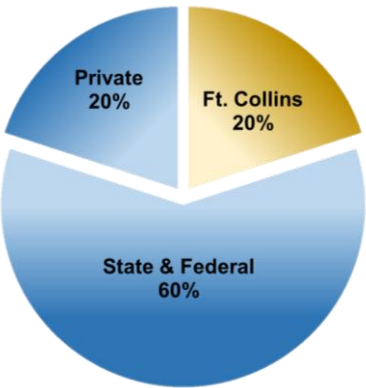


Improvement Costs

Roadway improvements are a significant investment that will happen over time and through various funding sources including local, state, federal and private funds. The range of draft cost estimates are as follows:

- » Frontage roads improvements: \$20-25 million
- » Infrastructure modernization: \$18-20 million
- » Intersection improvements: \$12-15 million
- » Traffic flow improvements: \$10-13 million
- » Median and streetscape upgrades: \$8-10 million
- » Multi-use path construction: \$7-10 million
- » Art, signage and way-finding: \$3-5 million

80% of the project funding will come from state, federal, and private sources



IMPLEMENTATION STRATEGY

To achieve the vision for College Avenue in Midtown the plan lays out a fifteen year implementation strategy. In 2015, CDOT will repave this portion of College Avenue. With that effort the City is coordinating some sidewalk and striping improvements. The first phase (2015 to 2020) is envisioned to be Drake to Horsetooth, focused on intersection improvements in particular the Horsetooth intersection that has some identified funding currently. The second phase (2021 to 2026) is likely to be Prospect to Princeton and the third phase (2027 to 2030) would be the southernmost section Horsetooth to Harmony Road.

2015 - 2020
Design & Input
CENTER DISTRICT Drake to Horsetooth including intersections
finalize construction plan
engage property owners
coordinate with SFCBA*
Capital Funding
\$2 million/year local \$7.5 million from CDOT \$7.5 million from FHWA \$2 million private CDOT RAMP funding
CDOT FASTER
NFRMPO 2015-2020 TIP
Ft. Collins "Building on Basics"
Ft. Collins 2015-2020 TIP
FHWA TIGER program
FHWA discretionary funds
CO Senate Bill 1 (extension)
Operations Funding
Business Improvement Dist.
Ft. Collins general fund
Private sponsorship

2021 - 2026
Design & Input
UPPER AND NEIGHBORHOOD DISTRICTS Prospect to Princeton including intersections
finalize construction plan
engage property owners
coordinate with SFCBA *
engage neighborhoods
Capital Funding
\$1 million/year local \$5 million from CDOT \$5 million from FHWA \$1 million from private CDOT FASTER
NFRMPO 2020-2025 TIP
Ft. Collins "Building on Basics"
Ft. Collins 2021-2026 TIP
FHWA discretionary funds
Community Block Grants
Operations Funding
Business Improvement Dist.
Ft. Collins general fund

2027-2030
Design & Input
SOUTH DISTRICT Horsetooth to Harmony
finalize construction plan
engage property owners
coordinate with SFCBA*
Capital Funding
\$1 million/year local \$5 million from CDOT \$5 million from FHWA \$2 million from private CDOT PROGRAMS
NFRMPO TIP
Ft. Collins TIP
FHWA funds
Operations Funding
Business Improvement Dist.
Ft. Collins general fund
Private sponsorship

\*South Fort Collins Business Association



October 2014



Project Vision

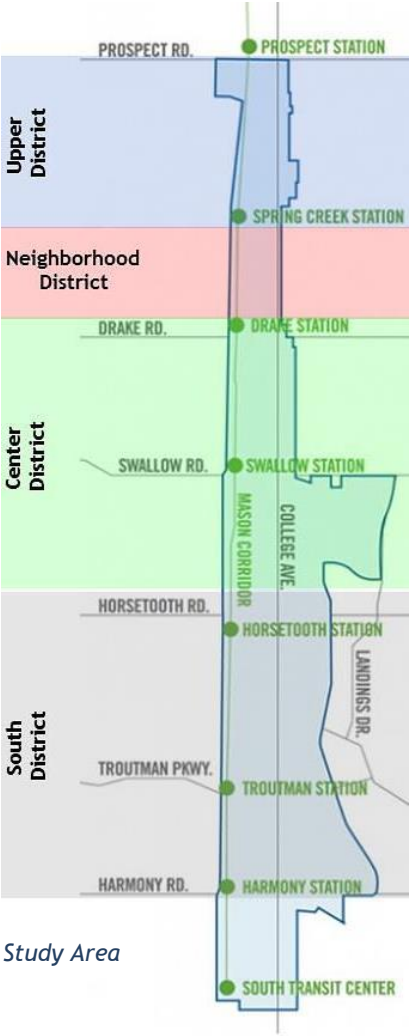
This effort is the first step in making the improvements outlined in the Midtown Plan a reality. The plan targets safe connections to the MAX Bus Rapid Transit (BRT) service for pedestrians and bicyclists and a high functioning automobile network that the City wanted and needed for some time.



Project Goals

- » Make College Avenue **safer** for all modes of travel
- » Strengthen bicycle and pedestrian **connections to MAX**
- » Create universal designs for **all ages and abilities**
- » Create a well functioning **high quality** and **attractive street**

EXISTING CONDITIONS



Study Area

**Character**

Existing character is not consistent with the Midtown Plan vision which includes:

- High quality streetscape and area identity
- Bike friendly
- Walkable
- Improved way-finding

**Driving**

College Avenue is used primarily for local trips with

- only 20% pass through trips
- nearly 50,000 vehicles everyday
- several high accident intersections
- congestion during peak travel times

**Bicycling**

Despite the bicycling prohibition on College Avenue, bicyclists are everywhere:

- On sidewalks
- Using frontage roads
- For everyday trips

**Walking**

Walking College Avenue is an unpleasant experience due to:

- Missing, narrow and disconnected sidewalks
- forced to walk close to traffic
- lack of walking connections to businesses and neighborhoods

College Avenue is a major north-south arterial with a series of six through lanes extending from Harmony on the south to Prospect on the north. The project study area has some auxiliary travel lanes that are used for acceleration and deceleration from adjacent land uses. The corridor is US Highway 287 and is operated in conjunction with the Colorado Department of Transportation (CDOT). The corridor has raised medians, and a functional classification described as a Principal Arterial by the City of Fort Collins. The speed limit along College Avenue is 40 miles per hour (MPH). The corridor traffic volumes range from 40,000 to 50,000 vehicles on a daily basis and 80% of the motor vehicle trips on College Avenue do not travel all the way through the three mile corridor. Only 20% of the traffic is considered "through".



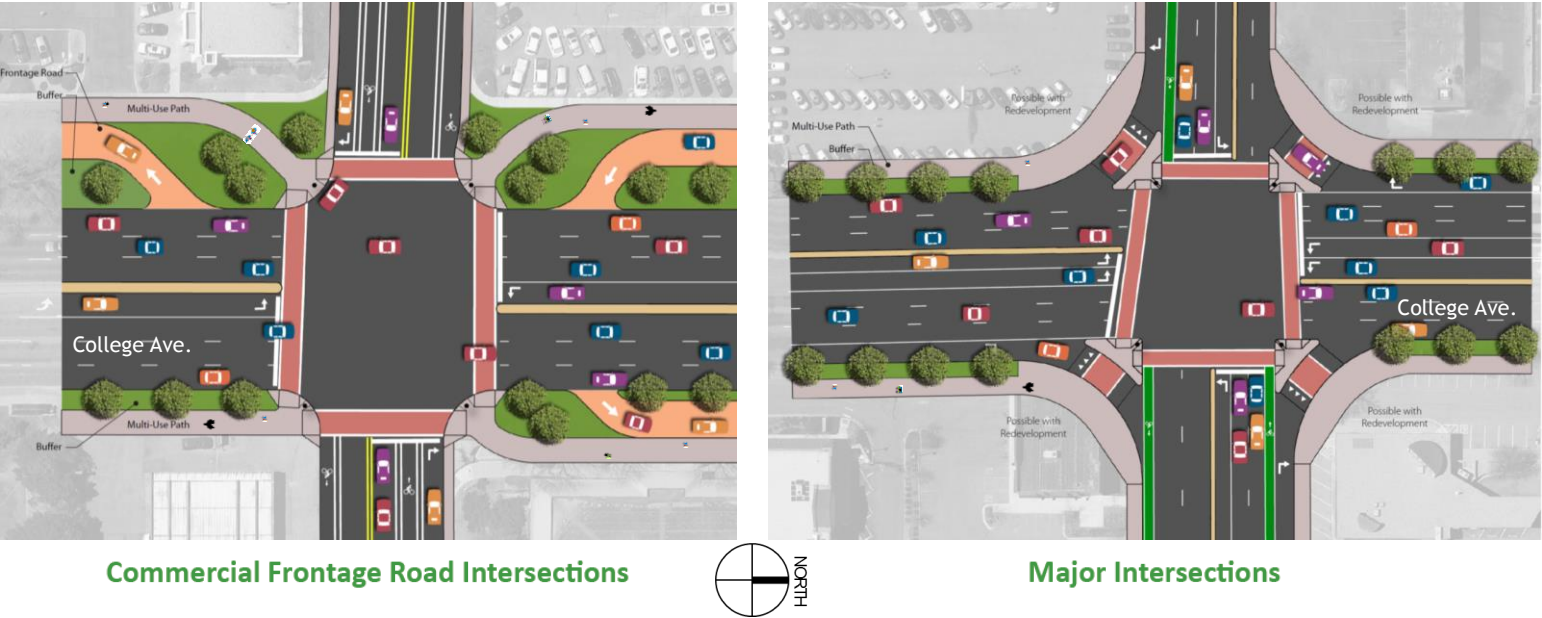
# preferred alternative

While a variety of alternatives were evaluated, the preferred alternative was selected due to its ability to provide high quality pedestrian and bicycle enhancements while maintaining automobile access and mobility. It also received the most positive feedback from project stakeholders and the community as well as the strongest triple bottom line analysis. It is also implementable and will provide “world class” corridor infrastructure without breaking the bank.

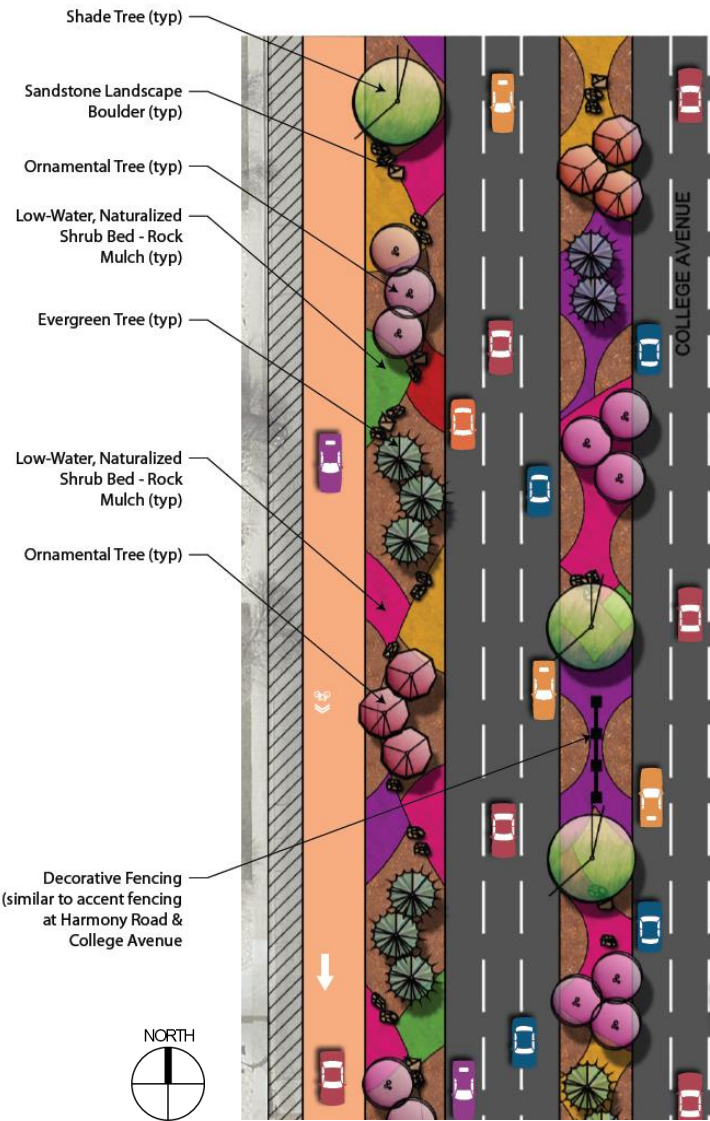
The preferred alternative also achieves all of the **Midtown in Motion** project goals of creating safer travel conditions for all modes, strengthening bicycle and pedestrian connections to MAX, using universal designs for all ages and abilities, and creating a well functioning high quality and attractive street. Additionally, it helps to achieve the vision created in the *Midtown Plan* which includes creating an area that has high quality streetscape and area identity and is bike friendly and walkable with improved way finding.

The preferred alternative does all off this by creating a system of multi-use paths along the corridor while maintaining the three travel lanes for automobile travel. Additionally, the existing frontage road system is re-envisioned to a network of one-way access roads that maintain property access and parking while allowing enhancements for bicycle travel.

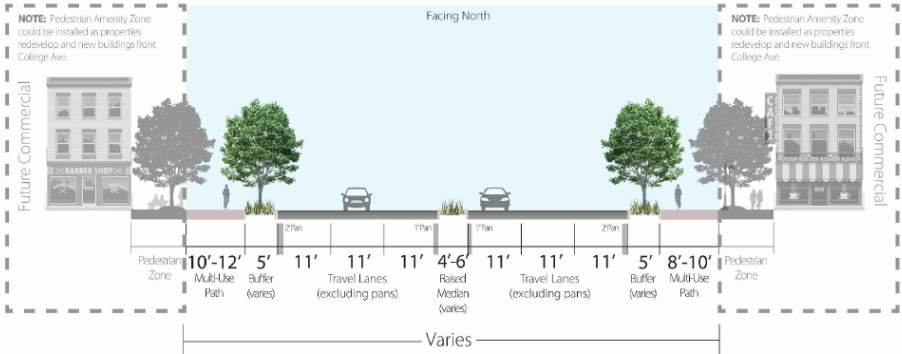
## INTERSECTIONS



## DESIGN VISION

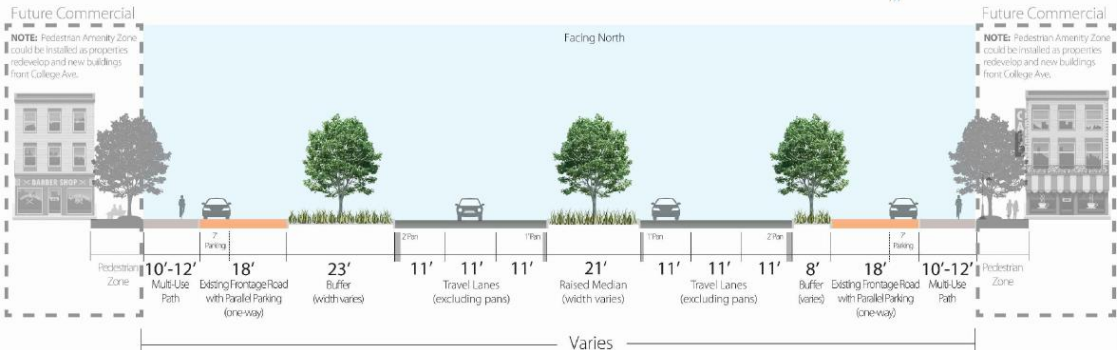


### Upper District: Rutgers to Prospect



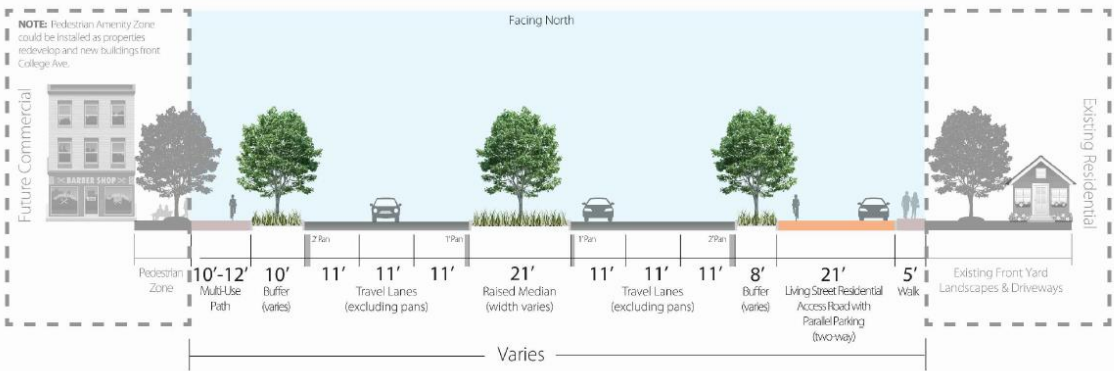
UPPER DISTRICT TYPICAL CROSS-SECTION

### Center District: Monroe to Princeton



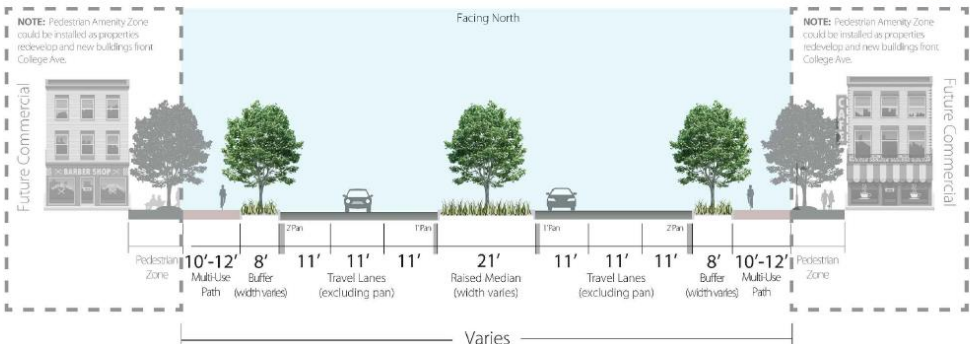
CENTER DISTRICT TYPICAL CROSS-SECTION

### Neighborhood District: Princeton to Rutgers



NEIGHBORHOOD DISTRICT TYPICAL CROSS-SECTION

### South District: Harmony to Monroe



SOUTH DISTRICT TYPICAL CROSS SECTION