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

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

2000
Lincoln Avenue included in Capital Improvement Plan as the top 10 roadway project

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.
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

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

Funding

<table>
<thead>
<tr>
<th>Option</th>
<th>Capital Improvement Program Sales Tax Renewal</th>
<th>Street Oversizing Fund / Redevelopment Contributions</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full - Central and East segments</td>
<td>$6.8M</td>
<td>$1.2M</td>
<td>$8M</td>
</tr>
<tr>
<td>Base - Central and East segments</td>
<td>$5.3M</td>
<td>$1.2M</td>
<td>$6.5M</td>
</tr>
</tbody>
</table>

Moving Forward

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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%)

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
- Sizer to Andersonville and Alta Vista
- Storm Drainage Program
- Comprehensive Transportation Study
- Bus System
- Street Improvements

**Project RECAP — ¼ cent — 1984-1989**

- Major Street Improvements
  - Lamy, 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 Case Grande
  - Prospect Intersection Improvements
  - Lamy
  - Taft Hill
  - College
  - Prospect, Shields to Taft Hill
  - Shields, Laurel to Prospect
  - Eastside Neighborhood Intersections
  - Drake, Cantenary 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

**Streets and Transportation**

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

<table>
<thead>
<tr>
<th>Location/Neighborhood</th>
<th>Project Description</th>
<th>Source</th>
<th>Project Phasing</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lemay Avenue – north of Lemay Avenue (south side)</td>
<td>Street maintenance to reduce debris and trash</td>
<td>LCP</td>
<td>Short-term</td>
<td>$1,000</td>
</tr>
<tr>
<td>Lemay Avenue – between Lemay Avenue and Streets Facility</td>
<td>Pedestrian safety upgrade, new sidewalks</td>
<td>PP</td>
<td>Short-term</td>
<td>$60,000</td>
</tr>
<tr>
<td>Lemay Avenue – between Buckingham Street and Lincoln Avenue (east side)</td>
<td>Pedestrian hybrid beacons, new sidewalks</td>
<td>PP</td>
<td>Short-term</td>
<td>$40,000</td>
</tr>
<tr>
<td>Alta Vista, Andersonville, and Buckingham Neighborhoods</td>
<td>New gateway/interpretive signage, or entrance monument for neighborhoods</td>
<td>NNP</td>
<td>Short/Mid-term</td>
<td>$90,000</td>
</tr>
<tr>
<td>Andersonville Neighborhood</td>
<td>Relocation, relocation of existing Romero Park to Streets Facility</td>
<td>NNP</td>
<td>Short/Mid-term</td>
<td>$150,000</td>
</tr>
<tr>
<td>Buckingham Neighborhood</td>
<td>New hybrid beacons, new sidewalks</td>
<td>PP</td>
<td>Short/Mid-term</td>
<td>$1,000</td>
</tr>
<tr>
<td>Buckingham Neighborhood – 1st Street (west side); 3rd Street (east side)</td>
<td>New sidewalks, curb and gutter</td>
<td>PP</td>
<td>Short/Mid-term</td>
<td>$150,000-300,000</td>
</tr>
<tr>
<td>Buckingham Neighborhood – between 1st Street and 3rd Street near Lincoln Avenue</td>
<td>Transit stop improvements including bus stops and stations to allow for better access for mariners</td>
<td>NNP</td>
<td>Short/Mid-term</td>
<td>$140,000</td>
</tr>
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<td>Lemay Avenue – between Buckingham and Streets Facility</td>
<td>Pedestrian safety upgrade, new sidewalks</td>
<td>PP</td>
<td>Short/Mid-term</td>
<td>$60,000,000</td>
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PP - Pedestrian Plan (2011)
LCP - Lincoln Corridor Plan (2014)

Neighborhood Project Concepts

- Example of a residential sidewalk and tree lawn
- Example of a children’s play structure
- 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.

Project funded in initial 2015-16 budget
Project funded in initial 2015-16 budget
Project funded in initial 2015-16 budget
Project funded in initial 2015-16 budget
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!