congestion, particularly in the peak travel months of July and September.

Currently, for much of the year, a personal vehicle is the only transportation option available for visitors traveling from other parts of the state or region to Estes Park and Rocky Mountain National Park. Recognizing this gap, CDOT launched the Bustang to Estes Park pilot program in 2019, which provided limited transit service in August and September. While this effort was a promising step toward diversifying mobility options, more consistent and year-round services are needed to fully support tourism and ensure that visitors can travel to, from, and within these destinations safely and efficiently.

Improving transit access is not only critical for managing congestion and supporting visitor mobility, but also plays a key role in driving sustainable economic development in the region. Tourism supports a wide range of local businesses, including lodging, dining, retail, and outdoor recreation services, and reliable transportation options are essential to sustaining and growing this economic activity. Expanding local, regional and interregional mobility options can help extend the reach of tourism dollars into rural communities, supporting job creation and small business growth. Enhanced transportation connectivity also positions the region to attract new investment, broaden the tourism season, and create more equitable access to economic opportunities. By strengthening its transportation network, the Upper Front Range can foster a more resilient and diversified economy that benefits both residents and visitors alike.

Federal Land Access

Enhanced access to nature has a beneficial impact both to the long term quality of life enjoyed by community members and the economic vitality of the businesses that support the strong and growing tourism and resource extraction sectors. The Upper Front Range is home to Rocky Mountain National Park, Pawnee National Grasslands, and other US forest lands that offer outdoor recreational activities to residents and visitors of the region. The Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) were created by congress to dedicate funding towards improving and maintaining access to national parks, forests, wildlife refuges, national historic sites, and many other recreation and resource extraction site types. The Upper Front Range TPR desires a more integrated approach to planning and programming projects of mutual interest between federal, state, and local agencies in the region.



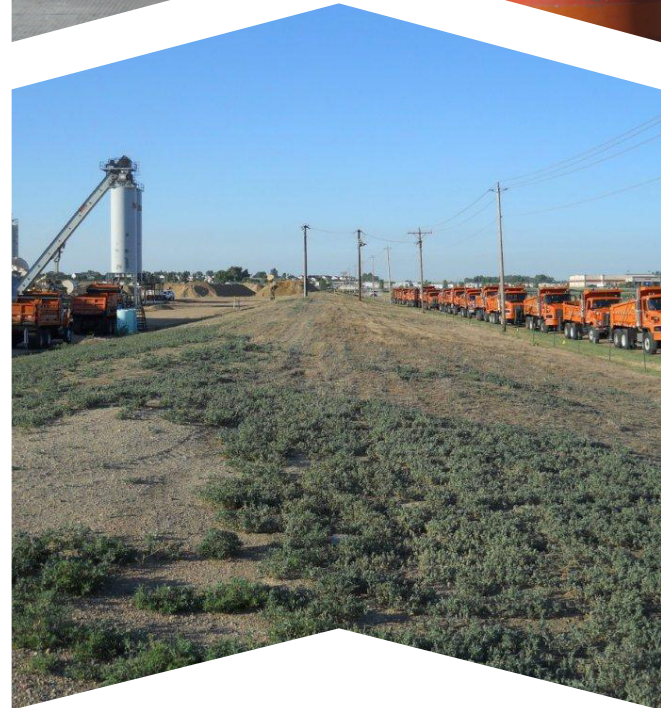
Stone gateway sign of Estes Park in Olympus Heights, Larimer County, Colorado.



Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects. These planning regulations require plans and projects to be coordinated with other local, state, and federal agencies to identify and discuss how to maintain projects and/or restore the environments impacted by the transportation projects. For example, if a project is anticipated to worsen air quality, the project solutions should seek to avoid, minimize, or mitigate this impact. In this case, mitigation measures could include optimizing the traffic signal to improve traffic flow and reduce vehicle emissions.

The state and federal requirements pertaining to environmental consultation have been followed in the creation of this plan. A portion of Larimer and Weld Counties are part of the eight hour ozone non-attainment area, meaning the air pollution levels persistently exceed national standards. The Upper Front Range TPR works in coordination with both the Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) in the development and adoption of the conformity determinations.



Upper Front Range TPR Vision & Goals

Vision

The Upper Front Range TPR will promote economic vitality and mobility for all residents through strategic investments in a multimodal transportation system.

Goals

- Improve safety throughout the transportation system
- Provide a multimodal transportation system for the efficient movement of people and goods
- Preserve the functional integrity of the existing transportation system and correct identified deficiencies
- Promote vibrant communities while preserving farm and forest land, water resources, and air quality
- Support mitigation strategies to address potential natural disasters throughout the region
- Prioritize projects to anticipate and utilize all funding opportunities
- Deliver transportation system investments cost-effectively, incorporating life cycle costs
- Collaborate and communicate with other agencies to implement regional transportation priorities
- Integrate transportation and land use planning throughout system design and implementation
- Coordinate projects with other entities within the region, including federal and state entities, adjacent communities, transportation planning regions, metropolitan planning organizations, and states
- Engage the public throughout the development of this plan and its implementation



What We've Heard

Over the past year, CDOT officials engaged with community members and local and regional stakeholders through several ongoing planning efforts including: Statewide Transportation Plan, accompanying RTPs, the Statewide Active Transportation Plan, Strategic Highway Plan, Transit Connections Study and the Colorado Freight Plan. As a part of these efforts, engagement played a key role in gathering valuable feedback on the state of transportation across Colorado.

Placeholder:

Key findings or themes from other plans.

Telephone Town Halls

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Surveys

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TPR Stakeholders

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Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT's long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.

Complete Projects

What is a “complete project?” A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

Complete Projects Concepts



People



Safety



**Cost
Effectiveness**



Mobility



Choice



Demand



Context



Upper Front Range Transportation Projects

The region's transportation project list is characterized by a mix of interstate, state highway, rural paving, and multimodal/transit projects. The list also includes safety-related projects that address shoulder deficiencies, intersection-related needs, and freight needs.

The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.

Development of Project List



Regional Priorities

To ensure projects align with regional and statewide priorities, the Upper Front Range TPR utilized both PD 14, Statewide Planning Goals and Performance Measures, and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system. The Upper Front Range TPR prioritization criteria included:

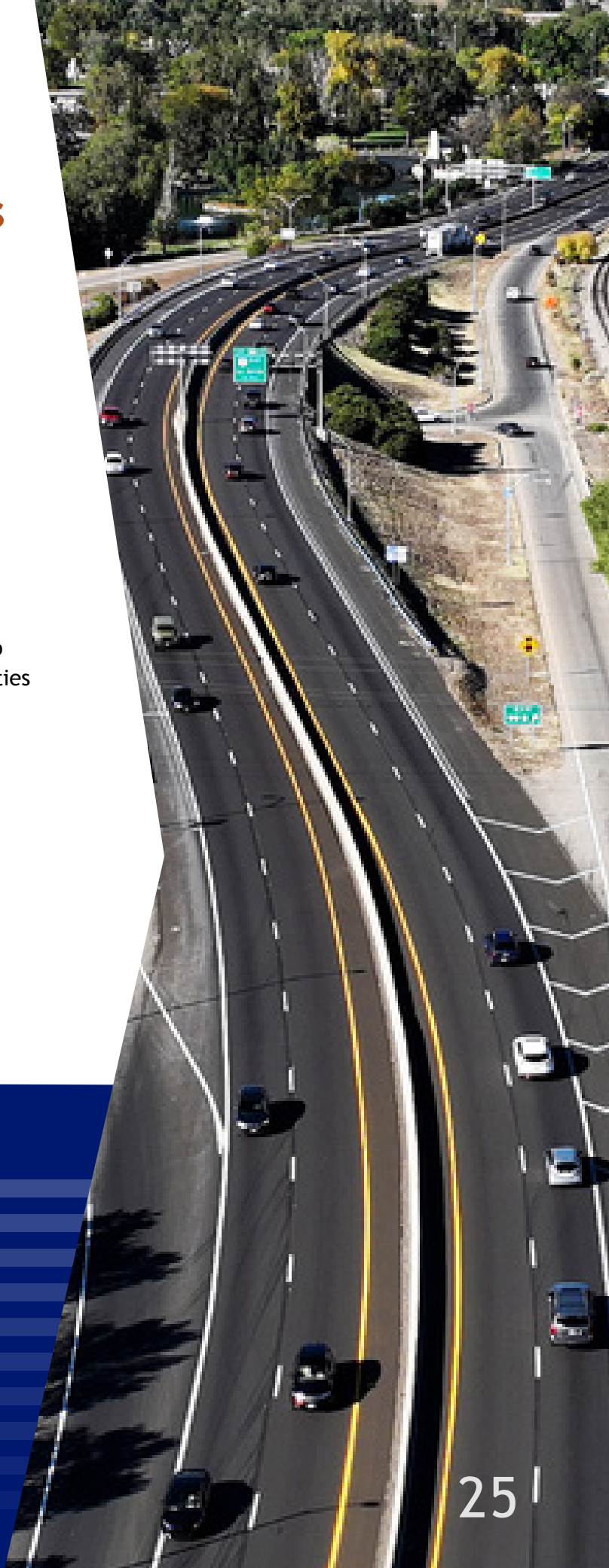
- Asset Management
- Cost Effectiveness
- Disaster Mitigation (Resiliency)
- Economic Vitality
- Land Use
- Mobility
- Safety



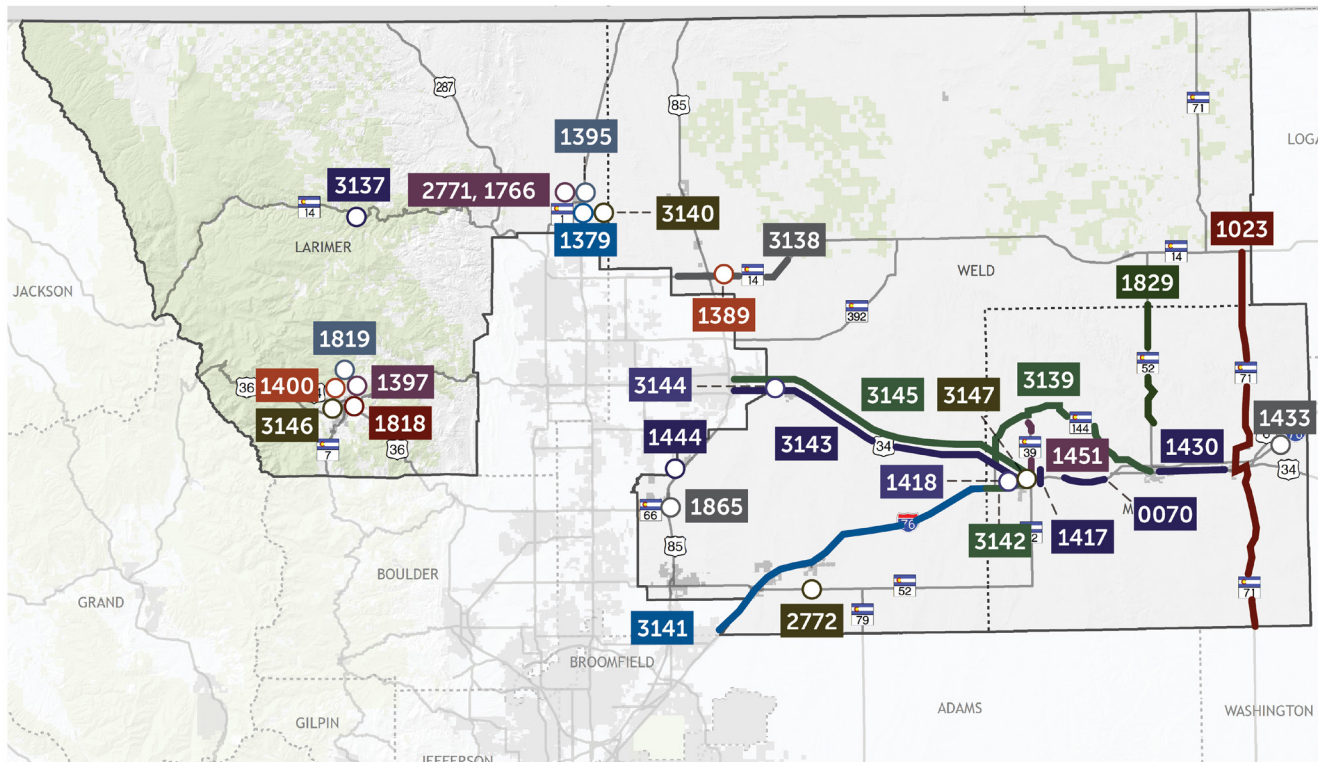
Upper Front Range TPR's Top Project Priorities

The Upper Front Range TPR's priority projects are shown on the map on the next page. Members of the Upper Front Range Transportation TPR identified their priority projects through a collaborative process. An executive committee made up of Larimer, Weld and Morgan county commissioners was established to work with county staff and local agency staff to determine the top projects in their respective areas.

CDOT Region 4 employees supported this process by working with the counties to review the prioritized list of projects and share CDOT's perspective as it relates to priorities on the state highway/interstate system. Counties used the region-specific scoring criteria listed in the previous section to evaluate proposed priority projects.



Upper Front Range TPR's Highway Project Priorities Map



1379 CO 1 and LCR 58 (Meyers Corner) Intersection Improvements

2771, 1766 CO 1 Safety Improvements

3137 County Road 63E Bridge of Poudre River and Intersection Improvements

3138 CO 14 Safety Study Intersection Improvements

3139 CO 144 Between I-76 and US 34 Preservation and Safety Improvements

1451 CO 39 North of Wiggins Safety Improvements

1389 CO 392 and WCR 43 Intersection Improvements

1417 CO 52 from North/South split to Wiggins Safety Improvements

1418 CO 52 & US 6 (Wiggins) Intersection Improvements

1829 CO 52 North of Fort Morgan Shoulder & Safety Improvements

2772 CO 52/WCR 59 Roundabout and Safety Improvements

1023 CO 71 Corridor Preservation and Safety Improvements

1395 I-25 & CO 1 Interchange

3140 I-25 & LCR 58 Interchange

1430 I-76 Reconstruction from Fort Morgan to Brush

3141 I-76 Commerce City to Wiggins: Preservation and Safety Improvements (Weld County)

0070 I-76 from US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9

1433 I-76 at WCR 49 Interchange Improvements

3142 I-76 Commerce City to Wiggins: Preservation and Safety Improvements (Morgan County)

1397 US 34/US 36 Intersection in Estes Park

1400 US 34 & Mall Road; US 36 & Mall Road in Estes Park

3143 US 34 Passing Lanes and Safety Improvements: Greeley to Wiggins

3144 US 34 and WCR 49 Intersection Improvements

3145 US 34 Passing Lanes and Safety Improvements: Greeley to Wiggins

3146 Central Federal Lands: US 36/Mary's Lake Road/High Drive Intersection Improvements

1818 US 36 and Elm Road in Estes Park Intersection Improvements

1819 US 36 and 4th Street in Estes Park Intersection Improvements

3147 US 6 (I-76) Resurfacing Improvements at Wiggins

1444 US 85 and CO 60 Intersection Improvements

1865 US 85 and CO 66 (Platteville) Intersection Improvements

Upper Front Range TPR's Multimodal Project Priorities Map



- 1797** CO 14 and US 85 Pedestrian Improvements through Ault
- 3148** CO 52 Bike/Pedestrian Improvements: Separated Bike Lane
- 3149** I-25 (Wellington) Pedestrian Crossing
- 3150** Transit Service between Wellington and Fort Collins
- 2490** Outrider Improvements at Brush and Fort Morgan
- 1427** New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)
- 2543** NECALG Facilities Needs Study
- 2544** NECALG Bus Barn Design and Construction
- 2490** I-76 Outrider Improvements at Hudson
- 3151** US 34 Greeley to Loveland to Estes Park Transit Service
- 1437** US 34 (Fort Morgan) Pedestrian Crossing Improvements
- 1409** US 36 Trail Project from Moraine Davis St to Mary's Lake
- 3152** US 85 Corridor Transit Service
- 3153** US 85 (Platteville) Sidewalk Improvements
- 3154** Estes Park Transit Operations

Upper Front Range TPR Priority Project List


TPR Planning Project ID	Project Type	Project Name	Project Description
1379	Highway	CO 1 and LCR 58 (Meyers Corner) Intersection Improvements	Intersection improvements
2771; 1766	Highway	CO 1 Safety Improvements	The project will make safety improvements along CO 1 near CR 9 and CR 62E. Potential to realigning the highway and making intersection improvements.
3137	Central Federal Lands	County Road 63E Bridge of Poudre River and Intersection Improvements	Rehab bridge over County Road 63E and improve intersection with CO 14. Possible replacement of bridge.
3138	Highway	CO 14 Safety Study Intersection Improvements	Intersection Improvements. Priority intersections being WCR 29, WCR 39, WCR 31, WCR 33.
3139	Rural Paving	CO 144 Between I-76 and US 34 Preservation and Safety Improvements	4P Comment: Morgan County is getting nonstop calls about the road condition here. Fleet Manager of Morgan County counted 300 potholes on the road.
1451	Highway	CO 39 North of Wiggins Safety Improvements	Safety widening and shoulders
1389	Highway	CO 392 and WCR 43 Intersection Improvements	Intersection improvements
1417	Highway	CO 52 from North/South split to Wiggins Safety Improvements	Safety widening and shoulders
1418	Highway	CO 52 & US 6 (Wiggins) Intersection Improvements	Intersection Improvements
1829	Highway	CO 52 North of Fort Morgan Shoulder & Safety Improvements	Super elevation correction or high friction surface treatment and wider shoulders on the outside of curves to correct the pattern of run off road crashes. Morgan County notes critical area to be MP 92-100.
2772	Highway	CO 52/WCR 59 Roundabout and Safety Improvements	CO 52 corridor is heavily traveled by freight vehicles, commuters, and local residents. The CO 52 and WCR 59 intersection is currently two-way stop controlled on WCR 59 with development on three of the four corners. It has unique peak-hour traffic fluctuations due to the adjacent junior-high and high school facilities.
1023	Highway	CO 71 Corridor Preservation and Safety Improvements	This project includes reconstruction of corridor, shoulder widening, safety, operational components.
1395	Highway	I-25 & CO 1 Interchange	Interchange Reconstruction
3140		I-25 & LCR 58 Interchange	Replace existing overpass with a new interchange
1430	Highway	I-76 Reconstruction from Fort Morgan to Brush	The project reconstructs both lanes of the interstate in both directions, as well as interchanges at CO 144, CO 52 (Main Street), and the Barlow Road interchange.
3141	Highway	I-76 Commerce City to Wiggins: Preservation and Safety Improvements (Weld County)	Weld County portion
70	Rural Paving	I-76 from US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9	Rural road surface treatment
1433	Highway	I-76 at WCR 49 Interchange Improvements	Interchange improvements at WCR 49 in Hudson
3142	Highway	I-76 Commerce City to Wiggins: Preservation and Safety Improvements (Morgan County)	Morgan County portion
1397	Highway	US 34/US 36 Intersection in Estes Park	Intersection improvements
1400	Highway	US 34 & Mall Road; US 36 & Mall Road in Estes Park	Intersection Improvements
3145	Highway	US 34 Passing Lanes and Safety Improvements: Greeley to Wiggins	Passing lanes from Greeley to Wiggins
3144	Highway	US 34 and WCR 49 Intersection Improvements	Intersection Improvements or Interchange
3145	Highway	US 34 Passing Lanes and Safety Improvements: Greeley to Wiggins	Passing lanes from Greeley to Wiggins. Resurfacing closer to I-76 at Wiggins.
3146	Central Federal Lands	Central Federal Lands: US 36/Mary's Lake Road/High Drive Intersection Improvements	Improve intersection on US 36 at Mary's Lake Road and High Drive.
1818	Highway	US 36 and Elm Road in Estes Park Intersection Improvements	Intersection improvements
1819	Highway	US 36 and 4th Street in Estes Park Intersection Improvements	Intersection improvements
3147	Rural Paving	US 6 (I-76) Resurfacing Improvements at Wiggins	4P Comment: The Town of Wiggins voiced concerns for US 6 needing to be repaved and restriped as it is rated in poor condition. Noted that children are walking down the edge of the road creating a safety issue.
1444	Highway	US 85 and CO 60 Intersection Improvements	Intersection improvements
1865	Highway	US 85 and CO 66 (Platteville) Intersection Improvements	Intersection Improvement (Channelized-T w/ SB grade separation)
1797	Multimodal	CO 14 and US 85 Pedestrian Improvements through Ault	Pedestrian improvements
3148	Multimodal	CO 52 Bike/Pedestrian Improvements: Separated Bike Lane	Bike/ped improvements as recommended by CO 52 PEL
3149	Multimodal	I-25 (Wellington) Pedestrian Crossing	
3150		Transit Service between Wellington and Fort Collins	Transit Service between Wellington and Fort Collins, like an Outrider service.
2490	Transit	Outrider Improvements at Brush and Fort Morgan	INTER-REGIONAL TRANSIT: Stop and shelter improvements at Brush and Fort Morgan to support new Outrider service from Sterling to Greeley set to begin operating in 2021.
1427	Transit	New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)	REGIONAL TRANSIT: Shuttle, Fixed Route / Brush Ft. Morgan, Log Lane, Wiggins, Snyder; 8-5pm, 5 days/week; one vehicle
2543	Transit	NECALG Facilities Needs Study	LOCAL TRANSIT: Determine needs, site location and identify alternatives for bus storage and admin facility for NECALG transit.
2544	Transit	NECALG Bus Barn Design and Construction	LOCAL TRANSIT: Identify preferred site location and alternatives for bus storage and administration facility for NECALG transit.
2490	Transit	I-76 Outrider Improvements at Hudson	INTER-REGIONAL TRANSIT: Stop and shelter improvements at Brush, Fort Morgan, Hudson, and Lochbuie to support new Outrider service from Sterling to Greeley set to begin operating in 2021.
3151	Transit	US 34 Greeley to Loveland to Estes Park Transit Service	
1437	Multimodal	US 34 (Fort Morgan) Pedestrian Crossing Improvements	Ped Crossings (x6) - May include a pedestrian safety study to identify needed improvements.
1409	Multimodal	US 36 Trail Project from Moraine Davis St to Mary's Lake	Trail Project, improve ped./bike access along narrow road.
3152	Transit	US 85 Corridor Transit Service	Will refer to the Transit Connections Study to determine where service is needed.
3153	Multimodal	US 85 (Platteville) Sidewalk Improvements	Pedestrian improvements
3154	Transit	Estes Park Transit Operations	Improved local transit operating in Estes Park

Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan.

The Upper Front Range TPR's project priorities were discussed at joint meetings with the CDOT Region 4 Regional Transportation Directors and the TPR chairs. These meetings enabled the Upper Front Range TPR chair to advocate for inclusion of the TPR's priority projects in the 10-Year Strategic Project Pipeline, a primary outcome of Your Transportation Plan.

This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. The RTPs identify contextual solutions that support the statewide vision and initiatives.



This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.

Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the Upper Front Range TPR:

- Comprehensive list of project needs in the region (Appendix X)
- TPR's priority projects (pages 22 and 23)
- 10-Year Plan Update (Strategic Funding — if TPR projects are selected during the update process)

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a 10-year Strategic Project Pipeline. The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The Upper Front Range TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Upper Front Range TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.

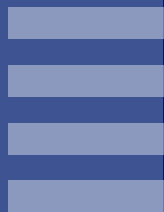


Upper Front Range TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its plan. Implementation actions are meant to be near-term, practical measures related to the Upper Front Range TPR's vision, goals and priority projects.

- Advocate for full funding of the Upper Front Range TPR's top priority projects
- Ensure large projects are not continually bypassed in favor of lower cost, but lower-priority projects
- Advocate for shoulder improvements as an effective safety measure, particularly when surface treatments are being done
- Continue to advance regional rail crossing improvements through regular updates to the rail inventory and crossing replacement program
- Work with both agriculture and fossil fuel development industries to identify locations and specific problems hindering efficient movement of commodities
- Coordinate with tourism industry partners to identify transportation issues surrounding popular tourist destinations
- Identify and collaborate with agencies that would contribute to the implementation of regional transportation priorities, including Federal land managers, the Colorado Farm Bureau, U.S. Department of Agriculture, State Highway Patrol, emergency response managers, etc.
- Work with industry representatives to identify locations and opportunities for increasing the accessibility of alternate fuels





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go to the [10-Year Vision Plan](#)
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