

Welcome

Lincoln Corridor Plan Implementation Open House

The purpose of tonight's meeting is to provide updates on:

- Lincoln Avenue Improvements
- Related Neighborhood Projects
- Capital Improvement Program Sales Tax Renewal
- Vine and Lemay Project



Lincoln Improvement Project History

Planning Guidance

2000

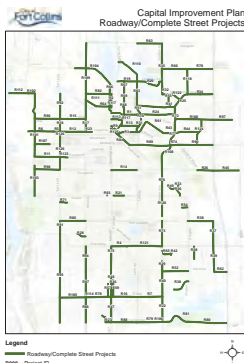
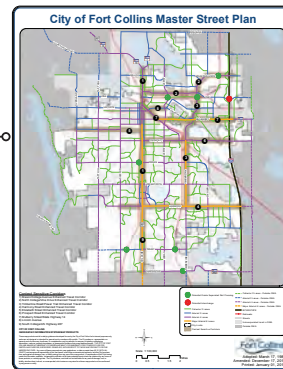
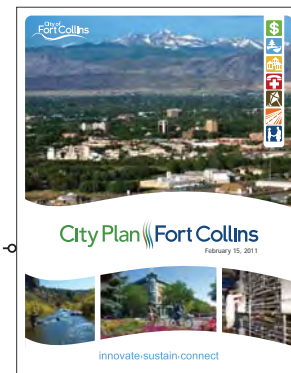
Lincoln Avenue included in Capital Improvement Plan as the top 10 roadway project

2011

City Plan: called out the Lincoln Triangle as a catalyst area for the city and called for a new roadway design for Lincoln as a “Great Green Street”

Transportation Master Plan: designated Lincoln Avenue to be planned as one of nine context-sensitive corridors throughout the city

Master Street Plan: Lincoln Avenue changed from 4-lane to 2-lane arterial based on public input



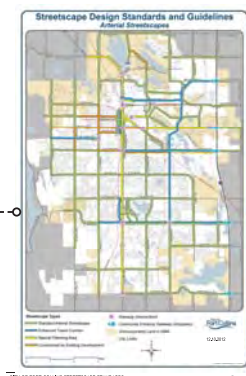
2012

Capital Improvement Plan: Lincoln Avenue improvements remain one of the top 10 roadway projects

City Budget for 2013-14 approved with funding for Lincoln Corridor Plan

2013

Streetscape Standards: called for a higher level of design for arterial streets; recognized Lincoln as a Special Planning Area and Gateway corridor



2014

Lincoln Corridor Plan adopted

Lincoln Corridor Plan Summary

Yearlong Process: Mar 2013 - May 2014

Background

1. Existing deficiencies—not to City standards (photo?)
2. Lincoln was designated priority, high quality corridor in multiple plans
3. Support for implementing projects in surrounding neighborhoods building on previous plans (e.g., Northside Neighborhoods Plan, Pedestrian Plan)

Purpose

1. Develop the vision and ultimate roadway design for Lincoln Avenue from Jefferson Street to Lemay Avenue as a unique gateway corridor.
2. Identify and implement strategies for implementation (e.g., funding for Final Design and construction)
3. Identify and implement related transit and neighborhood improvement projects in the planning area.

Community Engagement

Direct engagement of residents, businesses, and stakeholders to ensure that their needs were being met, their issues addressed, and their ideas reflected in the Vision for the corridor. Specific community engagement activities included:

- 2 large public workshops
- Multiple open houses
- 3 online surveys
- Regular Boards/Commissions updates
- 2 Council Work Sessions
- 4 formal Stakeholder Group meetings
- Multiple small group/individual meetings, including neighborhood canvassing

Key Results

- Over 75% of survey respondents indicated they were either somewhat satisfied or very satisfied with the proposed design for Lincoln Avenue.
- Support for phased implementation of Lincoln Avenue improvements.
- Support for neighborhood project implementation separate from Lincoln.



Community Engagement



Community Engagement



Community Engagement

Lincoln Avenue

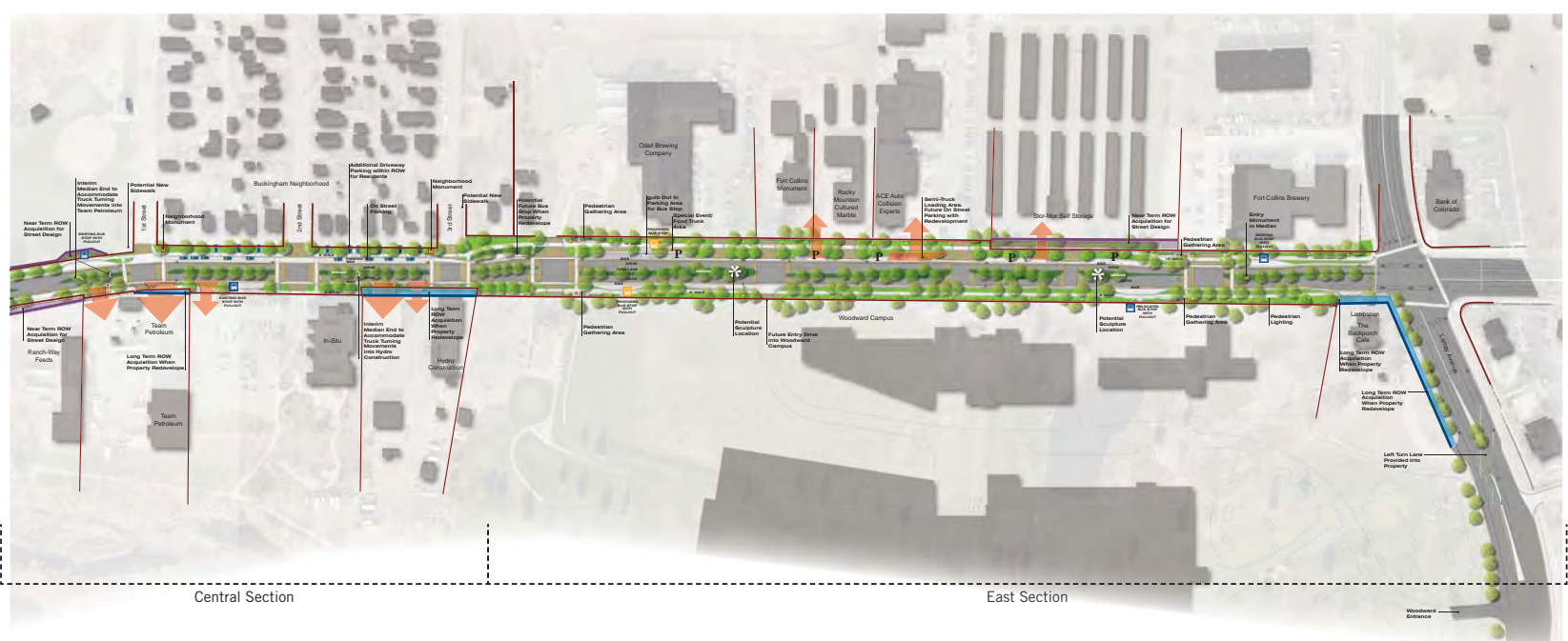
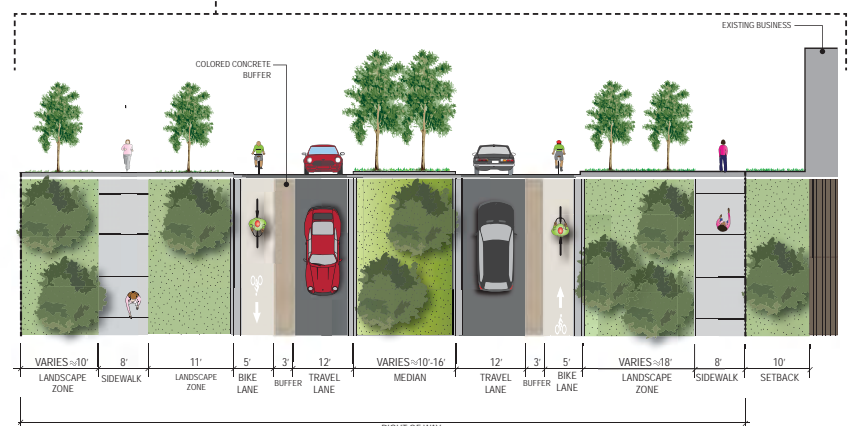
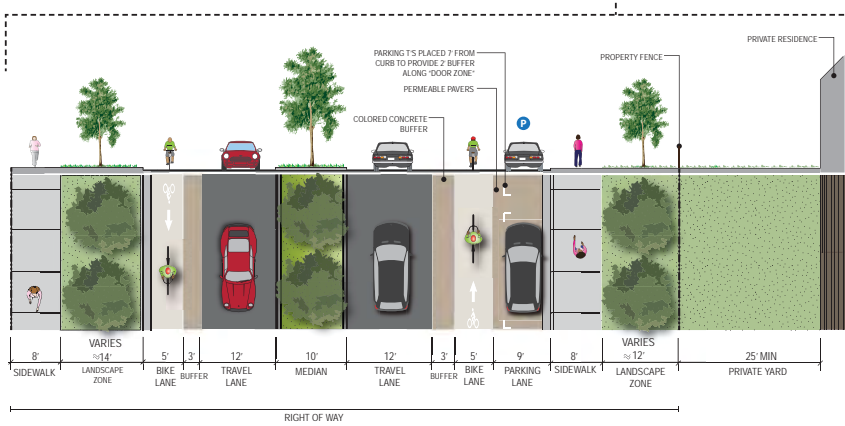
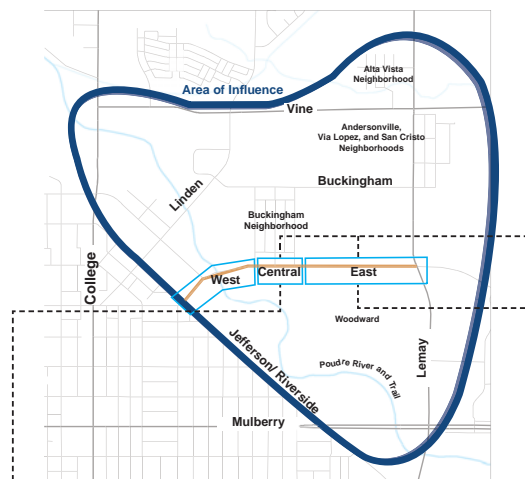
Existing Conditions



Vision

The new Lincoln will be recognized as a great street: an active and vibrant destination and connection that celebrates our history and is a model for sustainability

Proposed Design



Project Options

Costs

Two options are proposed - Central and East segments only, not the bridge/West segment:

- 1) Full (\$8M) as defined in the Lincoln Corridor Plan with enhanced landscaping and a high level of urban amenities (shown on boards) or
- 2) Base (\$6.5M) with the roadway framework, base landscaping that meets the Streetscape Standards, and few amenities



Funding

Option	Capital Improvement Program Sales Tax Renewal	Street Oversizing Fund / Redevelopment Contributions	TOTAL
Full - Central and East segments	\$6.8M	\$1.2M	\$8M
Base - Central and East segments	\$5.3M	\$1.2M	\$6.5M

Moving Forward

Large capital projects are typically funded through Capital Improvement Program sales tax.

What if the project is not funded through the Capital Improvement Program Sales Tax Renewal?

- Unsure of another near-term funding source
- Unknown construction date
- Lincoln Avenue will still not meet city roadway standards (even with the near-term interim improvements) and will not have the desired level of stormwater system
- Higher maintenance costs to fix deteriorating conditions

What about the West segment of and the bridge?

- Not included in Capital Improvement Program proposal
- Intersection of Jefferson/Riverside and Mountain/Lincoln is part of the Jefferson Street Final Design; construction funds not yet identified
- Bridge is considered functionally obsolete, due to its lack of bike lanes and narrow travel lanes; it will likely need to be replaced within 10 to 15 years
- Replacement of bridge ideally would be done with full West segment construction to include slight realignment to Lincoln and to minimize construction impacts
- Funding could come from a future sales tax renewal for the Capital Improvement Program, the City's Bridge Improvement Program, state or federal grants, development, or a combination of any or all of these sources



PROPOSED CAPITAL IMPROVEMENT PROJECT LIST

APPROXIMATE GRAND TOTAL FOR ALL PROPOSED PROJECTS IS \$75 M

Community and Neighborhood Livability

Affordable Housing Fund	\$4M
Pedestrian Sidewalk & ADA Compliance Program	
- Safe Routes to Everywhere	\$14M
Bicycle Infrastructure Improvements	
- Safe Routes to Everywhere	\$5M
Bus Stop Improvements	
- Safe Routes to Everywhere	\$1M
Total:	\$24M (32%)

Transportation

Bicycle/Pedestrian Grade-Separated Crossings Fund	\$6M
Transfort Bus Fleet Replacement	\$2M
Arterial Intersection Improvements Fund	\$6M
Lincoln Ave Improvements Design & Construction	
- First Street to Lemay	\$5 to 7M
Total:	\$20M (29%)

Environmental Health

Downtown Poudre River Enhancements and Kayak Park	
- between Shields St and Downtown	\$4M
Implementing Nature in the City	\$3M
Total:	\$7M (9%)

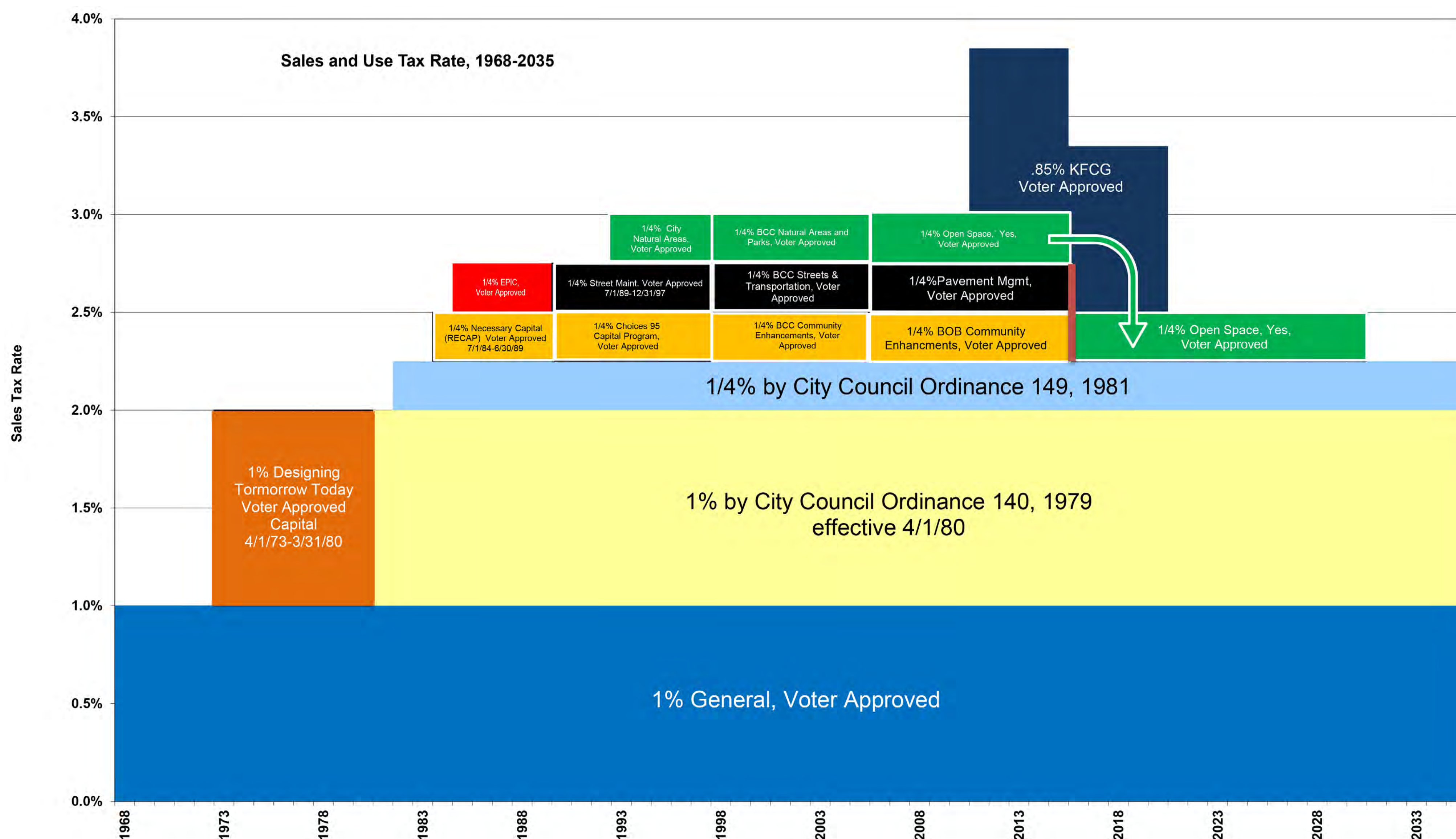
Culture and Recreation

Southeast Community Center/Outdoor Pool	\$14M
Gardens at the Gardens on Spring Creek	
- Visitor's Center	\$2M
Preserving Our Heritage:	
- City Park Train	\$350K
- Club Tico Renovation	\$250K
- Renovation of Historic Carnegie Building	\$1.7M
Total:	\$19M (25%)

Economic Health

Linden Street Renovations Design & Construction/	
Walnut to Jefferson	\$3M
Total:	\$3M (4%)

CURRENT TAX RATES



Voter Approved Sales Tax Initiatives 1973-Today

Choices '73: Designing Tomorrow Today – 1 cent – 1973-1980

- Comprehensive Land Use Master Plan
- Avery House purchase
- Downtown Redevelopment projects
- Main Library
- Lincoln Center
- Fire Station #4
- Mulberry Pool
- City Hall Building
- Open Space land acquisition
- Parks acquisition
- Sewer to Andersonville and Alta Vista
- Storm Drainage Program
- Comprehensive Transportation Study
- Bus System
- Street Improvements

Project RECAP – ¼ cent – 1984-1989

- Major Street Improvements
 - Lemay, Horsetooth to Harmony
 - Shields Street Improvements
 - * Intersections at Mulberry, Prospect, LaPorte
 - * Widening and bike path, Prospect to Laurel
 - Timberline/Prospect Intersection
 - Prospect, Shields to Taft Hill
- Sidewalk Pedestrian Access Ramps
- Indoor Pool Renovation
- Poudre Fire Authority equipment replacement and land acquisition
- Open Space and Trails acquisition and construction
- College Avenue Medians, Horsetooth to Creger
- Prospect/Taft Hill Intersection
- Mulberry/Canyon Intersection
- Street Major Maintenance Program
- Bikeways on College, Timberline and Horsetooth

Edora Pool Ice Center (EPIC) – ¼ cent – 1985-1989

Natural Areas Tax – ¼ cent – 1992-1997

Choices 95 – ¼ cent – 1990-1997

- Major Street Improvements
 - Shields, Davidson to Casa Grande
 - Prospect Intersection Improvements
 - * Lemay
 - * Taft Hill
 - * College
 - Prospect, Shields to Taft Hill
 - Shields, Laurel to Prospect
 - Eastside Neighborhood Intersections
 - Drake, Canterbury to Taft Hill
 - Timberline Extension, Prospect to Summitview
 - College/Drake Intersection
- Fire Station #10 Land Acquisition
- Fire South Battalion
- Lincoln Center Restrooms
- Parks and Open Space Projects
- Senior Center
- Eastside Neighborhood Park
- Southwest Community Park Land Acquisition
- Park Enhancements -- Buckingham and Edora
- Indoor Pool Renovations

Building Community Choice – Three Separate ¼ cents – 1997-2005

Community Enhancements

- City/School District Community Projects
- Shields Street, Horsetooth to Troutman
- Police Building Land
- Northeast Truck Route
- Library Technology
- New Main Library Land
- Prospect, Poudre River to Summitview
- Performing Arts Center Land
- Taft Hill Road, Drake to Derby
- EPIC Second Ice Sheet
- Northside Aztlan Community Center

Streets and Transportation

- Pavement Management Program
- Pedestrian Plan
- Mason Trail
- North College Corridor

Natural Areas and Parks

- Natural Areas Acquisition
- Community Park Improvements
- Community Horticulture Center
- Gardens on Spring Creek
- Fossil Creek Community Park
- Regional Trails

Open Space Yes! – ¼ cent – 2006 - 2030

- Renewal of BCC Natural Areas and Parks ¼-cent tax for Open Space Acquisition and Maintenance

Street Maintenance – ¼ cent – 2006-2015

Building on Basics – ¼ cent – 2006-2015

- Library Technology
- Fort Collins Museum/Discovery Science Center Joint Facility
- Lincoln Center Renovation/Cultural Facilities Plan
- Park Upgrades and Enhancements
- Fort Collins Senior Center Expansion
- Police Services CAD Replacement
- Harmony Road, Seneca to College Avenue
- Intersection Improvements and Traffic Signals
- North College Avenue Improvements
- Timberline Road, Drake to Prospect
- Transit Fleet Replacement Buses
- Bicycle Program Plan Implementation
- Pedestrian Plan and ADA Improvements

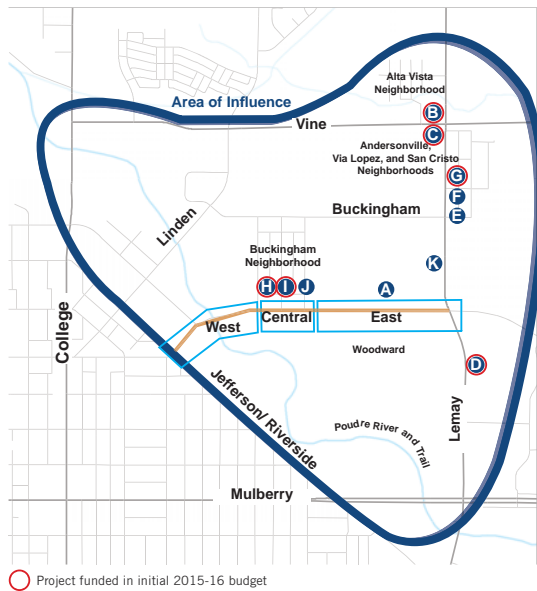
Keep Fort Collins Great – .085 cents – 2011-2021

- 33% Street Maintenance and repair
- 17% Other Transportation needs
- 17% Police Services
- 11% Poudre Fire Authority
- 11% Parks Maintenance and Recreation Services
- 11% Other Community Priorities

Neighborhood Projects

- Identified as high priority through Lincoln Corridor Plan process
- On separate track for implementation than Lincoln Avenue Project
- 6 out of 10 projects funded in 2015-16 budget (circled in red)
- Remaining projects proposed to be funded through reserves to also be completed in this budget cycle

Neighborhood Improvements Project Map



Neighborhood Improvement Projects

#	Location/Neighborhood	Project Description	Source	Project Phasing	Cost Estimate
2016	A) Brewery Destinations	Wayfinding to provide routes between breweries that do not cut through Buckingham Neighborhood	LCP	Short-term	\$1,000
2016	B) East Vine Drive – near Lemay Avenue (north side, Alta Vista area)	Transit stop improvement: upgrade existing bus stop to add new shelter and pad	PP	Short-term	\$10,000
2015	C) Lemay Avenue – between Andersonville Neighborhood and Streets Facility	Push-button pedestrian signal, crosswalk	LCP	Short-term	\$80,000
2016	D) Lemay Avenue – between Buffalo Run Apartments and Wal-Mart (east side)	New sidewalk	PP	Short-term	\$10,000-15,000
	E) Lemay Avenue – Buckingham Street and Lincoln Avenue (east side)	Interim asphalt sidewalk; two options: A) along east side of existing Lemay Avenue B) along dedicated ROW of realigned Lemay Avenue (10th Street to future residential project)	PP LCP	Short-term	A) \$60,000 B) \$40,000
	F) Alta Vista, Andersonville, and Buckingham Neighborhoods	New gateway/interpretive signage, or entrance Monument for neighborhoods	NNP LCP	Short/Mid-term	\$90,000
2016	G) Andersonville Neighborhood	Relocation/replacement of existing Romero Park to Streets Facility	NNP LCP	Short/Mid-term	\$150,000
Complete	H) Buckingham Neighborhood	Signage to reduce impacts from cut-through traffic	LCP	Short/Mid-term	\$1,000
2015	I) Buckingham Neighborhood – 1st Street (west side); 3rd Street (east side)	New sidewalks	PP LCP	Short/Mid-term	\$150,000-300,000
	J) Buckingham Neighborhood – between 1st Street and 3rd Street near Lincoln	Alley improvements including ROW acquisition and paving of alley to provide better access for neighbors	NNP PP	Short/Mid-term	\$140,000
	K) Lemay Avenue – Vine Drive to Lincoln Avenue (both sides)	Permanent sidewalks, curb and gutter; concurrent with realigned Lemay Avenue; estimate includes ROW	PP LCP	Long-term	\$200,000-400,000

Source of Project:
 NNP - Northside Neighborhoods Plan (2005)
 PP - Pedestrian Plan (2011)
 LCP - Lincoln Corridor Plan (2014)

Timing of Projects:
 Short-Term (1-2 years)
 Mid-Term (3-5 years)
 Long-Term (5+ years)

○ Project funded in initial 2015-16 budget

Neighborhood Project Concepts



Example of a residential sidewalk and tree lawn



Example of a children's play structure



Reduce Impacts in Neighborhoods Signage (Buckingham Neighborhood)—COMPLETE



Transit Stop Improvements (East Vine Drive)

Push-button Pedestrian Crossing Signal (Lemay Avenue – between Andersonville and Streets Facility)

A "pedestrian hybrid beacon" is an overhead signal that displays solid red lights to motorists followed by a flashing red light that allows motorists to proceed after stopping if pedestrians have completed their crossing.

Weigh In and Comment

Take the online survey: fcgov.com/lincoln
or
post comments here

Post Comments Here

Next Step

Council will discuss and vote on the Capital Improvement Program
Sales Tax Renewal at their January 20, 2015 meeting

Thank You!