



North Front Range Metropolitan Planning Organization

Who we are An association of local governments that serves as the transportation and air quality planning agency for portions of Larimer and Weld counties in Northern Colorado. We have 15 member governments, covering 675 square miles and 514,539 residents.

What we do Provide funding for transportation projects, conduct regional transportation planning, and manage other services and technical assistance programs. To do so, we coordinate with local agency staff and elected officials from each member government as well as representatives from the Colorado Department of Transportation (CDOT), the Transportation Commission of Colorado, the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD), and various other partners.

Upcoming Planning Initiatives

Environmental Justice (EJ) Plan

Timeline

Kickoff in spring 2020, Adoption in late 2020

What is Environmental Justice?

The fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations and policies.¹

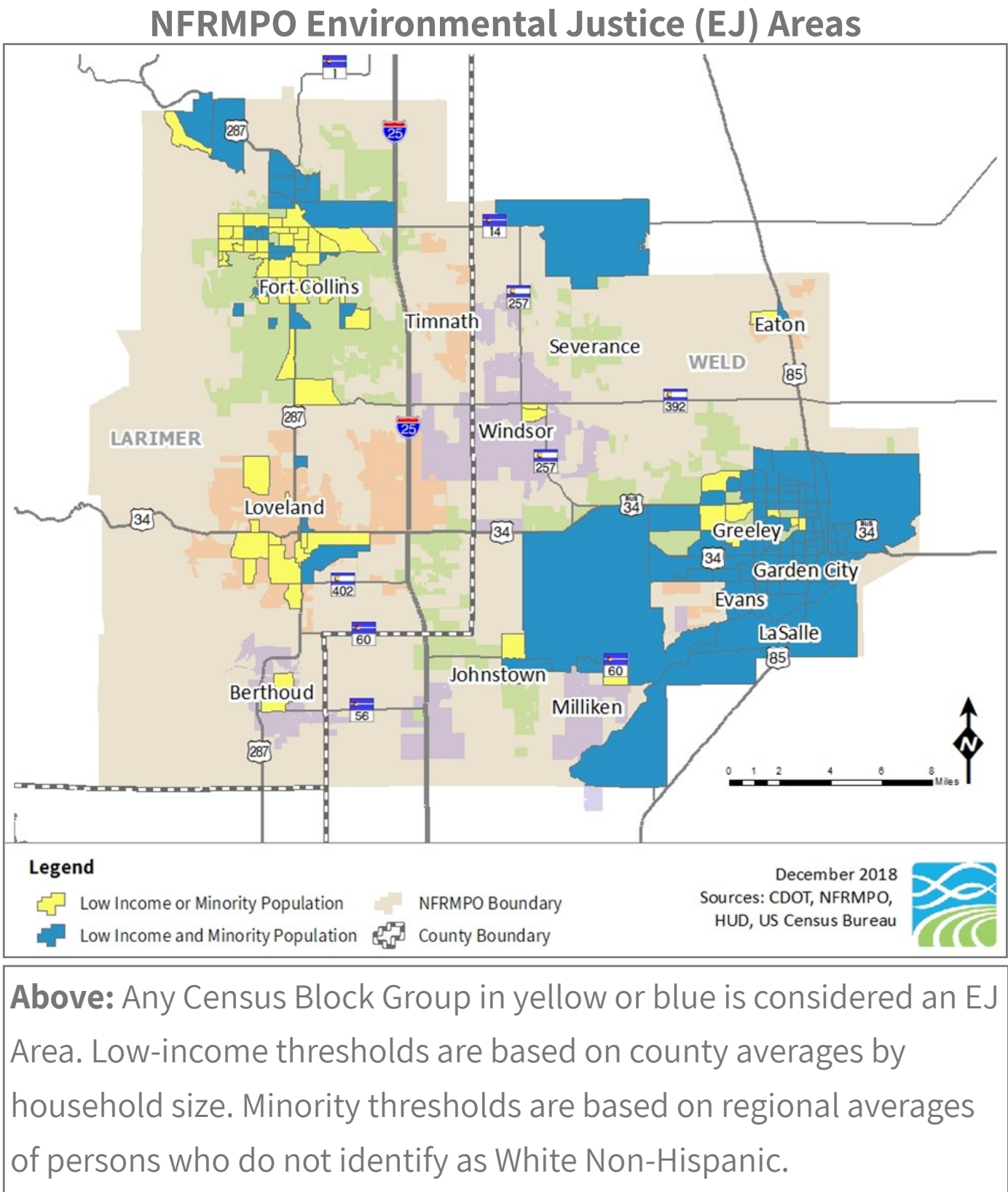
At the NFRMPO, we analyze the benefits and burdens for all location-specific transportation projects located in or near an area with a substantial EJ population. Through the analysis, we determine whether the activity will result in a disproportionately high and adverse effect on human health or the environment that is:

- ⇒ predominantly borne by a minority and/or low-income population, or
- ⇒ suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude compared with non-minority and/or non-low-income populations.

What will our EJ Plan Include?

- ⇒ Analysis of access to the decision-making process across the region
- ⇒ Identification of new partnerships
- ⇒ Clearer definition of benefits and burdens that incorporates local and regional context
- ⇒ Consideration of additional EJ populations, including those with higher than average rates of limited English proficiency (LEP), older adults, individuals with disabilities (ambulatory, self-care, independent living, hearing, vision, or cognitive difficulties), and zero-car households
- ⇒ Recommendations for improving EJ analysis and increasing EJ considerations on transportation projects

From your experience, what are effective ways of increasing access to the decision-making process?



Non-Motorized (Bicycle and Pedestrian) Plan Update

Timeline

Kickoff in spring 2020, Adoption in early 2021

Background

The 2013 Regional Bicycle Plan

This plan solidified the vision for bicycle travel between communities with the creation of twelve Regional Bicycle Corridors (now called Non-Motorized Corridors or RNMCs). The RNMCs represent the major bicycle and pedestrian connections between NFRMPO communities. This Plan also included:

- ⇒ a consolidated summary of the existing bicycle infrastructure, data, and design standards
- ⇒ tools to support the 15 NFRMPO member communities' local bicycle planning and accommodation initiatives
- ⇒ an analysis of opportunities to connect and enhance the local and regional bicycle systems
- ⇒ guidance to help the NFRMPO and its member communities' pursue state, federal, and other funding opportunities

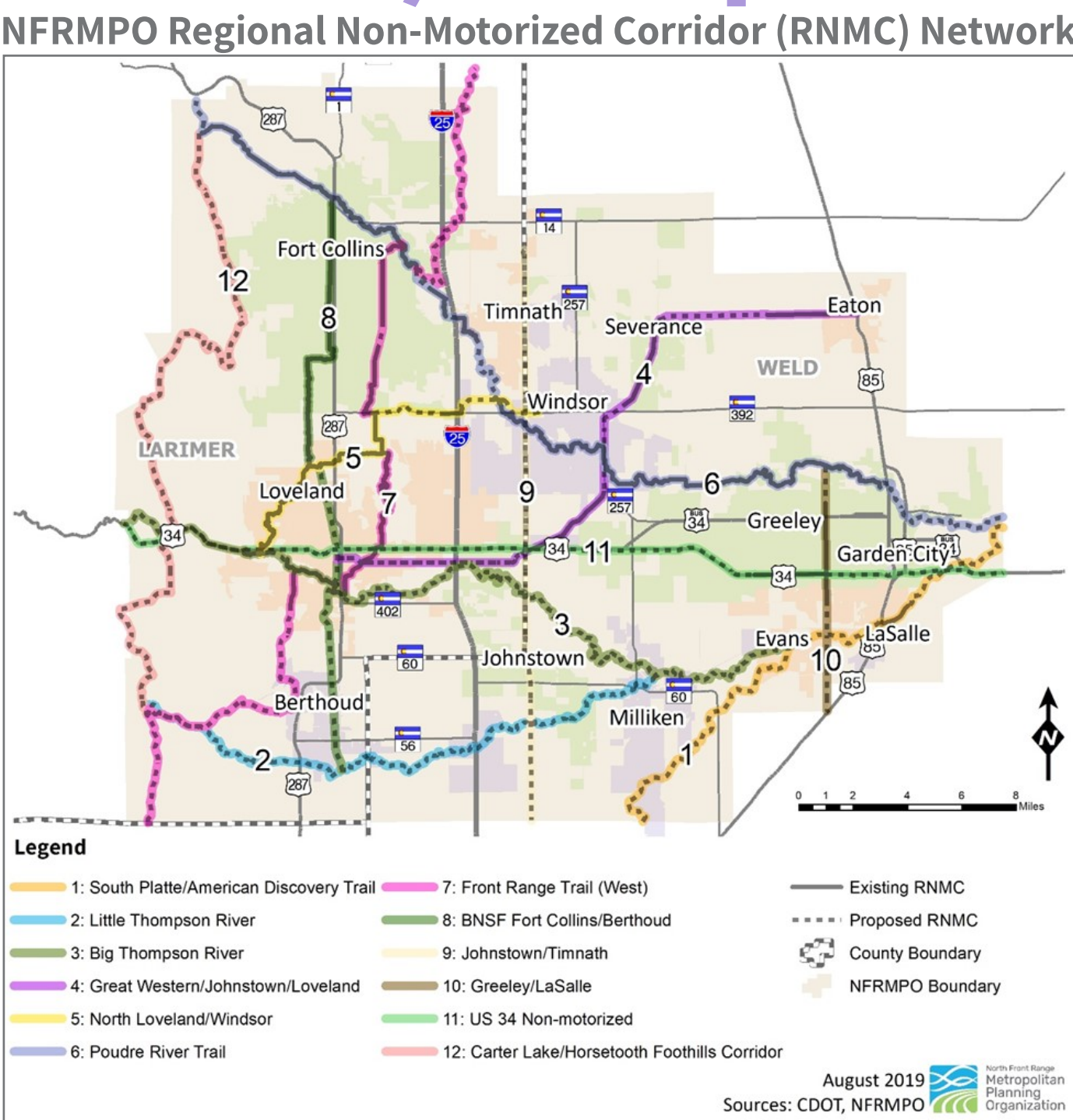
The 2016 Non-Motorized Plan

This plan builds on the foundation of the 2013 Regional Bike Plan by reaffirming the importance of the RNMCM network for bicycle and pedestrian connections between communities and updating and expanding the tools, analysis, and guidance supporting local and regional planning efforts.

What will this update include?

- ⇒ In-depth analysis of the RNMCM ultimate and temporary alignments, important local connections and critical gaps, and major barriers and opportunities for completion
- ⇒ Addressing best practices and policies for emerging micromobility solutions (electric bikes, scooters, and skateboards, etc.)
- ⇒ Updated tools, analysis, and guidance supporting local and regional planning efforts

What do you see as the largest barrier to safer and more reliable biking and/or walking in your community?



¹ US Department of Transportation (USDOT) Order 5610.2(a)