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Appendix A

Transportation Snapshot Report



Transportation

WHAT ARE THE CITY'S CURRENT VALUES?

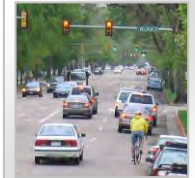
The City of Fort Collins and the community have worked diligently over the last 10+ years to create a transportation system that allows people to travel through the city efficiently by walking, bicycling, riding transit, or driving. The system has been shaped by focusing on providing transportation choices that connect people safely and conveniently to a wide variety of local and regional destinations.

Based on the 2008 Citizen Survey and previously adopted plans and policies, the City's values related to transportation include:

- Walking, bicycling, public transit, and driving as safe, practical, reliable, and enjoyable means of travel for all residents and visitors;
- Streets that are livable and have adequate capacity to manage congestion on the street system and provide opportunity for all types of travel;
- Sustainable, safe, dependable, and affordable travel options that are used to connect neighborhoods with local and regional activity centers and employment districts;
- Using technology to improve transportation to encourage the best use of financial and energy resources;
- Minimizing harmful emissions related to transportation;
- Sustainable funding to support current and future transportation improvements that can be enjoyed by all users;
- Economic, environmental, and social elements balanced in transportation projects and decisions; and
- Movement of goods, services, and freight to support economic health.



*The community's extensive trail network provides fun and efficient ways to travel around town.
(art by Mario Echevarria)*



The City aims for safe and convenient transportation options for all types of users, including motorists, bicyclists, pedestrians, and transit riders.

WHAT HAS THE CITY ACCOMPLISHED?

The City has developed a safe, more convenient, and efficient transportation system that accommodates many forms of travel including autos, transit, bicycles, pedestrians, and freight. Some of the images of projects are shown below. Major transportation-related accomplishments are also noted.



Transit service and facility improvements.



Downtown River District.



Bicycle and pedestrian improvements throughout the community, and near schools.

Regional transportation projects, partnerships, and programs connecting Fort Collins regionally

Current regional transportation efforts include:

- **North I-25 EIS:** The CDOT North I-25 Environmental Impact Statement (EIS) is identifying the type of facility improvements that will meet long-term transportation needs between the Denver Metro area and growing population centers along the I-25 corridor north to the Fort Collins - Wellington area. The process for identifying Phase 1 improvements is happening this year.
- **I-25 & Highway 392 (Carpenter Road) Interchange Project:** The City is working in cooperation with the Town of Windsor, Larimer County, and the North Front Range Metropolitan Planning Organization (NFRMPO) to design and fund improvements to this key interchange.
- **Foxtrot Connection to Longmont:** Loveland was awarded a federal grant to extend the Foxtrot to Longmont, allowing Fort Collins to connect to Denver Metro and City and County of Boulder via Regional Transportation District (RTD) service in Longmont.

Leveraging local transportation investments

The City secured over \$12.2 million dollars in grant funds for transportation related projects in 2009. Since 2000, Transportation Planning staff has secured over \$33 million in federal, state and local grant funding for a wide variety of multimodal transportation projects, plus funding for the Mason Corridor project. The City actively participates in financial and community partnerships with many local, regional, state and national organizations and agencies to improve transportation within Fort Collins and beyond.



Roadway improvements.



Bikeline projects.

Growing convenient multi-modal options

The options for transportation in Fort Collins continue to grow. Recent milestones include:

- Transfort had over 1.9 million riders in 2009, and provides over 6,000 transit rides per service day. Transfort ridership has been steadily increasing, and had 1.88 million riders in 2008. (See Figure 3.)
- The regional Van Go tripled the number of vanpools in five years, (from about 30 in December, 2003 to about 90 in December, 2008).
- The Mason Trail created a new north-south bicycle and pedestrian trail connections, linking the Fossil Creek and Spring Creek Trails.
- The FC Bikes Program provides comprehensive bicycle information, including bicycle safety and education opportunities, and year-round encouragement events, such as Bike to Work Day. 13.3% of Fort Collins residents use bikes for transportation compared with regional data (MPO, Household Survey).
- The new FC Bike Library is a free service for residents, students, and visitors to Fort Collins. In addition to bicycles, the Bike Library provides a variety of self guided tours throughout the community.

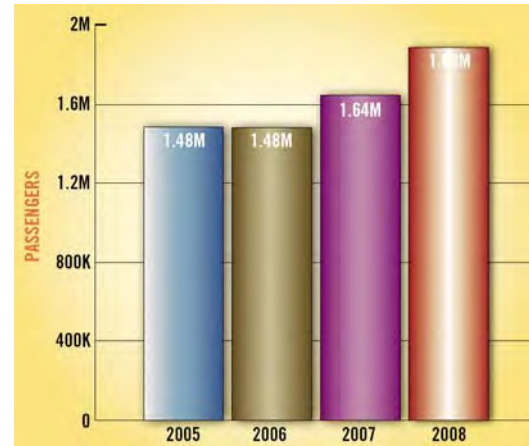


Many people attended the dedication of the Mason Trail.



New bicycle racks located Downtown.

FIGURE 3: TRANSIT RIDERSHIP



Increasing safety and efficiency of the transportation network

Roadway improvements throughout the community have made streets safer for pedestrians, bicyclists, and drivers. Improvements include:

- Roadway improvements on Timberline, Prospect and Harmony Roads.
- Bike lane projects on East and West Elizabeth Street, Remington Street, Whedbee Street, and Harmony Road.

The safety and efficiency of the City's transportation network is also enhanced by:

- The Traffic Management Center, which connects over 177 traffic signals and 36 pedestrian signals throughout Fort Collins – a system which allows traffic engineers to effectively manage and analyze real-time traffic conditions.
- Improved design standards, such as the Pedestrian Plan and multimodal Level of Service and maximum intersection geometries that have made the City a more comfortable and safe place to walk.

Planned future transportation improvements will continue improving connectivity and access

Future improvements will improve connectivity and access for residents and visitors. The five-mile Mason Corridor Bus Rapid Transit (BRT) will link major destinations and activity centers along the Mason Corridor including the Downtown commercial, cultural, and business centers, Colorado State University, Foothills Mall, and South

College retail areas. Additionally, future regional transit connections will link to the Mason Corridor.

The BRT system service (anticipated to begin in 2012) will operate nearly twice as fast as auto travel along College Avenue, as well as provide high frequency service every 10 minutes. Stations will incorporate new high-quality amenities that are similar to light rail, with low floor boarding platforms, sleek new busses, next bus arrival information, and pre-pay fare machines.

The purpose of the Mason Corridor is to support active lifestyles, economic development opportunities, and environmental stewardship.

Other future improvements to Transfort service are based on the 2009 *Transfort Strategic Plan*.

Pedestrian, bicycle, and vehicular improvements are planned for North College to improve safety and circulation. These improvements will also help bolster and support local businesses in this area.

Additional transportation improvements are planned for the Mountain Vista, South College, and River District areas, and relate to future land use plans in those areas.



PARTNERS IN TRANSPORTATION

The City's partnerships with community, state, and national organizations continue to grow. Current transportation partners include:

- Associated Students of Colorado State University
- Bohemian Foundation
- City of Loveland Transit (COLT)
- Colorado Department of Transportation (CDOT)
- Colorado State University (CSU) and CSU Research Foundation
- Community Foundation & UniverCity Connections
- Downtown Development Authority (DDA)
- Federal Transit Administration (FTA)
- North Front Range Metropolitan Planning Organization (NFRMPO)
- Poudre School District (PSD)
- Poudre Valley Health Systems (PVH)

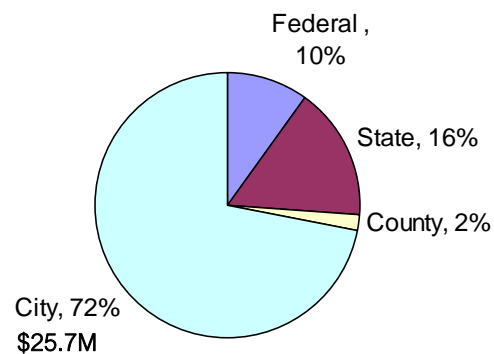
RECENT AWARDS AND RECOGNITION

Fort Collins has received recognition and several recent awards for its transportation system, including:

- Gold level Bicycle Friendly Community Award from the League of American Bicyclists.
- Recognition from the North Fort Collins Business Association for the North College Improvement Project.
- Acknowledgment from Colorado State University for assistance from the City's FC Bikes program.
- Recognition from Poudre School District for the Safe Routes to School partnership efforts.

TRANSPORTATION AND TRANSIT FUNDING SOURCES, 2009

The City provided \$25.7 million in funding (72% of the total \$35.4 million) for transportation and transit in 2009.



WHAT CHALLENGES AND OPPORTUNITIES REMAIN?

According to the 2008 Citizen Survey, Fort Collins' bicycling facilities and street maintenance rate above average compared to other Front Range communities and nationally. However, walkability and ease of driving rated below average, as compared to other communities along the Front Range and nationally.

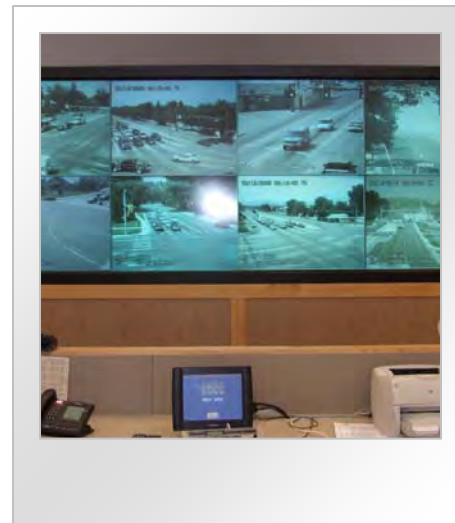
Initial ideas to achieve our community goals include:

- **Improving mobility.** Developing a safe, convenient, and efficient transportation system that includes many forms of travel, including autos, transit, paratransit, bicycles, pedestrians, and freight.
- **Connecting areas.** Supporting a compact land development pattern that encourages pedestrian, bicycle, and transit travel helps to connect different areas.
- **Developing sustainable solutions.** Improving air quality, managing traffic congestion, promoting transportation demand management to reduce vehicle trips, support efficient energy, and embrace innovative ideas and future vehicles.
- **Look beyond the boundaries.** Striving for a complete transportation system by providing connections with county roads, and state and national highways.

The following is a summary of challenges and opportunities to address in the Transportation Master Plan.

Incorporating new transportation technologies and trends

The transportation system may need to adapt to and incorporate new and emerging technologies such as intelligent transportation systems, alternative fuels, new transportation energy sources and uses, and improved maintenance techniques. Adoption of these new technologies will also help the City to achieve its sustainability, mobility, and connectivity goals, and reduce vulnerability to fuel price increases or shortages.



The City's Advanced Traffic Management Center.

Improving transportation to help achieve climate objectives

Transportation improvements can help reduce citywide greenhouse gas emissions 20% by 2020. This can be achieved through reducing vehicle miles traveled, increasing walking, biking and transit trips, and reducing idling and congestion through signal or intersection improvements and modern roundabouts.

Enhancing connections between City activity centers and regional destinations

The City can do a lot to encourage connections between and to existing activity areas. New development can be located to promote accessibility for all modes of travel. Investments in enhanced travel corridors can help make areas more accessible and convenient for people walking, bicycling, and using transit while still providing access for people driving. Walking, bicycling, and transit facilities can be improved to provide alternatives to automobile travel through the City. Paratransit may also be part of the future equation.

Enhancing the transportation system to improve health and safety

The City is committed to improving the health and safety of the community, as well as providing a transportation system that serves all ages and abilities. Planning and designing the transportation system for multiple modes and users will lead to safer streets for all types of users. By providing safe and convenient alternatives to private automobile trips, such as bicycling and walking, residents are able to live more active, healthy

lifestyles. Multi-modal planning and design help to create a transportation system that meets the needs of all ages and abilities, including children, and disabled and elderly residents.

Enhancing the transportation system to improve air quality and reduce emissions

The transport sector needs to contribute to help reduce citywide greenhouse gas emissions. To achieve goals set in the Climate Action Plan, a 2% reduction in transportation emissions can be achieved through reducing vehicle miles traveled and constructing modern roundabouts to reduce vehicles idling at intersections.

Using effective tools to measure transportation system performance

Fort Collins has been using progressive policies for evaluating the roadway network for years and will continue to “push the envelope” when considering new tools for measuring the performance of the transportation system. The City is committed to applying the most effective tools to understand the mobility and sustainability impacts of the system, including using customer satisfaction surveys, and measuring congestion effects, network performance, vehicle miles traveled and clean fuel use monitoring, and energy use. Built environment factors are also used to measure comfort and safety for walking, biking, and transit travel time, and the accessibility, reliability, and service quality for all modes.

Identifying new funding opportunities for transportation, including public transit

Currently, capital projects are funded through a variety of sources. Improvements to the transportation system are costly, requiring money for studies, plans engineering, construction, and operations and maintenance. (See typical transportation costs to the right) Mobility management also incurs expenses, which need funding. The greatest threat to successfully implementing mobility management programs is the lack of reliable, long-term funding for transportation infrastructure, services, and maintenance. New reliable sources of funding need to reflect not only the new and continuing needs for capital improvements but also ongoing operations and maintenance expenses. Local funding will need to adapt to reduced federal and state funding,

particularly for operations and pavement management.

TYPICAL TRANSPORTATION COSTS

The following are average costs for transportation improvements:

Intersections

- Installation of stop signs costs between \$225 and \$475 per intersection.
- Installation of a traffic signal costs \$200,000 per intersection.
- Operation/Maintenance of the City’s traffic signal system costs about \$700,000/year per year (180+ signals, pedestrian signals, school flashers etc.).
- A signalized pedestrian crossing costs \$75,000-\$100,000.
- A typical roundabout costs \$850,000.
- A pedestrian underpass costs \$1,500,000, and pedestrian overpass costs \$2,800,000.

Roadways

- Streetscape improvements cost between \$300,000 and \$325,000 per mile.
- Crosswalk striping costs \$675 per crosswalk.
- A right turn lane costs between \$200,000 and \$225,000.
- Per mile, annual roadway maintenance costs are approximately \$58,000 for 6 lane arterial roadways, \$52,000 for 4-lane arterial roadways, and \$45,000 for 3 -lane arterial and collector streets.

Bike Lanes

- Bike lane striping and signage costs about \$1,450 per mile.



The City may need to identify new funding for transportation (e.g., pavement and operations) because of reduced federal and state funds.

WHAT ARE THE CROSS-CUTTING TOPICS?

The transportation network is intended to move people safely and efficiently throughout the community. Yet, as the system evolves to meet the needs of its users, it also has opportunities to further enhance the community's sustainability objectives. Transportation elements that cross cut multiple topics include:

- **Transforming Streets for Multi-Purpose:** Transforming streets to serve many purposes, including travel by all mode types and new future mode types, functions such as stormwater management, and linear greenways with street trees.
- **Housing and Human Services Access/Transit:** Ensuring that affordable housing and other special needs housing (such as senior or student housing) and human services are accessible via the transportation network, transit, and simple shuttle systems.
- **Access and Mobility for All:** Improving citywide day and night mobility for seniors, youth, disabled, and other segments of the population who are either unable to drive or lack a personal vehicle. Connecting the "last mile" for people who get off a bus and still need to connect to a final destination.
- **Arts and Urban Design:** Further integrating arts and urban design within the transportation network to make "getting there as enjoyable as being there."
- **Mobile Emissions Reduction:** Reducing greenhouse gas emissions and air quality pollutants (such as ozone) through less automobile dependent development, reduced vehicle miles traveled, and increased use of alternative, cleaner fuels. These shifts can also contribute to better human health.
- **Health and Safety:** Planning living and travel environments that encourage outdoor physical activity that contributes to health and fosters safety.
- **Fiscal Sustainability and Transportation:** Addressing long-term stable source of funding for transportation systems and programs.

FOR MORE INFORMATION

Transportation Terms

- **Accessibility** - A measure of the ability of all people to travel among various beginning and endpoints, especially focusing on the extent to which facilities are barrier-free and useable by all, especially persons with disabilities, including wheelchair users.
- **Alternative Modes** - Modes of transportation other than automobile. Includes bus and rail transit, carpool, motorcycle or scooter, bicycle, and pedestrian.
- **Bus Rapid Transit (BRT)** - Buses using and occupying a separate right-of-way for the exclusive use of public transportation services. BRT vehicles are designed to allow rapid passenger loading and unloading, with more doors than typical buses.
- **Capacity** - A measure that assesses the ability to hold and accommodate a certain volume of traffic.
- **Colorado Department of Transportation (CDOT)** - The state agency responsible for planning, building, and maintaining Colorado's highway and bridge transportation system (formerly the Colorado Department of Highways).
- **Congestion** - Congestion occurs any time traffic demand is great enough so that the interaction between vehicles slows the speed of the traffic stream.
- **Delay** - The extra amount of time it takes to traverse a given roadway segment minus the amount of time it would take to travel that roadway segment at the posted speed limit if there were not interference.
- **Intelligent Transportation Systems** - The use of automated systems and information technologies on our transportation network, including communications and safety systems to assist in traveler decisions and traffic flow.
- **Mobility** - The degree to which the demand for the movement of people and goods can be satisfied.
- **Multimodal** - Using more than one mode to serve transportation needs in a given area.

Sources

- City of Fort Collins Bicycle Plan (2008)
- City of Fort Collins Citizen Survey (2008)
- City of Fort Collins Pedestrian Plan (1996)
- Fort Collins Climate Action Plan (2008)
- Fort Collins Transportation Master Plan (2004)
- North Front Range Metropolitan Planning Organization Household Survey data
- Transfort Strategic Plan (2009)

Appendix B

Key Choices Summary

Transportation

Policy Choices and Proposed Directions



Background

The *Transportation Master Plan* and transportation chapter of *City Plan* contain far-reaching goals, policies, programs, and investments that contribute to both mobility and quality of life. However, the current funding forecasts severely limit continued progress toward those goals.

Key choices will determine what refinements or prioritization of community goals might be necessary. In addition, the major policy choices for transportation are highly interrelated to the new policy choices presented in other sections, especially Community and Neighborhood Livability, Economic Health, Environmental Resources, and Safety and Wellness.

What are the City's Current Values?

The City of Fort Collins and the community have worked diligently over the last 15+ years to create a transportation system that allows people to travel through the City efficiently by walking, bicycling, riding transit, or driving. The system has been shaped by focusing on providing transportation choices that connect people safely and conveniently to a wide variety of local and regional destinations and supports the economy through the movement of goods and services to and from and throughout our community. In addition, the city has adopted a Climate Action Plan (CAP) calls for a 20 percent reduction in Greenhouse Gases (GHG) by 2020 (50 percent by 2050) and a 2 percent reduction in VMT by 2020.

Based on the 2008 Citizen Survey and previously adopted plans and policies, the City's values related to transportation include:

- Walking, bicycling, public transit, and driving as safe, practical, reliable, and enjoyable means of travel for all residents and visitors.
- Streets that are livable and have adequate capacity to manage congestion on the street system and provide opportunity for all types of travel.
- Sustainable, safe, dependable, and affordable travel options that are used to connect neighborhoods with local and regional activity centers and employment districts.
- Using technology to improve transportation to encourage the best use of financial and energy resources.
- Minimizing harmful emissions related to transportation.
- Sustainable funding to support current and future transportation improvements that can be enjoyed by all users.
- Economic, environmental, and social elements balanced in transportation projects and decisions.
- Movement of goods, services, and freight to support economic health.

Summary Analysis

The following table presents a summary of the relationship of the transportation (T) policy choices to one another and proposed directions to the economic, social, and environmental aspects of the “triple bottom line,” which is used throughout this document to evaluate each policy choice and proposed direction through the broader lens of sustainability. This preliminary summary analysis represents a generalized overview of the potential beneficial, neutral, or conflicting relationship of each policy choice or proposed direction with each triple bottom line aspect. Please note that some policy choices and proposed directions have both benefits and tradeoffs with economic, social, and environmental outcomes. A more detailed explanation of the impacts of each choice or proposed direction, including key social, economic, and environmental indicators to which it relates, is described on the following pages under the introduction to each choice section, and in the sections called, “What Could it Mean to the Community?”

● = Potential Benefits ◐ = Neutral ○ = Potential Tradeoffs

Choices and Proposed Directions	Economic	Social	Environmental
T1: TRANSPORTATION SYSTEM AND SERVICES			
T1-A: Service Reductions (Re-sizing)	<ul style="list-style-type: none"> ◐ Lower capital costs, but short-term savings may lead to higher long-term O+M costs ○ Possible decrease in the economic vitality of the City. Unlikely to be able to retain and attract businesses without a strong transportation network. 	<ul style="list-style-type: none"> ○ Decreased mobility and transportation choices for all residents. 	<ul style="list-style-type: none"> ○ Increased air pollution due to increased congestion.
T1-B: Reshape Existing Streets	<ul style="list-style-type: none"> ○ increased capital and O+M costs due to enhanced street improvements ◐ Neutral impact in economic vitality due to no major capacity improvements, but increases for walk, bike and transit. 	<ul style="list-style-type: none"> ◐ Neutral impact due to no major changes to regional destinations or the multi-modal network 	<ul style="list-style-type: none"> ◐ Neutral impact due to an increase in multi-modal improvements coupled with an increase in congestion due to limited capacity improvements
T1-C: Enhanced Travel Corridors/District Focus	<ul style="list-style-type: none"> ○ Significant capital investment required to support transit service expansion. ● Possible increase in economic vitality 	<ul style="list-style-type: none"> ● Increased sense of place with investments that will transform key activity centers. More mobility in primary corridors and districts 	<ul style="list-style-type: none"> ● Decreased air pollution due to an increase in the amount of travel that can occur via other modes
T1-D: Vehicle Alternatives/Trails	<ul style="list-style-type: none"> ◐ Neutral impact as funding levels would grow less than currently planned for the transportation system ◐ Neutral impact on economic vitality due to no new major roads, but increased walk, bike, transit and alt fuels 	<ul style="list-style-type: none"> ◐ Neutral impact due to no major changes to regional destinations or the multi-modal network 	<ul style="list-style-type: none"> ● Possible decreased air pollution due to an increase in the amount of travel that can occur on other modes
T1-E: System Mobility Management	<ul style="list-style-type: none"> ◐ Neutral impact as funding levels would grow less than currently planned. Still need funding for maintenance ◐ Neutral impact on economic vitality No new major roadway but increases in existing system efficiency 	<ul style="list-style-type: none"> ◐ Neutral impact due to no major changes to regional destinations or the multi-modal network 	<ul style="list-style-type: none"> ◐ Neutral impact due more efficient movement but not enough to completely eliminate congestion
T1-F: Adopted Long-Term Visions	<ul style="list-style-type: none"> ○ Capital and O+M costs would be high. ◐ Neutral impact due to no major changes in existing values and goals 	<ul style="list-style-type: none"> ● Increased mobility options 	<ul style="list-style-type: none"> ◐ Tradeoff between the benefits of reduced congestion and an increase in vehicle miles traveled.
T1-G: Expanded and Enhanced Long-Term Visions	<ul style="list-style-type: none"> ○ Capital and O+M costs would be high. ● Possible increase in economic vitality due to overall investments in the City's transportation system 	<ul style="list-style-type: none"> ● Possible increased sense of place with investments that will transform key activity centers as well as multi-modal improvements 	<ul style="list-style-type: none"> ◐ Tradeoff between the benefits of reduced congestion and an increase in vehicle miles traveled.

T2: TRANSPORTATION FUNDING			
T2-A: Increase Transportation Investments to Achieve Goals	<ul style="list-style-type: none"> ○ Possible increased spending for the City as well as community residents ● Possible increase in economic vitality due to overall investments in the City's transportation system 	<ul style="list-style-type: none"> ● Possible increased sense of place with investments that will transform key activity centers as well as multi-modal improvements 	<ul style="list-style-type: none"> ● Possible improved air quality if funding is put towards projects that reduce congestion and improve multi-modal connections and choices
T2-B: Accept Reduced Services to Live Within Existing Means	<ul style="list-style-type: none"> ● Possible reduced spending for the City ○ Possible decrease in the economic vitality of the City. Unlikely to be able to retain and attract businesses without a strong transportation network. 	<ul style="list-style-type: none"> ○ Possible decrease in mobility and transportation choices 	<ul style="list-style-type: none"> ○ Possible increased air pollution due to increased congestion and reduced multi-modal choices

● = Potential Benefits

◐ = Neutral

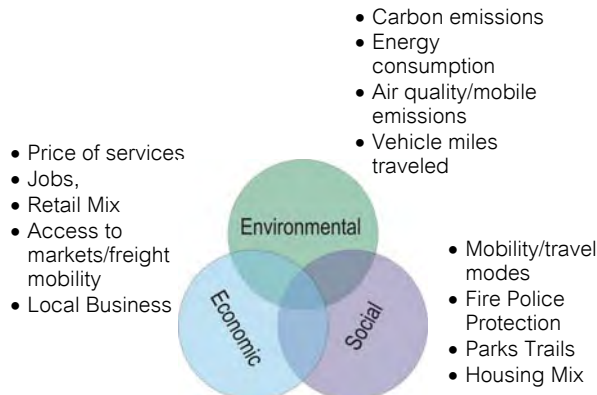
○ = Potential Tradeoffs

Transportation Choices

The choices in this section address possible options to achieve community goals for the transportation system.

INDICATORS FOR TRANSPORTATION CHOICES

The Transportation Choices listed below primarily relate to thirteen key indicators among all of the social, economic, and environmental indicators.



T1 – Transportation System and Services

The following list of key choices outlines a range of options that could be thought of as stops along the way to the ultimate network. They can also be described as “bookends,” ranging from the system and services as they exist today to the full implementation of the Master Street Plan, Transfort Strategic Plan, Bike Plan, Pedestrian Plan, Capital Improvement Plan (CIP) and beyond on the other end. These choices have a range of consistency with the Fort Collins Climate Action Plan. These choices are not mutually exclusive and could be combined into sets of choices. The key choices include:

- T1-A: Service Reductions (Re-sizing)
- T1-B: Reshape Existing Streets
- T1-C: Enhanced Travel Corridors/District Focus
- T1-D: Vehicle Alternatives/Trails
- T1-E: System and Mobility Management
- T1-F: Adopted Long-term Visions
- T1-G: Expanded and Enhanced Long-term Visions

The summary of these choices includes broad statements that are not inclusive of every issue. Transportation funding approaches are addressed starting on page 11.

T1-A: SERVICE REDUCTION (RE-SIZING)

This key choice would represent a reduction of the existing transportation services - actually pulling back on services like snow removal, street and trail sweeping, restriping, and transit service frequency. Only critical issues would be fixed. There would be no expansion of roadway capacity, transit service, bicycle facilities, or pedestrian systems to fit within diminishing resources. Options within this choice could include blanket cuts across the City or reductions in specific areas or districts or by mode of travel.

T1-A: What Would it Take?

Policy Choices - Policies would shift to accept diminished transportation services, such as higher congestion levels, less frequent maintenance (paving, pothole repair, sweeping and snow removal), and reductions in transit services. Development would still be expected to pay its own way, but roadway expansions without long term maintenance funding could be limited.

Network Modifications & Additions - This key choice may encourage more private streets to be built and maintained by private entities. There would be minimal modifications to the City's existing transportation infrastructure.

Design Standards - Design standards would be modified to remove landscaping in medians, limit parkways along arterials, and modify lighting standards, spacing, and technology to minimize maintenance costs.

Procedures - Modifications would be made to development related improvements and city funding. Impact fees would need to be re-evaluated to prevent capacity expansions where no additional maintenance funding sources are in place. Snow plowing and street sweeping would need to be reconsidered and pared down.

T1-A: What Could it Mean to the Community?

This key choice was analyzed using the existing transportation network to serve the long term growth in demand. No Master Street Plan (MSP) roadway widening was included for analysis. New roadway connections and links were assumed to be funded and constructed only with new development. The existing Transfort service and existing bicycle and pedestrian networks were used for the analysis.

Economically, this choice would result in decreased levels of investment in transportation that will likely have a negative impact on the economic vitality of the City. Without a strong transportation network the City will not be able to attract and retain business. In addition, local freight mobility will likely be hindered if new investments are not made in the transportation network. Capital costs for this choice are lowest and the short term cost savings for O+M for the City could result in long term cost for maintenance.

Socially, this choice decreases mobility and transportation choices for all users of the transportation system. Also, this choice does not include improvements to the bicycle, pedestrian, and transit networks so there will be very few users that switch to these more sustainable modes.

Environmentally, this choice results in a negative impact as congestion is likely to increase which in turns leads to more carbon emissions which would not be consistent with the Climate Action Plan.



This choice would include less frequent maintenance for items such as pothole repair.



T1-A: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-A?

(Please use this for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting
(but needs refinement)
- ☐ Neutral
- ☐ Do not support
- ☐ Other (please explain)

Notes:

T1-B: RESHAPE EXISTING STREETS

This key choice would rethink and reshape existing streets and standards to emphasize lower vehicle speeds and encourage walking, bicycling, and transit modes in the existing cross sections of roadways and trails. It would mean limited roadway expansion to increase vehicle capacity or minimize delays. In addition, focus would be on a quality transportation experience that supports the surrounding context. For example, street design in activity centers could emphasize pedestrian, bicycle, and transit safety and comfort while street design in other locations could emphasize travel time and automobile mobility. This key choice would require even more context sensitive design and flexibility than the current set of street standards used by the City.

T1-B: What Would it Take?

Policy Choices – This key choice would require rethinking how the current “footprint” of roadways is used. Policies would be developed for different street design elements in different contexts with an increased emphasis on design for walking, biking, and transit mobility.

Network Modifications & Additions – Network changes would be made within the existing cross sections to increase the carrying capacity of a roadway for people. Tradeoffs that diminish auto mobility would be more acceptable in walkable contexts. Additionally, reshaped streets could be modified to serve as “green streets”, incorporating stormwater management as well as transportation (see Environmental Resources choices). In other areas, network emphasis would be on travel time and mobility.

Design Standards – Design standards would need to be modified to accommodate a wider range of street design elements and multiple land use contexts or place types. Standards that could be added or modified through this key choice include pedestrian crossings and sidewalk standards, transit stop and access standards, “road diet” or roadway narrowing guidelines, drainage, and updated roundabout and intersection design standards.

Procedures – This key choice would increase the flexibility that exists in current traffic operations and engineering standards. It would likely result in different streets having emphasis on different modes of travel. New procedures would be needed to address applicability of new standards and update development review processes. Such measures could include Levels of Service relative to Adequate Public Facilities goals.

T1-B: What Could it Mean to the Community?

This key choice was analyzed using the existing transportation network to serve the long term growth in demand. No Master Street Plan roadway widening was included for analysis. New connections and links were assumed to be constructed only with new development. The full Transport Service Plan and the full Bike and Pedestrian Plans were used for analysis.

Economically, this choice would create more mixed-use centers but will not make any major capacity improvements to other parts of the system., affecting other sectors of the economy. While the relative capital cost is fairly low, it is expected that increased O+M costs would result over existing

conditions due to enhanced street improvements. Socially, this choice will create destinations or “great places” that can be used for community events. Bicycle, pedestrian, and transit amenities will be enhanced around land uses that are supportive of increased multi-modal activity. On the other hand, regional mobility needs are not addressed. The multi-modal improvements provide positive social benefits but they also provide environmental benefits due to a decrease in motor vehicle travel. It is possible that without capacity improvements to key regional facilities, bottle necks in the system could occur.



This choice would include new road cross sections that would accommodate a broader set of uses within the right-of-way.



T1-B: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-B?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting *(but needs refinement)*
- ☐ Neutral
- ☐ Do not support
- ☐ Other *(Please Explain)*

Notes:

T1-C: ENHANCED TRAVEL CORRIDORS/DISTRICT FOCUS

This key choice would focus the majority of future transportation investments along Enhanced Travel Corridors (ETC) and in districts or activity centers. Emphasis would be on priority areas that are economically vital and provide a catalyst for infill or redevelopment. The mix of motor vehicle, transit, bicycle, and pedestrian investments in these locations could continue to occur with no major shifts in the current balance among modes or could include a different prioritization of modes within these corridors/districts. This key choice would link closely with the related land use choices.

T1-C: What Would it Take?

Policy Choices – New capital and maintenance policy choices would be made based on return on investment. This choice will likely result in residential streets receiving less investment, with most of the emphasis on ETC and District/Center improvements. It will be important to consider tradeoffs and recognize unintended consequences of redirecting funding into ETCs or districts. Each ETC will need specific policies to address different requirements. Part of the policy development process would need to redefine or clarify the key investment districts and corridors throughout the City. ETCs will require frequent transit and redefined design standards, land use and parking policies. Key linkages to ETCs and districts will also be important to achieve the goals of these primary corridors.

Network Modifications & Additions – Network modifications and additions would occur in the ETCs or districts to create travel corridors. Railroad crossing treatments that connect ETCs or districts would be prioritized over those outside the ETCs and districts.

Design Standards – This key choice would not result in different design standards throughout the City. Design standards would be developed for each corridor or district. Newly developed standards within the ETCs and districts will have to overcome retrofit challenges. They will require a clear vision of the development context to the specific land use, economic and environmental goals of the area. The standards will be tailored to whether an ETC or district is a destination or through travel corridor.

Procedures – Procedures for ETCs and districts will need to be defined, particularly where they will vary from the rest of the City. Lessons from the Mason,

Harmony and Downtown corridors will need to be incorporated.

T1-C: What Could it Mean to the Community?

This key choice was analyzed using Master Street Plan improvements, transit service and bicycle and pedestrian improvements only in or supporting Enhanced Travel Corridors or districts. A custom street network was created for each of the land use scenarios being tested. Transfort was consulted about changes to the Transit Strategic Plan (TSP).

Economically, this choice has a positive impact on the City as it focuses transportation investments in districts and activity centers that are critical to the economic vitality of Fort Collins. However, there would be significant capital costs associated with this choice. Socially, this choice will help transform key activity centers which will provide more social opportunities for Fort Collins residents. Environmentally, this choice increases alternative mode use by putting high quality transit service and alternative modes where the highest concentration of users can take advantage of them.



This choice would focus future investment along key travel corridors and within key activity centers and districts.



T1-C: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-C?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting *(but needs refinement)*
- ☐ Neutral
- ☐ Do not support
- ☐ Other *(please explain)*

Notes:

T1-D: VEHICLE ALTERNATIVES/TRAILS

This key choice would focus some of future investment on adapting the transportation system, including trails, to meeting the changing needs of the future. For example, new trail design standards would be created for commuter trails, new alternative/smaller slower types of vehicles, and enhanced bicycle use. Emphasis for improvements would be on adapting streets to serve new vehicle types and improving trail linkages and connections between the trail system and key destinations across the City. Additionally, connections with transit and park-and-rides would be enhanced with amenities to encourage transit use. The choice is not mutually exclusive of other choices; it could be combined with other transportation choices.

T1-D: What Would it Take?

Policy Choices – Policies would be developed for different vehicle types with standards for their accommodation. Policy issues to address could include appropriate locations for neighborhood electric vehicle (NEV) travel, and whether small motorized vehicles should be allowed on trails or bike lanes or special designated areas.

Network Modifications & Additions – Network modifications would include increased bus, bike, and small vehicle capacity on both the on and off-street networks.

Design Standards – New or modified street and trail standards would need to be developed for this key choice. Items that would need to be addressed in the new standards include lanes with different speeds to accommodate low speed vehicles, traffic calming for bikes, pedestrian safety, and safe interface of small vehicles with larger cars and trucks. Standards will also need to be developed for parking a variety of vehicles including bikes, electric vehicles, mopeds, scooters, etc.

Procedures – A 5 Es (Evaluation, Engineering, Education Encouragement, Enforcement) strategy would need to be developed for this key choice to help people understand new standards and where and how different vehicles can travel safely.

T1-D: What Could it Mean to the Community?

This key choice was analyzed using the existing street network. No Master Street Plan roadway widening was included for analysis. New connections and links were assumed to be constructed only with new development. The full Transport Service Plan and the full Bike and Pedestrian Plans were used for analysis.

Economically, outcomes associated with this choice are likely to be neutral in terms of impacts on economic vitality. Capital investment for transit and trails will be increased, and this choice could also result in higher O+M costs than existing conditions. Socially, this choice will greatly improve mobility choices for Fort Collins residents traveling relatively short distances. The trail systems will be expanded and linked to more destinations so recreation opportunities as well as travel choices will increase. Environmentally, this choice will increase the amount of travel that can occur on modes other than personal automobile so carbon emissions could decrease. This would help support the Climate Action Plan goals. This choice could also result in lower O+M costs.



This option would focus on adapting the transportation system to meet future needs such as trails and new vehicle types.



T1-D: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-D?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting
(but needs refinement)
- ☐ Neutral
- ☐ Do not support
- ☐ Other (please explain)

Notes:

T1-E: SYSTEM MANAGEMENT AND MOBILITY MANAGEMENT

This key choice would build on and expand the current system and mobility management approaches (e.g. signal retiming, intelligent transportation systems, carpooling, and employer programs). Emphasis would be on increasing the utilization of the existing facilities, managing demand at peak times, and improving transportation information systems. Strategies such as access management, pricing parking, Transportation Systems Management (TSM), and Intelligent Transportation Systems (ITS) are part of the choice. The overarching goal of this key choice is to maximize the efficiency of the system and to go beyond the “basic” levels. System management and mobility management would likely result in an increased mode shift to transit, walking, and biking. The choice is not mutually exclusive of other choices, it could be combined with other transportation choices.

T1-E: What Would it Take?

Policy Choices – Policy decisions would have to be made about how to incentivize reducing vehicle trip and shifting trips to other modes. This could be done through regulations and/or incentives. There is a continuum of choices and tradeoffs that come with this key choice and policy decisions would need to reflect the desired balance relative to other adopted plans such as the Climate Action Plan

Network Modifications & Additions – Network modifications and additions would be location or district specific for this key choice. It would be important to focus on synergistic improvements and programs around major employment and activity centers and corridors.

Design Standards – ITS, internet access, and communications infrastructure would become more prominent parts of the design standards for the City with this key choice.

Procedures – Programs such as travel demand management and incentives to facilitate mode shifts would be important for this key choice. The idea would be rewarding choices the help the City achieve its goals. Focus would be placed on programs that enhance economic vitality in key locations such as strategies to maximize parking turnover or minimize single occupant vehicle use such as peak demand pricing, tiered pricing, or congestion pricing.

T1-E: What Could it Mean to the Community?

This key choice was analyzed using the existing street network. The existing Transfort service and the existing bicycle and pedestrian networks were also used. Reductions to Vehicle Miles Traveled (VMT) were credited based on national research about the effectiveness of travel demand management.

Economically, this choice is fairly neutral for economic vitality. It would take some amount of investment to implement these programs but it would be less expensive than extensive transportation infrastructure projects. O+M costs may be similar to current levels. This choice also has a minimal impact socially as it does not create or remove destinations and bicycle and pedestrian amenities. Environmentally, it is possible that congestion could offset air quality benefits of these programs.



This choice would focus on improving mobility and utilization of the transportation system.



T1-E: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-E?

(Please use this are for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting
(but needs refinement)
- ☐ Neutral
- ☐ Do not support
- ☐ Other (please explain)

Notes:

T1-F: ADOPTED LONG TERM VISIONS

This key choice would focus efforts on the adopted long-term Master Street Plan (MSP), Transfort, Bike, and Pedestrian visions as well as the Capital Improvements Plan (CIP) and identifying new funding approaches to achieve these visions in a reasonable time frame. This choice would reflect continued pursuit of the existing values and blend of multimodal, freight, and auto related choices. Emphasis would be on achieving the current vision by focusing matching the available revenues to adequately resource this envisioned future.

T1-F: What Would it Take?

Policy Choices – This key choice would continue to work under the policies and values from the previous plan.

Network Modifications & Additions – The network modifications and additions would continue to follow the MSP in its current form.

Design Standards – Design standards would remain as described in the Larimer County Urban Area Street Standards. There would be room for modifications on a project specific basis

Procedures – Enhancements could be made to procedures including clearer metrics, measuring and tracking progress over time, and updates to include the triple bottom line. Additional focus would be required for transportation funding strategies.

T1-F: What Could it Mean to the Community?

This key choice was analyzed using the full Master Street Plan the full Transfort Strategic Plan, and the full Bike and Pedestrian Plans.

Economically, this choice relies on the same policies and goals that have been successful in creating the current economic vitality for the City. However, capital and O+M costs would be high. Socially this option includes an increase in multimodal options that will provide more travel choices. Environmentally, outcomes associated with this choice result in a tradeoff in environmental impacts between the benefits of reduced congestion and an increase in vehicle miles traveled.



This choice would continue to focus on achieving the vision, goals, and policies of the previous plan.



T1-F: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-F?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting
(but needs refinement)
- ☐ Neutral
- ☐ Do not support
- ☐ Other (please explain)

Notes:

T1-G: EXPANDED AND ENHANCED LONG TERM VISIONS

This key choice would develop expanded or enhanced versions of the currently adopted Master Street Plan, Transfort, Bike, Pedestrian visions, with similar values and blends of multimodal, freight, and auto related choices to serve the build-out land use scenario. Additional emphasis would be needed to identify revenues to adequately resource the expanded transportation future.

T1-G: What Would it Take?

Policy Choices – Policies would continue in the directions per the existing Transportation Master Plan with modifications for new expansion.

Network Modifications & Additions – Network modifications and additions would be implemented in locations where additional capacity would be required. Examples could include additional railroad crossing grade separations and additional trail crossing grade separations, or extended trail networks with regional connections

Design Standards – Design standards would remain as described previously. There would be room for modifications depending upon the type of expansion.

Procedures – Enhancements could be made to procedures including clearer metrics, measuring and tracking progress over time and updates to include the triple bottom line. Additional focus on transportation funding strategies would be required.

T1-G: What Could it Mean to the Community?

This key choice was analyzed using the full Master Street Plan the full Transfort Service Plan, and the full Bike and Pedestrian Plans. Smaller, more localized improvements are likely to occur with this scenario such as intersection improvements, bicycle lanes, and multi-use trails. However, these types of improvements are difficult to incorporate into a regional travel model.

Economically, this choice would do the most to improve the economic health of the City. However, capital and O+M costs would be high. Socially, this choice includes transportation investments in activity centers and neighborhoods, and regional destinations that will continue to improve the quality of the City as a whole. Environmentally, outcomes associated with this choice are a trade off between the impacts from greater vehicle miles traveled and less congestion.



This choice would focus on enhancing currently adopted plans to reflect a longer-term vision of community build-out.



T1-G: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T1-G?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting
(but needs refinement)
- ☐ Neutral
- ☐ Do not support
- ☐ Other (please explain)

Notes:

T2—Transportation Funding

The extensive transportation system that currently supports the City is a result of targeted ongoing investment toward the long term transportation vision. Current transportation funding sources include a wide array of sources, including Federal, State, County, and local contributions. Nearly 72% of the total funding comes through City (local) sources.

In recent years, Fort Collins' transportation services have faced significant, systematic revenue reductions since 2005. Federal, State, and County revenues from traditional funding sources such as Highway Users Tax fund (gas tax) and the County Road and Bridge fund have been reduced as much as thirty percent over the past five years. Elected officials at the federal and state levels continue to struggle to find more sustainable and politically palatable solutions to the current transportation funding challenges. New revenue sources such as Colorado's FASTER funds face legislative challenge and possible repeal in 2010. Meanwhile, more and more transportation and transit costs on new projects as well as operations and maintenance are being shifted to the local level as resources diminish.

Staff has reorganized, retooled and revised business practices in order to leverage and stretch declining revenues and maintain quality service for the community. Continued shortfalls will impact the ability of even the most efficient staff and programs to deliver world class service.

The Resourcing Our Future community dialogue will address the City's immediate needs and a long-term vision for a stronger, sustainable community, including transportation, where a substantial shortfall exists today. The City has identified a minimum resource need of \$6.5 million annually to address pavement maintenance to keep streets in a condition that avoids higher costs associated with deferred maintenance and increased deterioration. The funding shortfall to address transit, bicycle, pedestrian, bridges, and other capital projects and on-going operations and maintenance is much larger.

The Transportation Master Plan funding options recognize that the transportation and transit challenges are not limited solely to maintenance needs and that they relate directly to the desired

long term vision. Currently there are few dedicated revenue streams for ongoing transportation capital project needs. The quarter cent Building on Basics (BOB) vote does dedicate capital project funding for a limited number of specific transportation projects, and this is set to sunset in 2015. There are still many areas of the Fort Collins transportation network with existing deficiencies that are the City's responsibility to address. These deficiencies are frustrating for motorists and can pose safety risks or even prohibit transit, pedestrian and bicycle use.

Fort Collins is a nationally recognized as a leader for its vision to develop, construct, and maintain a world class transportation system that offers mobility, accessibility, and choice to all its residents and businesses. Without additional resources, the transportation system and infrastructure is at risk.

To help address these long term funding needs associated with the communities existing and future transportation system, the Transportation Master Plan has drafted the following transportation funding choices for community discussion.

The transportation funding choices include:

- T2-A: Increase Transportation Investments to Achieve Goals
- T2-B: Accept Reduced Services to Live Within Existing Means

T2-A: INCREASE TRANSPORTATION INVESTMENTS TO ACHIEVE GOALS

This funding choice would allow improvements to be made to enhance the quality of the transportation system. This would require an increase in transportation investment including new or expanded capital and operating and maintenance costs for existing and future needs. This will require new local funding sources to be identified and secured.

T2-A: What Would it Take?

This transportation funding policy direction would mean focusing on increasing investments in transportation services. This would include increased investment in new transportation projects, services, and maintenance to realize the visions identified in adopted City plans. These investments would lead to improvements in the quality of the transportation services including traffic flow, sustainable maintenance, and expanded walking, biking, and transit services.

In order to increase transportation investments, additional funding sources would need to be identified and secured. This would require research on possible local revenue sources. Once new revenue sources have been identified, the process of securing those funds and directing them to transportation projects would have to be completed. The introduction of new local revenue sources would allow the City to maintain their ability to match and leverage Federal and State funding sources.

T2-A: What Could it Mean to the Community?

By identifying and implementing new funding sources for transportation the economic, social, and environmental vitality of Fort Collins will continue to increase. The increased local funding sources can be used towards transportation projects that have been identified as priorities for the City to improve social options as well as implement more multi-modal projects that support the sustainability goals of the City.



T2-A: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T2-A?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting *(but needs refinement)*
- ☐ Neutral
- ☐ Do not support
- ☐ Other *(please explain)*

Notes:

If you support T2-A: Increase Transportation Investments to Achieve Goals, which transportation funding approaches would you be willing to increase or support?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Sales Tax (existing source)
- ☐ Property Tax (existing source)
- ☐ Auto Ownership Taxes (existing source)
- ☐ Bicycle Ownership Taxes (new source)
- ☐ Impact Fees (existing source)
- ☐ Tax Increment Funding (new source)
- ☐ Transportation Utility or Maintenance Fees (new source)
- ☐ Pricing and User Fees (new source)
- ☐ Local District Assessments (new source)
- ☐ Negotiated Agreements with CSU and/or Neighboring Communities (existing and new sources)
- ☐ Other *(please explain)*

Notes:

T2-B: ACCEPT REDUCED SERVICES TO LIVE WITHIN EXISTING MEANS

This funding choice relies on existing local revenue sources and accepts that the quality of transportation services will diminish as funding for transportation projects continues to diminish.

T2-B: What Would it Take?

This transportation funding policy direction would mean relying on existing local revenue sources which are diminishing in quantity. Therefore, this policy direction would require reduced investments in transportation projects, services, and maintenance. This will require Fort Collins residents to accept a diminished quality of mobility and transportation options. This will result from increased congestion, less street and trail maintenance, less snowplowing, and less transit service.

This option would also put Fort Collins at risk of being able to receive State and Federal funds as they will not be able to put forth the local matching funds that are required.

T2-B: What Could it Mean to the Community?

Economically, this policy direction would have negative impacts for the City. Not only would the City be impacted in its ability to attract new business without a strong transportation system but it may end up costing the City more in the long run. If annual maintenance costs are deferred to fit within the current budget, the long term maintenance costs will actually increase. Socially, Fort Collins residents will notice a decrease in mobility and transportation choices so it will be more difficult to get to key destinations within the City. Without transportation improvements and likely transportation cuts the environmental impacts will be negative as congestion will increase.



T2-B: YOUR NOTES AND FEEDBACK

Do you agree with the policy direction proposed in T2-B?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Support
- ☐ Leaning toward supporting *(but needs refinement)*
- ☐ Neutral
- ☐ Do not support
- ☐ Other *(please explain)*

Notes:

If you support T2-B: Live Within Existing Means and Accept Reduced Services, which transportation service areas are you most willing to reduce?

(Please use this area for your notes and record your final responses on a comment card or online.)

- ☐ Street Maintenance (e.g. snow plowing, street sweeping)
- ☐ Street Resurfacing and Repairs (e.g. potholes, rutted pavement)
- ☐ Parking Services (e.g. enforcement frequency, reduced plan updates)
- ☐ Traffic Services (e.g. signal timing improvements, restriping)
- ☐ Transportation Planning (e.g. reduced plan updates)
- ☐ Transit (e.g. reduced frequencies, reduced dial-a-ride)
- ☐ Other *(please explain)*

Notes:

Best Practices Ideas

As part of the background research for Plan Fort Collins, the planning team researched successful projects, programs, and implementation strategies from other communities and organizations. Best Practices studied for transportation include:

- *Great Streets Initiative* – Washington D.C.
- *Sustainable Transportation Practices* - Kamloops, British Columbia

For more information on Best Practices, see the Plan Fort Collins Best Practices Report, available at: www.fcgov.com/planfortcollins/community-snapshot.php.

Related Topics

Many of the proposed policy choices and directions presented in this document are linked and related to other policy choices. Selecting some policy choices may result in complementary benefits to other policy choices. In other cases policy choices may work at odds with each other. The reader is encouraged to consider the connections and relationships among choices as they review this document.

- ✓ See the Economic Health section related to funding choices.
- ✓ See the Environmental Resources section for choices related to grid infrastructure and air quality.
- ✓ See Community and Neighborhood Livability section related to core city and activity centers focus.



OVERALL TRANSPORTATION CHOICES FEEDBACK

Please rank your top three key choices below.

- ___ T1-A: Service Reduction (Re-sizing)
- ___ T1-B: Reshape Existing Streets
- ___ T1-C: Enhanced Travel Corridors/District Focus
- ___ T1-D: Vehicle Alternatives/Trails
- ___ T1-E: System & Mobility Management
- ___ T1-F: Adopted Long Term Visions
- ___ T1-G: Expanded/Enhanced Long Term Visions

Please indicate your preferred transportation funding strategy below

- ___ T2-A: Increase Transportation Investments to Achieve Goals
- ___ T2-B: Accept Reduced Services to Live Within Existing Means

GENERAL NOTES AND FEEDBACK



What other topics would you like to see addressed in this section of Plan Fort Collins, if it is not addressed elsewhere?

(Please use this area for your notes. Record your final responses on a comment card or save the City time and expense of retyping your responses by typing them on the comment form online. Thank you!)

Notes:

T1-A - Service Reduction (Re-sizing)

Transportation Systems & Services

Description

This key choice would represent a reduction of the existing transportation services - actually pulling back on services like snow removal, street and trail sweeping, restriping, and transit service frequency. Only critical issues would be fixed. There would be no expansion of roadway capacity, transit service, bicycle facilities, or pedestrian systems to fit within diminishing resources. Options within this choice could include blanket cuts across the City or reductions in specific areas or districts or by mode of travel.



What Would it Take?

Policy Choices - Policies would shift to accept diminished transportation services, such as higher congestion levels, less frequent maintenance (paving, pothole repair, sweeping and snow removal), and reductions in transit services. Development would still be expected to pay its own way, but roadway expansions without long term maintenance funding could be limited.

Network Modifications & Additions - This key choice may encourage more private streets built and maintained by private entities. There would be minimal modifications to the City's existing transportation infrastructure.

Design Standards - Design standards would be modified to remove landscaping in medians, limit parkways along arterials, and modify lighting standards, spacing, and technology to minimize maintenance costs.

Procedures - Modifications would be made to development related improvements and city funding. Impact fees would need to be re-evaluated to prevent capacity expansions where no additional maintenance funding sources are in place. Snow plowing and street sweeping would need to be reconsidered and pared down.



Economic Social Environmental
Relationship: ☒ Positive ☐ Neutral ☐ Negative

Analysis

This key choice was analyzed using the transportation networks to serve the long term growth in demand. No Master Street Plan (MSP) roadway widening was included for analysis. New roadway connections and links were assumed to be funded and constructed only with new development. The existing Transfort service and existing bicycle and pedestrian networks were used for the analysis.

Key Choice T1-A: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-A?

☒ Support
 ☐ Neutral
 ☐ Do Not Support

☐ Leaning toward supporting (but needs refinement)
 ☐ Other (please explain)

T1-B - Reshape Existing Streets

Transportation Systems & Services

Description

This key choice would rethink and reshape existing streets and standards to emphasize lower vehicle speeds and encourage walking, bicycling, and transit modes in the existing cross sections of roadways and trails. It would mean limited roadway expansion to increase vehicle capacity or minimize delays. In addition, focus would be on a quality transportation experience that supports the context of the place. For example, street design in activity centers could emphasize pedestrian, bicycle, and transit safety and comfort while street design in other locations could emphasize travel time and automobile mobility. This key choice would require even more context sensitive and flexibility than the current set of street standards used by the City.

What Would it Take?

Policy Choices - This key choice would require rethinking how the current footprint of roadways is used. Policies would be developed for different street design elements in different contexts with an increased emphasis on design for walking, biking, and transit mobility.

Network Modifications & Additions - Network changes would be made within the existing cross sections to increase the person carrying capacity of a roadway for people. Tradeoffs that diminish auto mobility would be more acceptable in walk able contexts. Additionally, reshaped streets could be modified to serve as "green streets". In other areas, network emphasis would be on travel time and mobility.

Design Standards - Design standards would need to be modified to accommodate a wider range of street design elements and multiple land use contexts or place types. Standards that could be added or modified through this key choice include pedestrian crossings and sidewalk standards, transit stop and access standards, "road diet "or roadway narrowing guidelines, drainage, and updated roundabout and intersection design standards.

Procedures - This key choice would increase the flexibility that exists in current traffic operations and Engineering standards. It would likely result in different streets having emphasis on different modes of travel. New procedures would be needed to address applicability of new standards and update development review processes. Such measures could include Levels of Service relative to Adequate Public Facilities goals.

Analysis

This key choice was analyzed using the existing street network. No Master Street Plan roadway widening was included for analysis. New connections and links were assumed to be constructed only with new development. The full Transfort Service Plan and the full Bike and Pedestrian Plans were used for analysis.



Economic



Social



Environmental



Relationship: ● Positive ● Neutral ○ Negative



Key Choice T1-B: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-B?

- ☐ Support ☐ Leaning toward supporting
☐ Neutral (but needs refinement)
☐ Do Not Support ☐ Other (please explain)

T1-C - Enhanced Travel Corridors/District Focus

Transportation Systems & Services

Description

This key choice would focus the majority of future transportation investments along Enhanced Travel Corridors, districts, or activity centers. Emphasis would be on priority areas that are economically vital and provide a catalyst for infill or redevelopment. The mix of motor vehicle, transit, bicycle, and pedestrian investments in these locations could continue to occur with no major shifts in the current balance among modes or could include a different prioritization of modes within these corridors/districts. This key choice would link closely with the related land use choices.



What Would it Take?

Policy Choices - New capital and maintenance policy choices would be made based on the return on the investment. This choice will likely result in residential streets receiving less investment. It will be important to consider trade-offs and recognize unintended consequences of redirecting funding into enhanced travel corridors (ETCs) or districts. Each ETC will need specific policies to address different requirements. Part of the policy development process would need to redefine or clarify the key investment districts and corridors throughout the City. ETCs will require frequent transit and redefined design standards, land use and parking policies. Key linkages to ETCs and districts will also be important to achieve the goals of these primary corridors.

Network Modifications & Additions - Network modifications and additions would occur in the ETCs or districts to create travel corridors. Railroad crossing treatments that connect ETCs or districts would be prioritized over those outside the ETCs and districts

Design Standards - This key choice would not result in different design standards throughout the City. Design standards would be developed for each corridor or district. Newly developed standards within the ETCs and districts will have to overcome retrofit challenges. They will require a clear vision of the development context to the specific land use, economic and environmental goals of the area. The standards will be tailored to whether an ETC or district is a destination or through travel corridor.

Procedures - Procedures for ETCs and districts will need to be defined, particularly where they will vary from the rest of the City. Lessons from the Mason, Harmony and Downtown corridors will need to be incorporated.



Economic Social Environmental

Relationship: ☒ Positive ☐ Neutral ☐ Negative



Key Choice T1-C: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-C?

- ☐ Support ☐ Leaning toward supporting
☐ Neutral ☐ (but needs refinement)
☐ Do Not Support ☐ Other (please explain)

Analysis

This key choice was analyzed using Master Street Plan improvements, transit service and bicycle and pedestrian only in or supporting Enhanced Travel Corridors or districts. A custom street network was created for each of the land use scenarios being tested. Transfort was consulted about changes to the Transit Strategic Plan (TSP).

T1-D - Vehicle Alternatives/Trails

Transportation Systems & Services

Description

This key choice would focus some of future investment on adapting the transportation system, including trails, to meeting the changing needs of the future. For example, new trail design standards would be created for commuter trails, new alternative/smaller slower types of vehicles, and enhanced bicycle use. Emphasis for improvements would be on adapting streets to serve new vehicle types and improving trail linkages and connections between the trail system and key destinations across the City. Additionally, connections with transit and park-and-rides would be enhanced with amenities to encourage transit use. The choice is not mutually exclusive of other choices, it could be combined with other transportation choices.



What Would it Take?

Policy Choices - Policies would be developed for different vehicles types with standards for their accommodation. Policy issues to address could include appropriate locations for neighborhood electric vehicle (NEV) travel, and whether small motorized vehicles should be allowed on trails or bike lanes or special designated areas.

Network Modifications & Additions - Network modifications would include increased bus, bike, and small vehicle capacity on both the on and off-street networks.

Design Standards - New or modified street and trail standards would need to be developed for this key choice. Items that would need to be addressed in the new standards include lanes with different speeds to accommodate low speed vehicles, traffic calming for bikes, pedestrian safety, safe interface of small vehicles with larger cars and trucks. Standards will also need to be developed for parking a variety of vehicles including bikes, electric vehicles, mopeds, scooters, horse trailers, etc.

Procedures - A 5 Es (Evaluation, Engineering, Education Encouragement, Enforcement) strategy would need to be developed for this key choice to help people understand new standards and where and how different vehicles can travel safely.



Economic Social Environmental



Relationship: ☒ Positive ☐ Neutral ☐ Negative



Key Choice T1-D: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-D?

- ☐ Support ☐ Leaning toward supporting
- ☐ Neutral *(but needs refinement)*
- ☐ Do Not Support ☐ Other *(please explain)*

Analysis

This key choice was analyzed using the existing street network. No Master Street Plan roadway widening was included for analysis. New connections and links were assumed to be constructed only with new development. The full Transfort Service Plan and the full Bike and Pedestrian Plans were used for analysis.

T1-E - System Management and Mobility Management

Transportation Systems & Services

Description

This key choice would build on and expand the current system and mobility management approaches (e.g. signal retiming, intelligent transportation systems, carpooling, and employer programs). Emphasis would be on increasing the utilization of the existing facilities, managing demand at peak times, and improving transportation information systems. Strategies such as access management, pricing parking, Transportation Systems Management (TSM), and Intelligent Transportation Systems (ITS) are part of the choice. The overarching goal of this key choice is to maximize the efficiency of the system and to go beyond the "basic" levels. System management and mobility management would likely result in a mode shift to transit, walking, and biking. The choice is not mutually exclusive of other choices, it could be combined with other transportation choices.

What Would it Take?

Policy Choices - Policy decisions would have to be made about how to incentivize reducing vehicle trip and shifting trips to other modes. This could be done through regulations and/or incentives. There is a continuum of choices and tradeoffs that come with this key choice and policy decisions would need to reflect the desired balance relative to other adopted plans such as the Climate Action Plan

Network Modifications & Additions - Network modifications and additions would be location or district specific for this key choice. It would be important to focus on synergistic improvements and programs around major employment and activity centers and corridors.

Design Standards - ITS, internet access, and communications infrastructure would become more prominent parts of the design standards for the City with this key choice.

Procedures - Programs such as travel demand management and incentives to facilitate mode shifts would be important for this key choice. The idea would be rewarding choices the help the City achieve its goals. Focus would be placed on programs that enhance economic vitality in key locations such as strategies to maximize parking turnover or minimize single occupant vehicle use such as peak demand pricing, tiered pricing, or congestion pricing.

Analysis

This key choice was analyzed using the existing street network. The existing Transfort service and the existing bicycle and pedestrian networks were also used. Reductions to Vehicle Miles Traveled (VMT) were credited based on national research about the effectiveness of travel demand management.



Economic



Social



Environmental



Relationship: ☒ Positive ☐ Neutral ☐ Negative



Key Choice T1-E: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-E?

- ☐ Support ☐ Leaning toward supporting
☐ Neutral *(but needs refinement)*
☐ Do Not Support ☐ Other *(please explain)*

T1-F - Adopted Long Term Visions

Transportation Systems & Services

Description

This key choice would focus efforts on the adopted long-term Master Street Plan (MSP), Transfort, Bike, and Pedestrian visions as well as the Capital Improvements Plan (CIP) and identifying new funding approaches to achieve these visions in a reasonable time frame. This choice would reflect continued pursuit of the existing values and blend of multimodal, freight, and auto related choices. Emphasis would be on achieving the current vision by focusing matching the available revenues to adequately resource this envisioned future.



What Would it Take?

Policy Choices - This key choice would continue to work under the policies and values from the previous plan.

Network Modifications & Additions - The network modifications and additions would continue to follow the MSP in its current form.

Design Standards - Design standards would remain as described in the Larimer Co Urban Area Street Standards. There would be room for modifications on a project specific basis

Procedures - Enhancements could be made to procedures including clearer metrics, measuring and tracking progress over time, and updates to include the triple bottom line. Additional focus would be required for transportation funding strategies.



Economic Social Environmental



Relationship: ☒ Positive ☐ Neutral ☐ Negative

Analysis

This key choice was analyzed using the full Master Street Plan the full Transfort Strategic Plan, and the full Bike and Pedestrian Plans.

? Key Choice T1-F: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-F?

- ☐ Support ☐ Leaning toward supporting
☐ Neutral *(but needs refinement)*
☐ Do Not Support ☐ Other *(please explain)*

T1-G - Expanded/Enhanced Long Term Visions

Transportation Systems & Services

Description

This key choice would develop expanded or enhanced versions of the currently adopted Master Street Plan, Transfort, Bike, Pedestrian visions, with similar values and blends of multimodal, freight, and auto related choices to serve the build-out land use scenario. Additional emphasis would be needed to identify revenues to adequately resource the expanded transportation future.



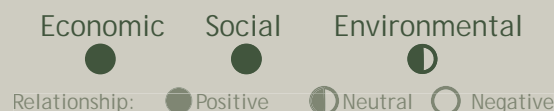
What Would it Take?

Policy Choices - Policies would continue in the directions per the existing Transportation Master Plan with modifications for new expansion.

Network Modifications & Additions - Network modifications and additions would be implemented in locations where additional capacity would be required. Examples could include additional railroad crossing grade separations and additional trail crossing grade separations, or extended trail networks with regional connections.

Design Standards - Design standards would remain as described previously. There would be room for modifications depending upon the type of expansion.

Procedures - Enhancements could be made to procedures including clearer metrics, measuring and tracking progress over time, and updates to include the triple bottom line. Additional focus on transportation funding strategies would be required.



Analysis

This key choice was analyzed using the full Master Street Plan the full Transfort Service Plan, and the full Bike and Pedestrian Plans. Smaller, more localized improvements are likely to occur with this scenario such as intersection improvements, bicycle lanes, and multi-use trails. However, these types of improvements are difficult to incorporate into a regional travel model.

?

Key Choice T1-G: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T1-G?

☐ Support

☐ Leaning toward supporting (but needs refinement)

☐ Neutral

☐ Do Not Support

☐ Other (please explain)

T2-A - Increase Transportation Investments to Achieve Goals

T2-B - Accept Reduced Services to Live Within Existing Means

Transportation Funding

T2-A Description

This funding choice would allow improvements to be made to the quality of the transportation system. This would require an increase in transportation investment including new or expanded capital and operating and maintenance costs for existing and future needs. This will require new local funding sources to be identified and secured.

What Would it Take?

This transportation funding policy direction would mean focusing on increasing investments in transportation services. This would include increased investment in new transportation projects, services, and maintenance to realize the visions identified in adopted City plans. These investments would lead to improvements in the quality of the transportation services including traffic flow, sustainable maintenance, and expanded walking, biking, and transit services.

In order to increase transportation investments additional funding sources would need to be identified and secured. This would require research on possible local revenue sources. Once new revenue sources have been identified, the process of securing those funds and directing them to transportation projects would have to be completed. The introduction of new local revenue sources would allow the City to maintain their ability to match and leverage Federal and State funding sources.

Analysis

By identifying and implementing new funding sources for transportation the economic, social, and environmental vitality of Fort Collins will continue to increase. The increased local funding sources can be used towards transportation projects that have been identified as priorities for the City to improve social options as well as implement more multi-modal projects that support the sustainability goals of the City.



Key Choice T2-A: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T2-A?

- ☐ Support
- ☐ Do Not Support
- ☐ Neutral
- ☐ Other (please explain)

T2-B Description

This funding choice relies on existing local revenue sources and accepts that the quality of transportation services will diminish as funding for transportation projects continues to diminish.

What Would it Take?

This transportation funding policy direction would mean relying on existing local revenue sources which are diminishing in quantity. Therefore, this policy direction would require reduced investments in transportation projects, services, and maintenance. This will require Fort Collins residents to accept a diminished quality of mobility and transportation options. This will result from increased congestion, less street and trail maintenance, less snowplowing, and less transit service.

This option would also put Fort Collins at risk of being able to receive State and Federal funds as they will not be able to put forth the local matching funds that are required.

Analysis

Economically, this policy direction would have negative impacts for the City. Not only would the City not be able to attract new business without a strong transportation system but it may end up costing the City more in the long run. If annual maintenance costs are deferred to fit within the current budget, the long term maintenance costs will actually increase. Socially, Fort Collins residents will notice a decrease in mobility and transportation choices so it will be more difficult to get to key destinations within the City. Without transportation improvements and likely transportation cuts the environmental impacts will be negative as congestion will increase.



Key Choice T2-B: Notes & Feedback

Do you agree with the policy direction proposed in Key Choice T2-B?

- ☐ Support
- ☐ Do Not Support
- ☐ Neutral
- ☐ Other (please explain)

Metrics

Modeling Results

Vehicle Hours Traveled (VHT)



Vehicle hours traveled is a measurement of the total hours traveled by all vehicles. Vehicle Hours of Travel (VHT) = Travel Time * Volume. It is calculated using the regional model.

Greenhouse Gas Emissions (GHG)



Greenhouse gas emissions are gases from fuel combustion, industrial processes, agriculture, land use change and waste includes all of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride which contribute to global warming. It is calculated using the regional model and national carbon emission factors.

Transportation Energy Use



Transportation energy use is the amount of energy used by transportation systems out of total energy consumption. Motor vehicles are the largest single consumers of petroleum in the United States and represent a significant of the country's total energy consumption. Transportation Energy Use is calculated using the regional model and national fuel efficiency rates.

Average Trip Length (ATL)



Average trip length is the average number miles vehicles travel to reach a destination. It is calculated using the regional model.

Walkability and Bikeability Index

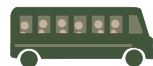


The walkability and bikeability indices provide an estimation of pedestrian and bicycle activity on streets and trails. Pedestrian and bicycle demand is estimated using factors that describe land use characteristics, proximities to key destinations, socio-economic attributes, and accessibility/permeability of streets in Fort Collins. It is calculated with a GIS model.

Vehicle Trips (VT)



Vehicle trips is the number of all trips being made on the Fort Collins roadway network. It is calculated using the regional model.



Person Miles on Transit

Person miles on transit is a measure of the total mileage traveled by all persons using transit. It is calculated using the regional model.

Capital Cost



The capital cost metric is used to understand how expensive key choices will be to construct. In general, capital costs for each key choice were estimated by determining the appropriate cost for identified project types and the approximate number of projects that would need to be completed for each key choice.

O&M Cost



The operation and maintenance (O&M) cost metric is used to understand how expensive key choices will be to operate and maintain. In general, capital costs for each key choice are estimated by determining the appropriate cost for operating and maintaining project types and the approximate number of projects that would need to be completed for each key choice.

Transit Boardings



Transit boarding is the amount of pedestrian boarding a transit facility. It is calculated using the regional model.

Person Miles in Vehicles



Person miles in vehicles is the number of miles traveled by all people in a vehicle in Fort Collins. It is calculated using the regional model vehicle miles traveled output and the average vehicle occupancy rate for Fort Collins.

Percent Congested Major Arterial Lane Miles



The percent congested major arterial lane miles is used as a metric to understand the level of congestion in Fort Collins. It is calculated using the regional model.

T1-A - Service Reductions (Re-sizing)

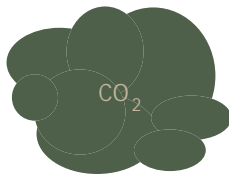
Transportation Systems & Services

Vehicle Hours Traveled



236,600 hours

Greenhouse Gas Emissions



1.79M kilograms

Average Trip Length



5.94 miles

Transportation Energy Use



166,400 gallons

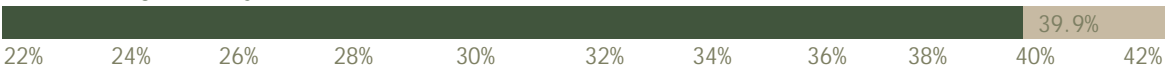
Capital Cost



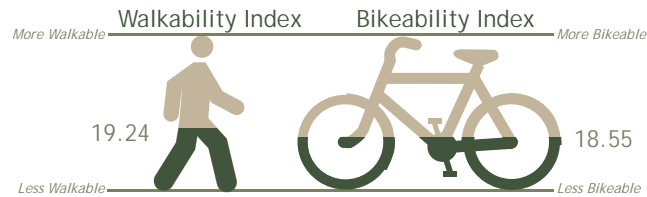
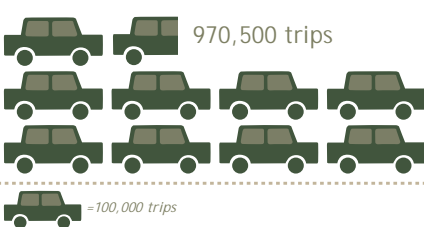
O&M Cost



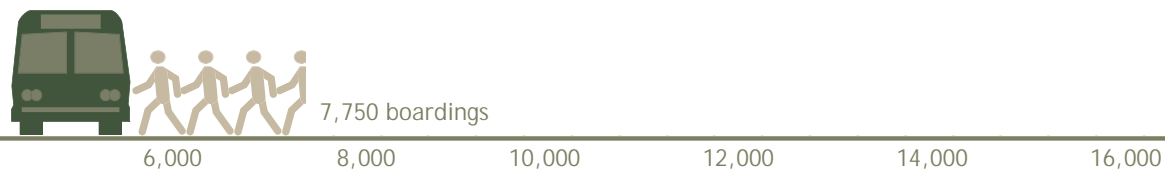
Percent Congested Major Arterial Lane Miles



Vehicle Trips



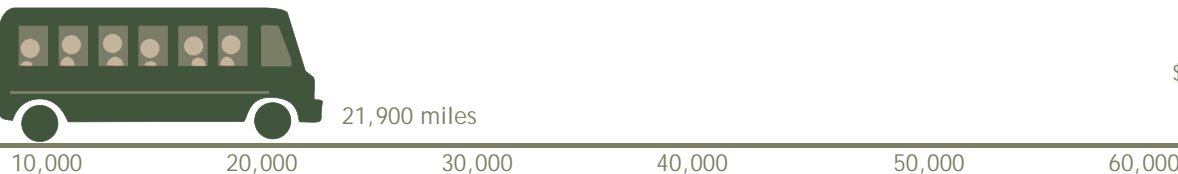
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$50-55M

\$30-35M

= \$75 million

= \$75 million

T1-B - Reshape Existing Streets

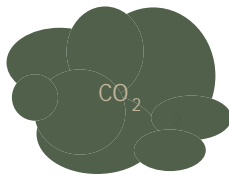
Transportation Systems & Services

Vehicle Hours Traveled



234,800 hours

Greenhouse Gas Emissions



1.78M kilograms

Average Trip Length



5.95 miles

Transportation Energy Use



165,500 gallons

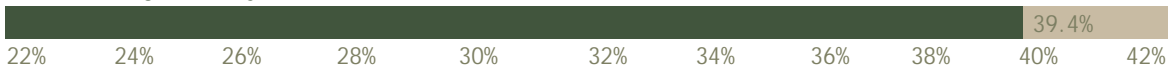
Capital Cost



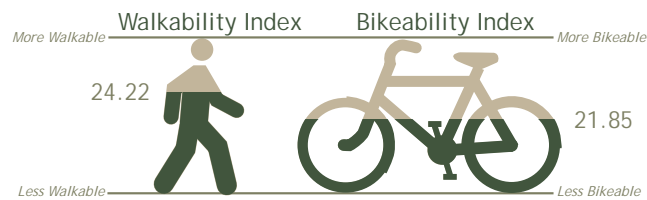
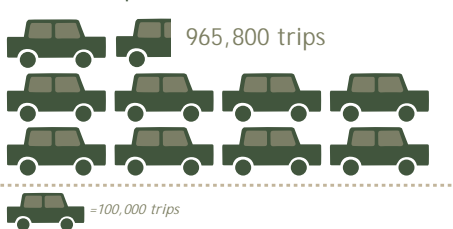
O&M Cost



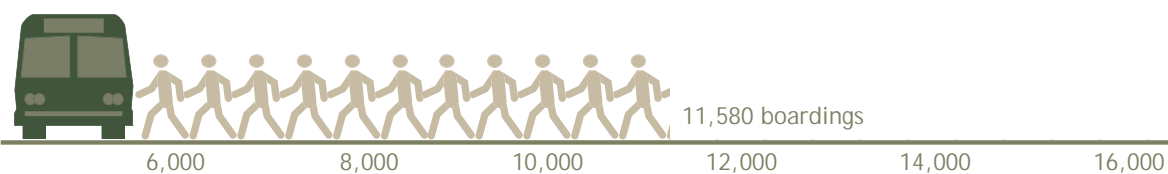
Percent Congested Major Arterial Lane Miles



Vehicle Trips



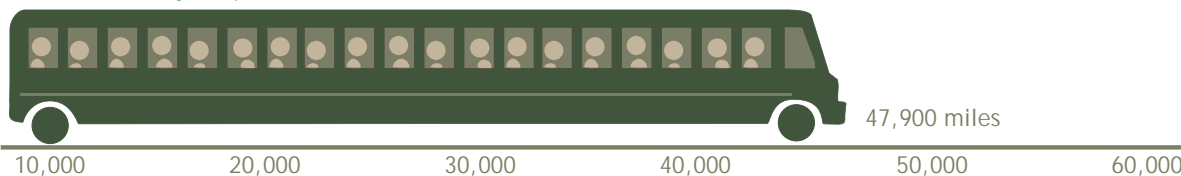
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$200-250M

\$60-65M

\$75 million

\$75 million

T1-C - Enhanced Travel Corridors/District Focus

Transportation Systems & Services

Mason "Spine"

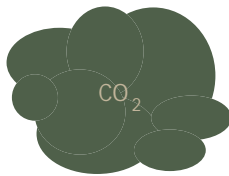
Activity Centers

Vehicle Hours Traveled



230,800 hours

Greenhouse Gas Emissions



1.75M kilograms

Average Trip Length



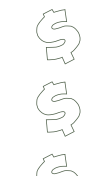
5.86 miles

Transportation Energy Use

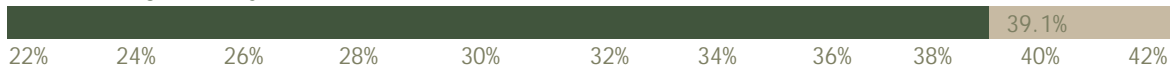


163,500 gallons

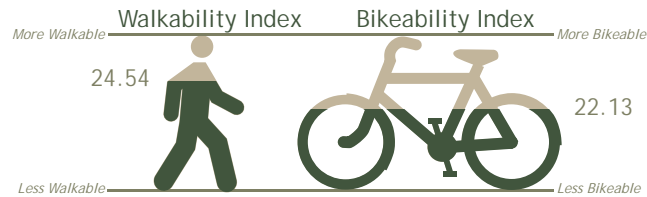
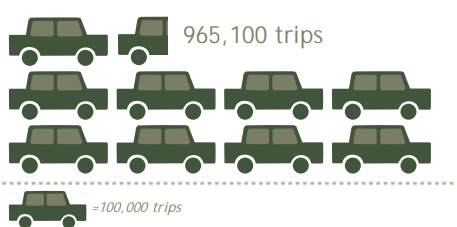
Capital Cost



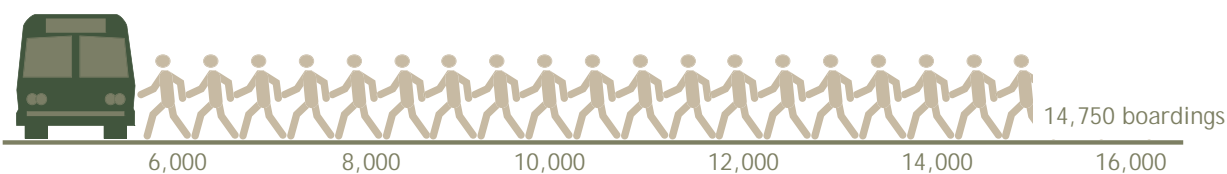
Percent Congested Major Arterial Lane Miles



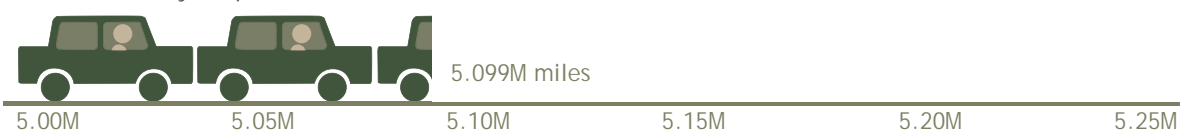
Vehicle Trips



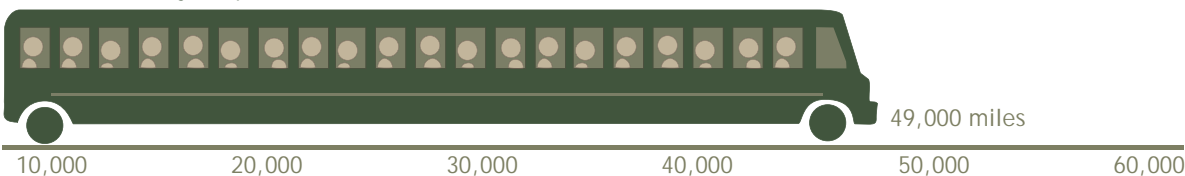
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$250-300M

\$35-40M

\$75 million

\$75 million

T1-C - Enhanced Travel Corridors/District Focus

Transportation Systems & Services

Mason "Spine"

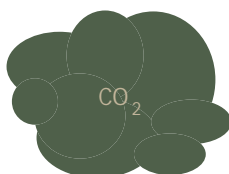
Activity Centers

Vehicle Hours Traveled



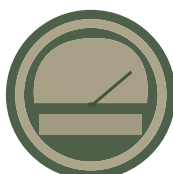
231,600 hours

Greenhouse Gas Emissions



1.76M kilograms

Average Trip Length



5.91 miles

Transportation Energy Use



165,400 gallons

Capital Cost



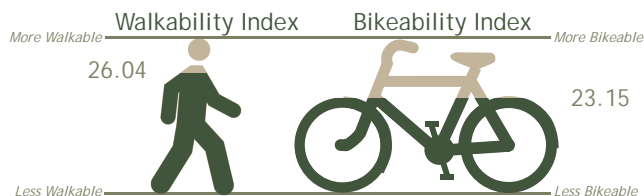
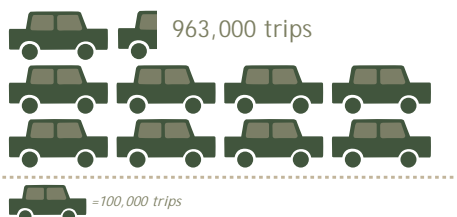
O&M Cost



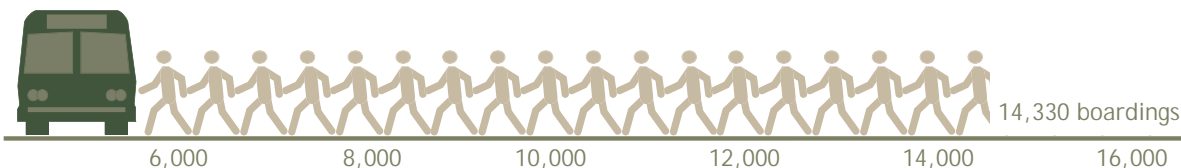
Percent Congested Major Arterial Lane Miles



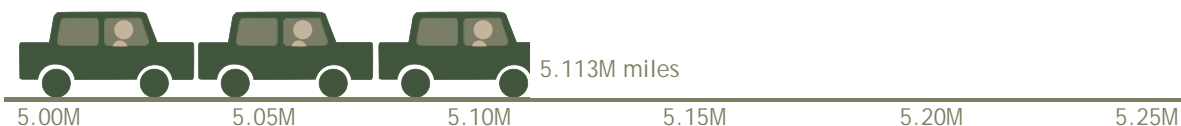
Vehicle Trips



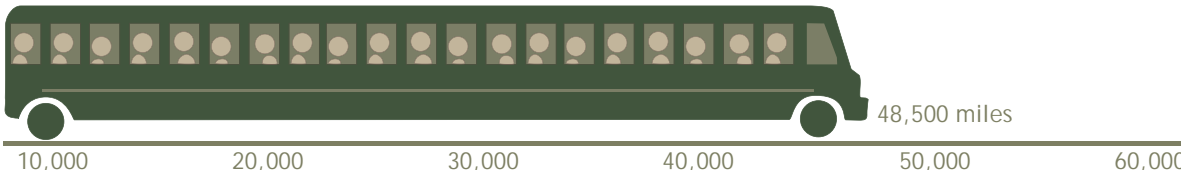
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$250-300M

\$35-40M

\$75 million

\$75 million

T1-D - Vehicle Alternatives/Trails

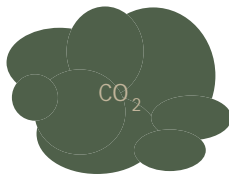
Transportation Systems & Services

Vehicle Hours Traveled



234,800 hours

Greenhouse Gas Emissions



1.78M kilograms

Average Trip Length



5.95 miles

Transportation Energy Use



165,500 gallons

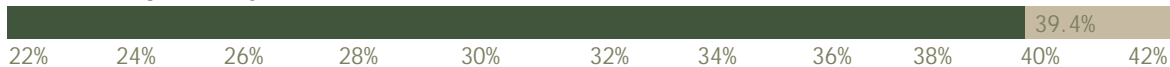
Capital Cost



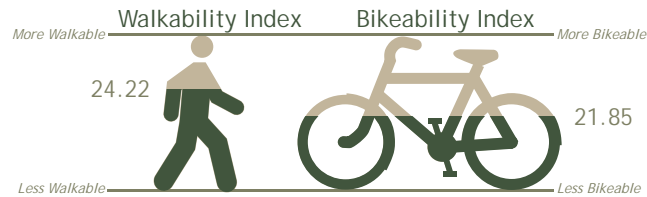
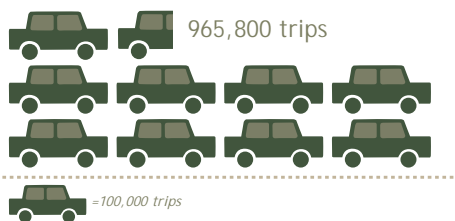
O&M Cost



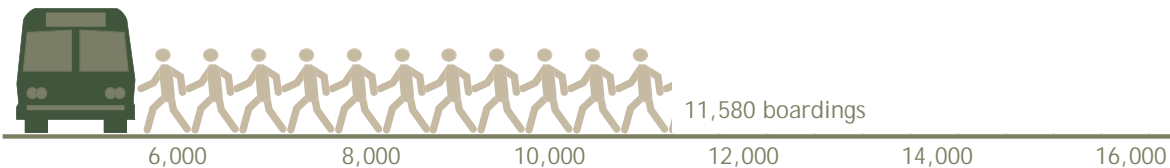
Percent Congested Major Arterial Lane Miles



Vehicle Trips



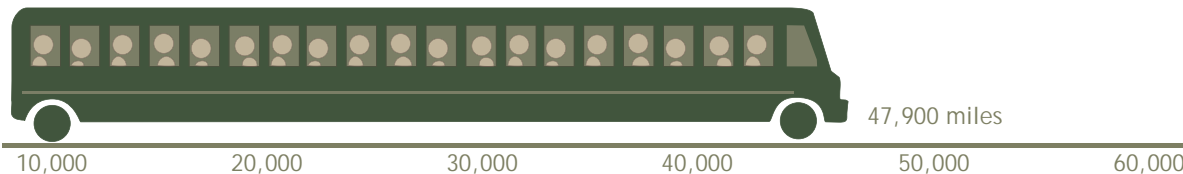
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$200-250M

\$60-65M

\$75 million

\$75 million

T1-E - System Management and Mobility Management

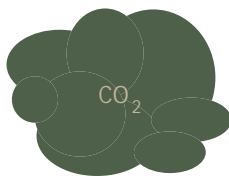
Transportation Systems & Services

Vehicle Hours Traveled



233,800 hours

Greenhouse Gas Emissions



1.79M kilograms

Average Trip Length



5.94 miles

Transportation Energy Use



166,500 gallons

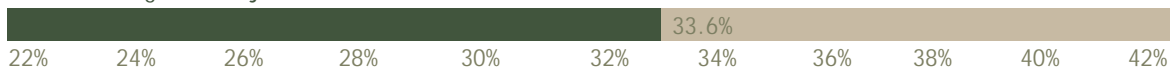
Capital Cost



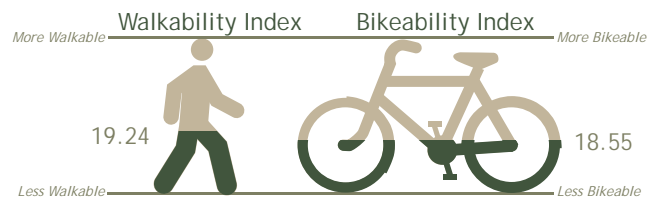
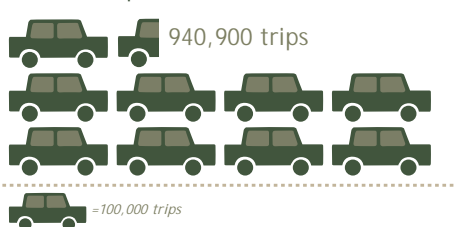
O&M Cost



Percent Congested Major Arterial Lane Miles



Vehicle Trips



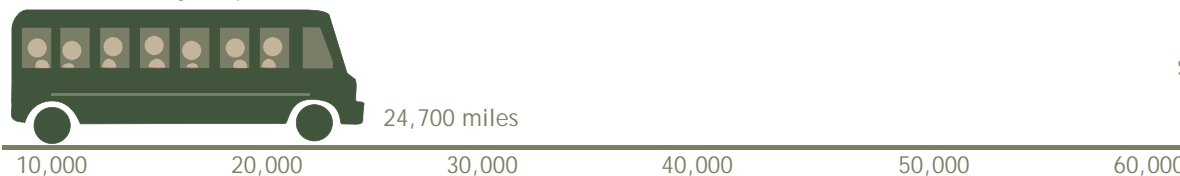
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$55-60M

\$30-35M

= \$75 million

= \$75 million

T1-F - Adopted Long Term Vision

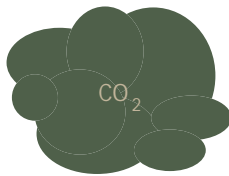
Transportation Systems & Services

Vehicle Hours Traveled



232,600 hours

Greenhouse Gas Emissions



1.78M kilograms

Average Trip Length



5.92 miles

Transportation Energy Use



166,500 gallons

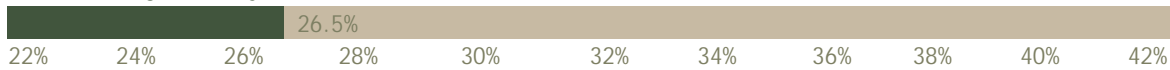
Capital Cost



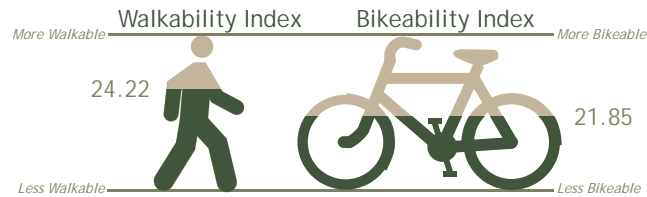
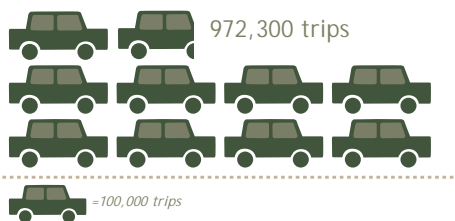
O&M Cost



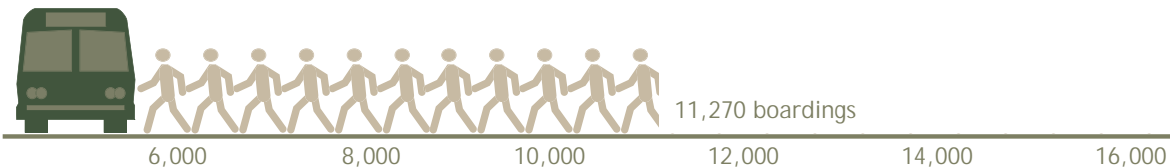
Percent Congested Major Arterial Lane Miles



Vehicle Trips



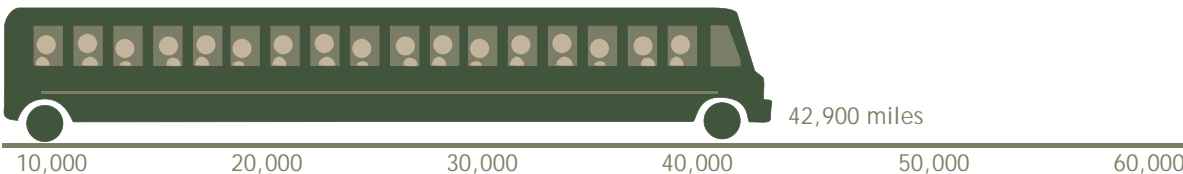
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$1.1-1.3B

\$75-80M

\$75 million

\$75 million

T1-G - Expanded/Enhanced Long Term Visions

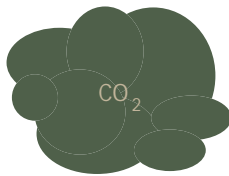
Transportation Systems & Services

Vehicle Hours Traveled



232,800 hours

Greenhouse Gas Emissions



1.78M kilograms

Average Trip Length



5.91 miles

Transportation Energy Use



166,700 gallons

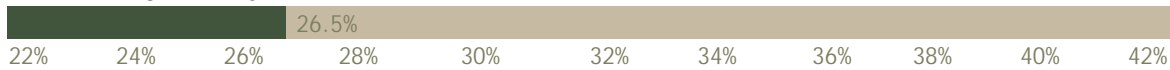
Capital Cost



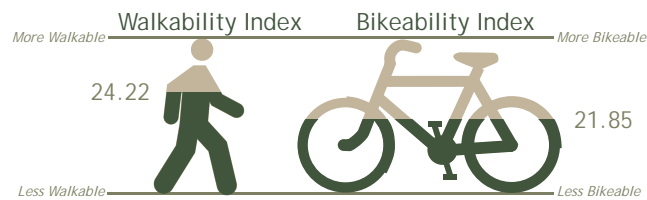
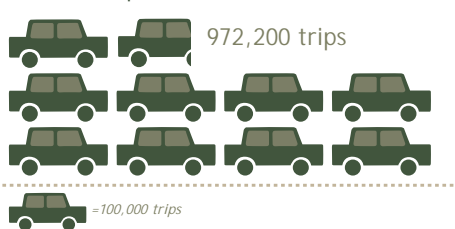
O&M Cost



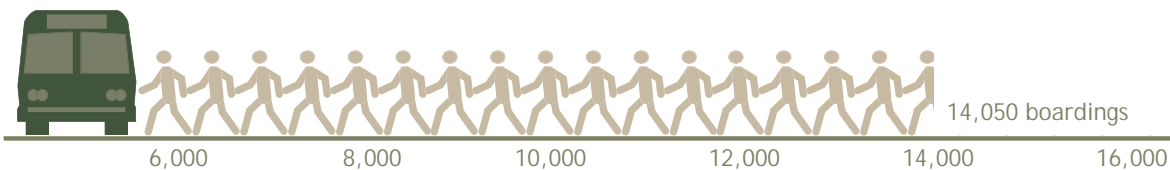
Percent Congested Major Arterial Lane Miles



Vehicle Trips



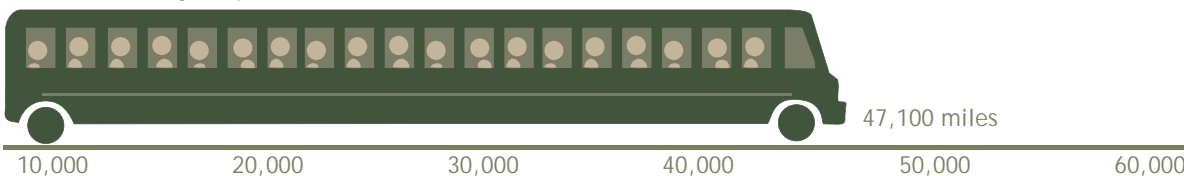
Transit Boardings



Miles Traveled by People in Vehicles



Miles Traveled by People on Transit



\$1.3B+

\$80M+

\$75 million

\$75 million

Appendix C

Reshaping Street Visualizations

Fort Collins, CO
Near Drake Road and College Avenue



Fort Collins, CO
Near Drake Road and College Avenue



Fort Collins, CO
Near Drake Road and College Avenue



Fort Collins, CO
Near Drake Road and College Avenue



Fort Collins, CO
Near Drake Road and College Avenue



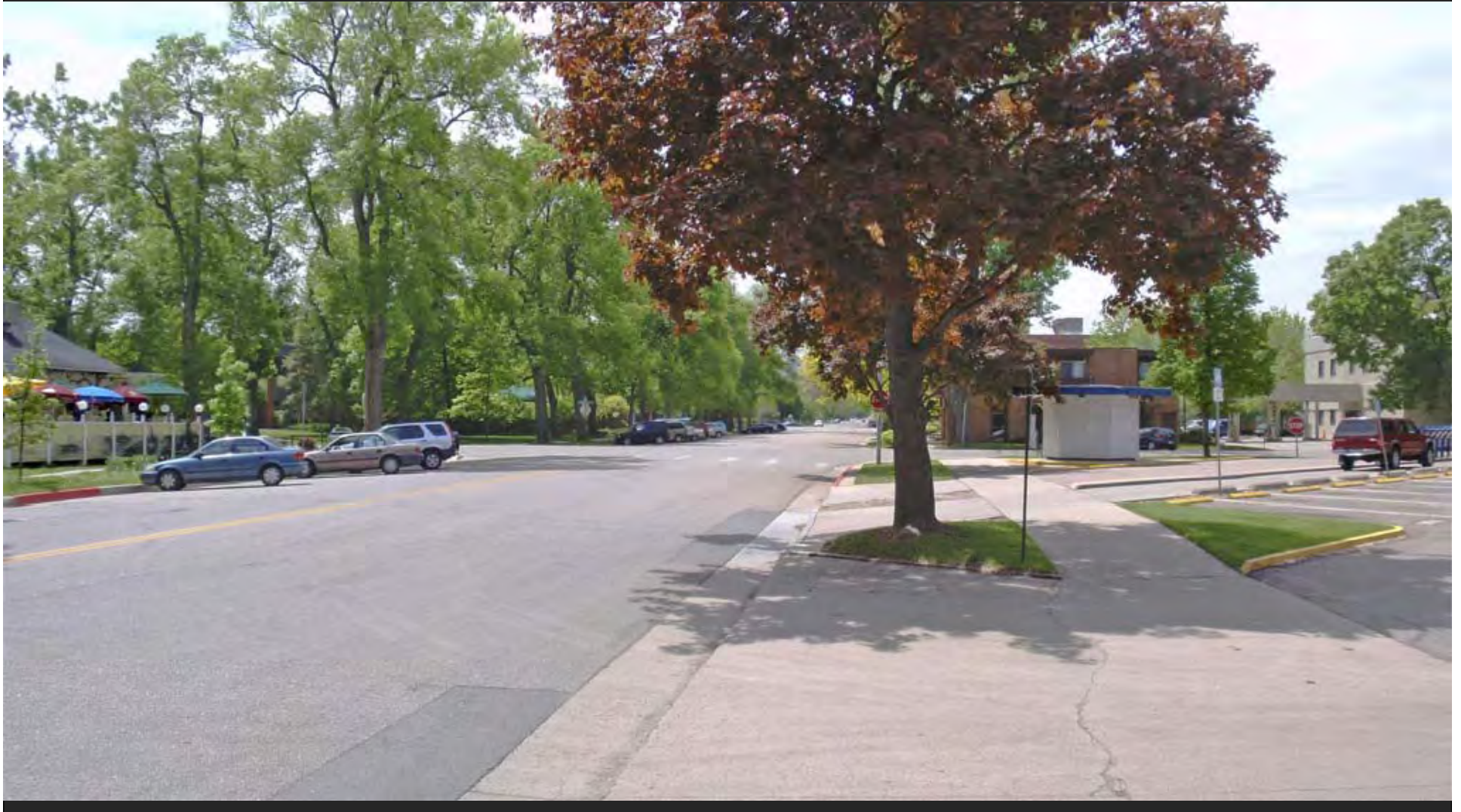
Fort Collins, CO
Near Drake Road and College Avenue



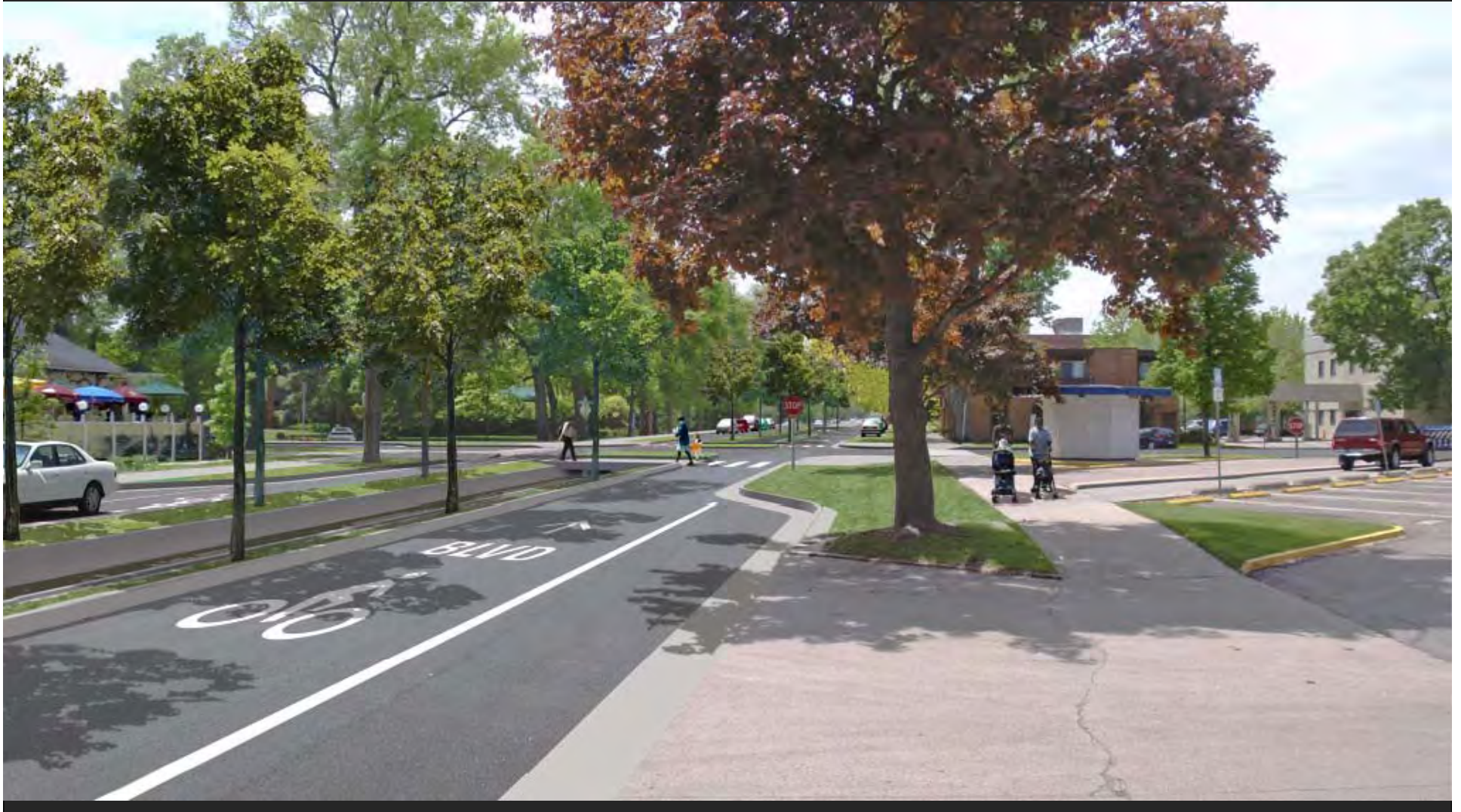
Fort Collins, CO
Near Drake Road and College Avenue



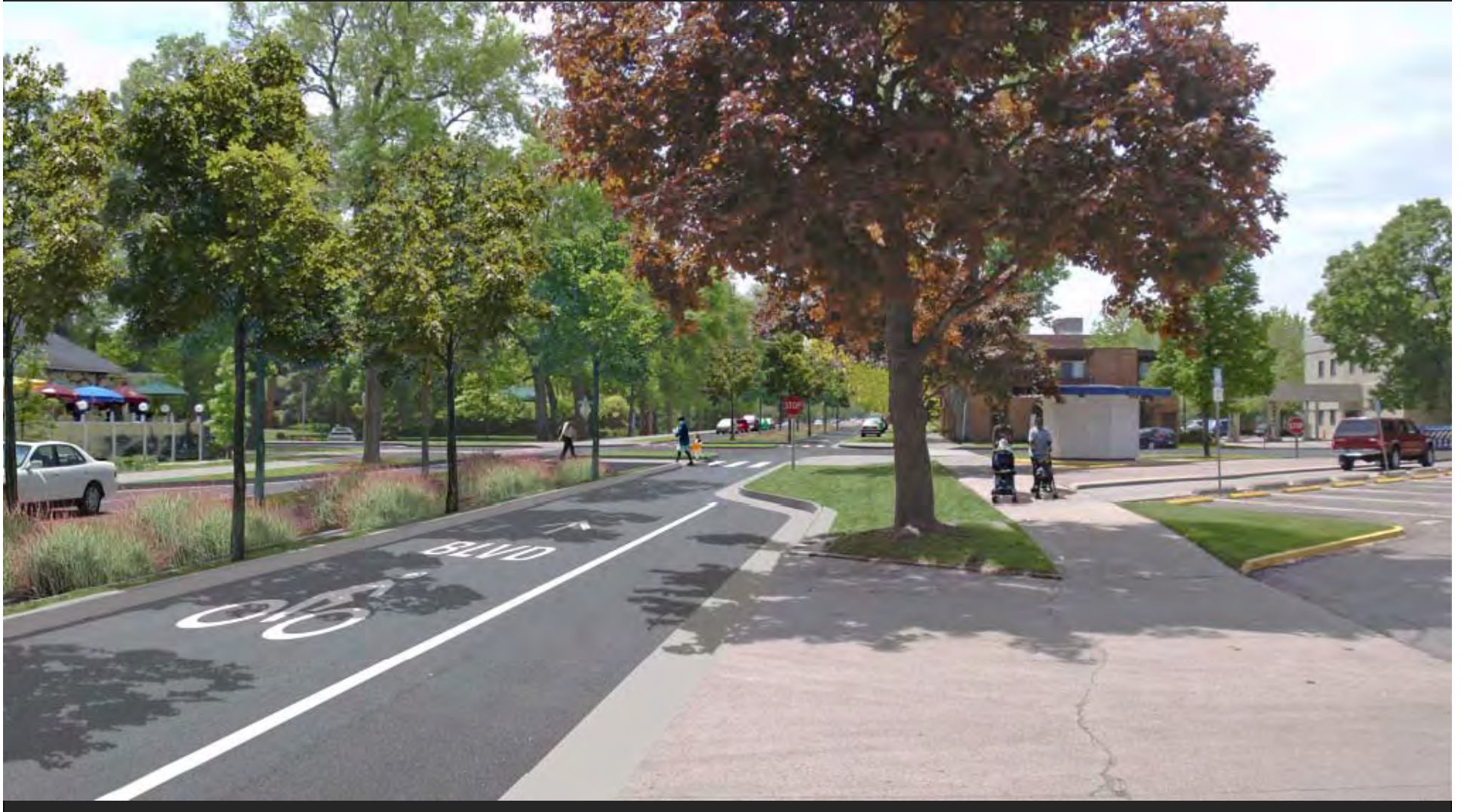
Fort Collins, CO
Magnolia Street



Fort Collins, CO
Magnolia Street



Fort Collins, CO
Magnolia Street



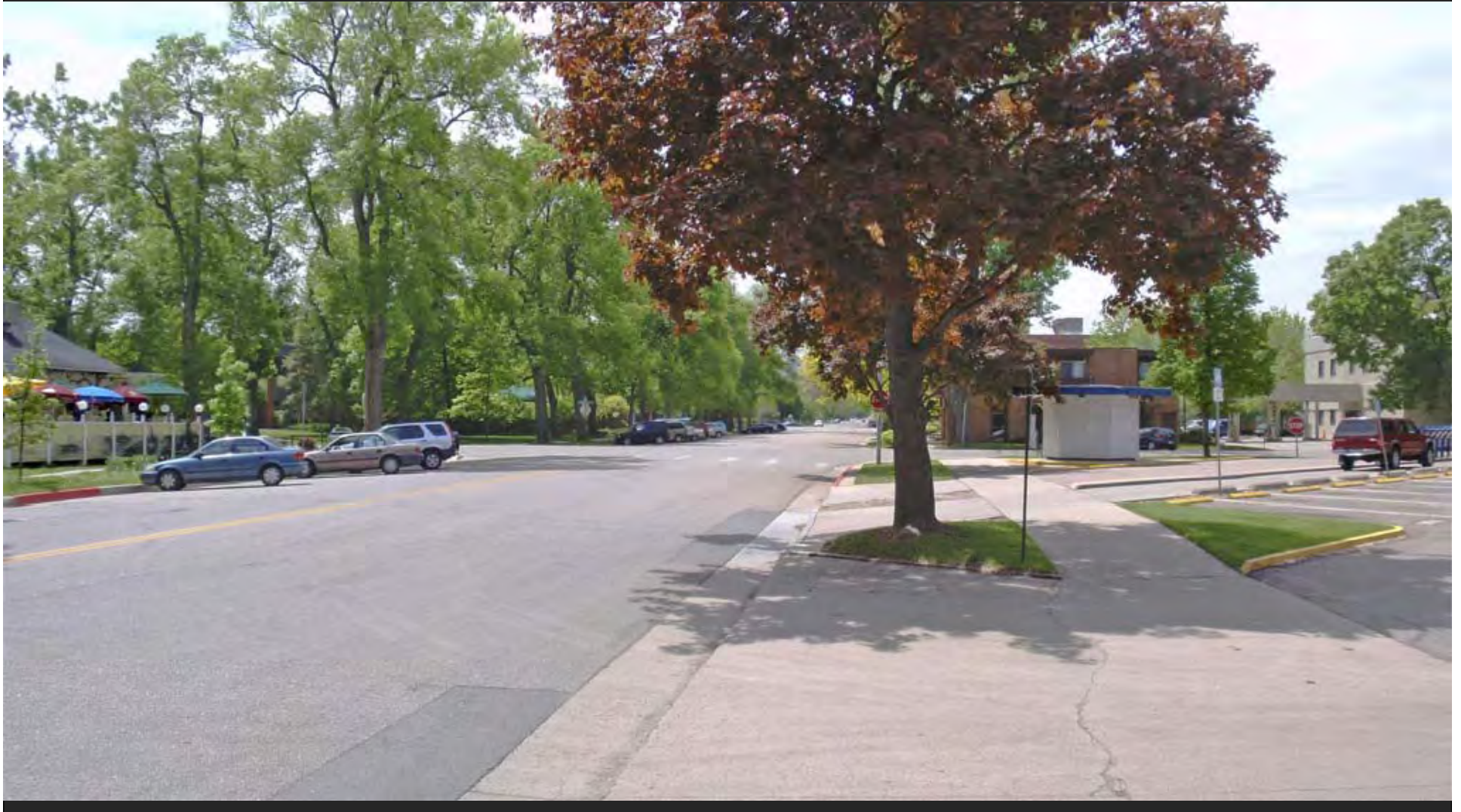
Fort Collins, CO
Magnolia Street



Fort Collins, CO
Magnolia Street



Fort Collins, CO
Magnolia Street



Appendix D

[Link to Thomas Frey's Presentation](#)

Link to a clip of Thomas Frey's presentation.

<http://www.futuristspeaker.com/2010/08/alternative-transportation-district/>

Appendix E

Master Street Plan Amendment Documentation

Master Street Plan Documentation

MASTER STREET PLAN OVERVIEW

What is the Master Street Plan?

The *Master Street Plan* (MSP) is an important element of the *Transportation Master Plan* (TMP) and supports the vision, principles, and policies of the plan. The MSP serves as a map of the City's long-range vision for its major street network. This includes existing and future multi-modal connections throughout the City and its Growth Management Area. The MSP also reflects the functional classification (i.e., collector, arterial, etc.) and the general location for planning transportation connections.

How is the Master Street Plan Used?

The MSP is used in a variety of ways by the City, including:

Development Review: The City of Fort Collins Land Use Code requires that all development plans "provide for or accommodate the streets and transportation facilities identified on the MSP." This requirement allows the City to ensure that the necessary land and funding to construct the street are provided at the time of development. The City's Complete Streets policy ensures that bicycle lanes and sidewalks are part of newly constructed streets.

Development Impact Fees: The City Engineering department uses the MSP to determine development impact fees for streets (Street Oversizing fees). These developer fees help pay the portion of street costs related to the traffic created by the development. The fees are revised on a regular basis depending on changes to the MSP.

Planning Transportation Connections: The MSP is a tool to understand the City's long-term vision for the street network. Developers, residents, neighboring communities, and others can learn how the existing and future network will impact a development, connect neighborhoods, provide safe routes to travel to school, or connect to another municipality's transportation system.

How is the Master Street Plan Updated?

The MSP is regularly revisited and amended to reflect new infrastructure and planning. A MSP amendment review incorporates a wide variety of information including technical analysis and input from the various City departments, travel demand modeling, and *City Plan* and *Transportation Master Plan* policies. The data and City policies are compiled prior to formulating a staff recommendation to the City's Transportation Board, Planning and Zoning Board, and City Council.

Amendments to the Master Street Plan are reviewed by the Transportation Board and the Planning and Zoning Board for their comments and recommendation to City Council for final approval.

PROCESS FOR THE 2010-11 UPDATE

The process for the 2010-11 update of the MSP was different than previous TMP updates. There were several proposed amendments that reflected built alignments and approved development plans and Colorado Department of Transportation studies. Other locations were selected for additional evaluation during the update to the MSP. Each of these locations was evaluated to understand the impact of changing the functional classification (e.g. two-lane arterial, collector) of the street. The evaluation was completed using the Triple Bottom Line indicators and the regional travel demand model, as well as input from City staff, the public, the transportation subteam, Bicycle Advisory Committee, Planning and Zoning Board, Transportation Board, and City Council.

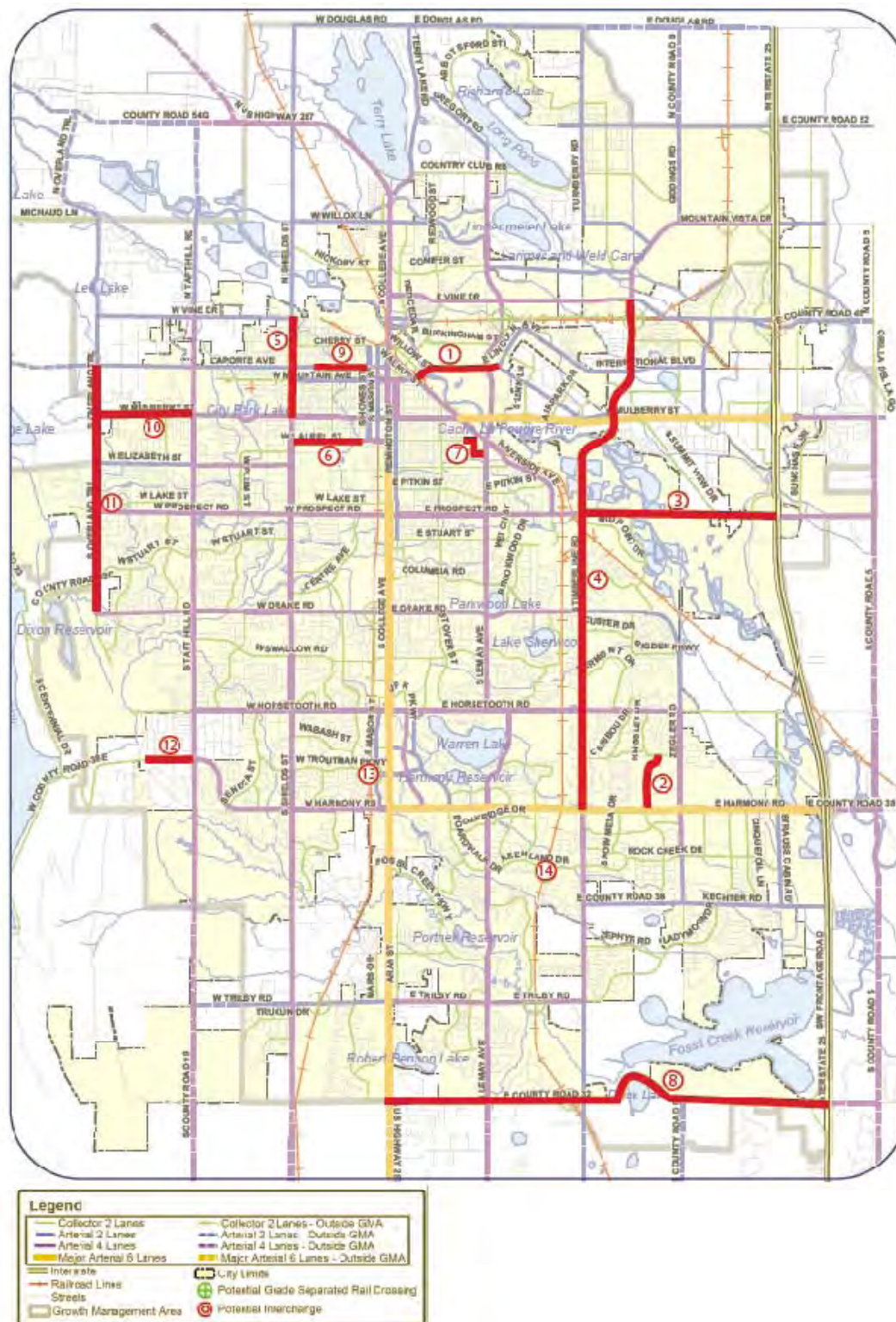
The fourteen locations that were evaluated to understand the impact of rightsizing the street classification or grade separation designations are listed below and shown on the following map.

Location	Current MSP Designation	Proposed Change
1. Lincoln Avenue between Jefferson and Lemay	Four-Lane Arterial	Two-Lane Arterial
2. Corbett Drive Extension to Paddington	Collector	Remove from Master Street Plan
3. Prospect Road between Timberline and I-25	Four-Lane Arterial	No Change
4. Timberline Road between Harmony and Vine	Six-Lane Arterial	Four-Lane Arterial (Prospect to Vine)
5. Shields Street between Mulberry and CR 54G / SH 287	Four-Lane Arterial	Two-Lane Arterial (LaPorte to Vine)
6. Laurel Street between Meldrum and Shields	Four-Lane Arterial	No Change
7. Laurel Street Extension between Lesser and Pennock	Collector	Remove from Master Street Plan
8. Carpenter Road/SH392 between College and I-25	Six-Lane Arterial	Four-Lane Arterial
9. LaPorte Avenue between Wood and Howes	Four-Lane Arterial	No Change
10. Mulberry Street between Overland and Taft Hill	Four-Lane Arterial	Two-Lane Arterial (Overland to Impala)
11. Overland Trail between LaPorte and Drake	Four-Lane Arterial	Two-Lane Arterial (LaPorte to Elizabeth)
12. Harmony Road between Platte and Overland	Four-Lane Arterial	Two-Lane Arterial
13. Troutman and Burlington Northern Railroad	Collector with Grade-Separated BNSF Crossing	Remove Street Connection
14. Keenland and Union Pacific Railroad	Collector with Grade-Separated UPRR	Remove Street Connection

One of the major outcomes of the 2010-11 update was that there were not any MSP functional classifications proposed to be expanded beyond their current street classification through the 2035 horizon year. In some cases, the update reduced the classification for specific street segments. The proposed MSP functional classifications for these areas and the full network will continue to support the current and forecast travel needs based on the updated land use plans and the focus on infill and redevelopment areas.

The update also provided a new overlay map designating the location where the Larimer County Urban Area Street Standards (LCUASS) may require revisions to achieve the TMP vision. These corridors may need to do more to address the street's adjacent land uses or better fit the unique needs of the area (Downtown, North College, Lincoln, etc.) as well as service all modes of transportation.

Master Street Plan Evaluation Locations



TECHNICAL ANALYSIS & RECOMMENDED AMENDMENTS

1) Lincoln Avenue - Jefferson to Lemay

Key Issue: Maintain an arterial street connection to northeast Fort Collins while addressing economic health, environmental, and neighborhood impacts

Existing Classification: Four-Lane Arterial

Recommendation: Two-Lane Arterial with the following conditions:

1. The Link-N-Greens property must have a full movement access onto Lemay Avenue at Magnolia Street
2. On-street inset/parallel parking shall only be permitted along existing residential properties
3. The Jefferson Street Alternatives Analysis project may dictate additional turnlanes on the Jefferson/Lincoln intersection approach

Existing Traffic Volumes: 7,860 average daily trips

2035 Projected Volumes:

Traffic Period	Projected Volume(s)
Jefferson – Willow	8,000 average daily trips (unadjusted)
Willow – Lemay	12,300 average daily trips (adjusted)

Triple Bottom Line Analysis:

Human

- Two-lane street helps address traffic concerns from the Buckingham neighborhood (i.e., speeding, through traffic, difficulty turning out of neighborhood streets).
- Neighborhood has submitted their own analysis explicitly asking for a two-lane street.
- Some traffic expected to shift to adjacent streets, including Buckingham, Lemay, Mulberry, and Riverside/Jefferson.

Environmental

- Poudre River bridge may not require expansion to accommodate a two-lane arterial, but may require expansion to accommodate bicycle and pedestrian facilities.
- The Jefferson Street Alternatives Analysis project may require additional turn lanes on the Jefferson/Lincoln intersection approach. These lanes may not require a bridge expansion.
- The proposed floodplain regulations would impact the development area of the Link-N-Greens property. Based on conversations with City Stormwater staff, a full movement access at Lemay and Magnolia should be possible. Without this access, traffic would be funneled onto Lincoln Avenue and future volumes would likely require a four-lane street.

Economic

- A four-lane street does not generally support the goals of the Downtown River District Plan redevelopment goals (i.e., urban atmosphere and street design). The Lincoln Catalyst project also supports these goals east to Lemay Avenue.
- The Link-N-Greens property is expected to redevelop in the next several years. A two-lane street is more supportive of the urban mixed-use project supported by *City Plan* and Structure Plan Map.
- Lincoln Avenue would remain an arterial street serving regional trips for Old Town, East Mulberry, and the Airpark property.

2) Corbett Drive Extension to Paddington Road

Key Issue:	Neighborhood concerns about traffic and safety impact of future indirect connection
Existing Classification:	Collector
Recommendation:	Remove from Master Street Plan (current terminus to Paddington Road)
Existing Traffic Volumes:	3900 average daily trips (S/B at Harmony)
2035 Projected Volumes:	Street not included in regional travel model. Previous City model runs that included Corbett Drive projected approximately 1,000 additional daily trips.

Triple Bottom Line Analysis:

Human

- Provides a neighborhood connection to Front Range Village, the Poudre River Public Library, AMD, Intel, other employers, and the Harmony Corridor.
- A key Safe Routes to School connection for students are parents at Linton Elementary, Fort Collins High School, Preston Middle School, and Traut Core Knowledge.
 - Connects potential residential uses from the Sollenberger property (north of Front Range Village) from Linton Elementary, Fort Collins High School, and the English Ranch park and neighborhood.
- Traffic calming solutions, many already implemented along Kingsley Drive, can be identified in the traffic calming plan and implemented if cut-through traffic becomes a concern.
 - Front Range Village provided a \$75,000 letter of credit for traffic calming along Corbett Drive. The letter of credit expires in 2015.

Environmental

- A direct pedestrian and bicycle connection is already provided to Front Range Village and the Harmony Corridor via Kingsley Drive.
- Removing the connection would be inconsistent with *City Plan* and *Transportation Master Plan* goals and principles. There would be no north-south connectivity between the English Ranch neighborhood, Front Range Village, and the Harmony Corridor.

Economic

- The Land Use Code may require a street connection to Paddington Road regardless if Corbett Drive is removed from the Master Street Plan.
- Surrounding arterial streets are able to handle projected regional traffic volumes. Corbett Drive is expected to mainly accommodate neighborhood traffic.
- The approved English Ranch Overall Development Plan (ODP) includes the Corbett Drive connection. If the connection is removed, the ODP must be amended to comply with the Land Use Code.

3) Prospect Road -I-25 to Timberline

Key Issue: Serving regional access to I-25 while balancing impacts to natural areas

Existing Classification: Four-Lane Arterial

Recommendation: Four-Lane Arterial

Existing Traffic Volumes: 18,500 – 24,600 average daily trips

2035 Projected Volumes: 23,000 – 34,000 average daily trips (adjusted)

Triple Bottom Line Analysis:

Human

- If Prospect is designated as an Enhanced Travel Corridor, there may be opportunities for transit connections utilizing the four-lane street between I-25 and Colorado State University.

Environmental

- The Prospect Corridor Plan identified an alternative street design to provide a four-lane street and protect the Riverbend Ponds and Cottonwood Hollow natural areas. The street design is intended to respect the unique character of Prospect Road as it enters Fort Collins.

Economic

- 2035 traffic projections continue to warrant a four-lane street, serving regional traffic access to I-25.
- Prospect Road represents a unique gateway for Fort Collins and Colorado State University. The character of this gateway should be preserved.
- Future development at I-25 and Prospect, along with interchange improvements, may make Prospect a more attractive entry point into Fort Collins.

4) Timberline Road - Harmony to Vine

Key Issue: Is a six-lane street necessary if enhanced travel corridor service is provided?

Existing Classification: Six-Lane Arterial

Recommendation: Six-Lane Arterial (Prospect to Harmony) and Four-Lane Arterial (Prospect to Vine) with the following condition:
 1. Maintain the limited access points between Prospect and Vine

Existing Traffic Volumes:

Traffic Period	2009 Average Daily Trips
Harmony – Horsetooth	31,200
Horsetooth – Drake	30,900
Drake – Prospect	27,400
Prospect – Mulberry	13,600
Mulberry – International	14,000
International – Vine	8,700

2035 Projected Volumes:

Traffic Period	Projected Volume(s)
Daily (adjusted)	
Harmony – Horsetooth	32,100
Horsetooth – Drake	43,000
Drake – Prospect	50,300
Prospect – Mulberry	31,900
Mulberry – International	27,000
International – Vine	30,000

Triple Bottom Line Analysis:

Human

- Mountain Vista residents would likely use Timberline Road as a main connection to employment along Harmony Road and other parts of town. The staff recommendation would allow safe and efficient travel for all modes.
- Development along Timberline Road is designed to minimize the impacts of a six-lane street for residents and businesses (i.e., larger setbacks, detached sidewalks, landscaping, fencing)

Environmental

- The Poudre River bridge would require an expansion regardless if a four or six-lane street is proposed. However, a four-lane street would require a smaller expansion and minimize environmental impacts. The current bridge can accommodate half of a six-lane street right-of-way.
- Timberline Road is designated as an enhanced travel corridor. A six-lane street may allow for future enhanced transit service to utilize the third lane instead of requiring additional facilities (i.e., a separate guideway, etc.) that may impact adjacent land uses.
- The City already has the necessary right-of-way for up to a six-lane street along the Kingfisher Point natural area. No additional right-of-way acquisition is expected, minimizing potential street impacts to the natural area.

- Informal trailhead parking is currently located southwest of the Poudre River bridge. Transportation Planning, Traffic Operations and Natural Areas are working on a formal solution to address parking needs.

Economic

- 2035 projected traffic volumes between Prospect and Mulberry are on the high end of the four-lane street range. Currently there are minimal access points along this segment that allow for more efficient traffic flow. Maintaining limited access points on this segment will be required to ensure a four-lane street is adequate.
 - City staff is recommending completing an access management plan for Timberline Road.
- Rigden Farm and other commercial and residential developments along Timberline Road were planned with the assumption of a six-lane street. Maintaining the existing classification south of Prospect will support these developments.

Master Street Plan - Technical Clean-up Items

Regional travel demand modeling identified a number of streets that have projected traffic volumes that do not warrant their current street classification and proposed laneage. Locations 5, 8, 10, 11, and 12 were in this category. The Larimer County Urban Area Street Standards (LCUASS) identify an average daily traffic (ADT) range for each street classification. While ADT is not the only factor in determining street classification, the following street segments have a significant mismatch between 2035 projected traffic volumes and LCUASS ADT range.

Street Classification	ADT Range
Collector	1,000 – 5,000 ADT
Two-Lane Arterial	5,001 – 15,000 ADT
Four-Lane Arterial	15,001 – 35,000 ADT
Six-Lane Arterial	35,000+ ADT

Locations 7, 13, and 14 were examined to determine the feasibility of constructing a street connection given physical and other constraints and project need.

5) Shields Street - Mulberry to Vine

Key Issue: Balance traffic needs with neighborhood livability

Existing Classification: Four-Lane Arterial

Recommendation: Four-Lane Arterial (Mulberry – LaPorte); Two-Lane Arterial (LaPorte – Vine)

Existing Traffic Volumes: 14,350 – 15,550 average daily trips (Mulberry to LaPorte)
10,450 average daily trips (LaPorte to Vine)

2035 Projected Volumes:

Location	Projected Volume(s)
Mulberry - LaPorte	17,100 average daily trips
LaPorte - Vine	10,500 average daily trips

Traffic volumes between Mulberry and LaPorte warrant the existing four-lane arterial classification. Many of the intersections are constrained and turning movements slow through traffic flow, particularly at LaPorte. Traffic volumes are lower between LaPorte and Vine, and a two-lane arterial classification with bicycle and parking facilities is recommended.

7) Laurel Street - Lesser to Pennock

Key Issue:	Construction feasibility; neighbor concerns about traffic impacts of future connection
Existing Classification:	Collector
Recommendation:	Remove from Master Street Plan
Existing Traffic Volumes:	Traffic counts not collected in this area
2035 Projected Volumes:	3,000 average daily trips

Various City plans and private developments have reviewed a potential extension of Laurel Street to Lemay Avenue. The 1986 Eastside Neighborhood Plan states that “Laurel Street should not be used to provide primary access to the developing commercial areas along Lemay Avenue.” When the City developed Eastside Neighborhood Park in 1994, the intergovernmental agreement with Poudre School District spoke to creating an integrated development plan for the area. Master Street Plan records as far back as 1998 show an indirect collector street connection between Laurel Street and Pennock Place.

There are several adjacent collector and arterial streets that provide access within the neighborhood and to adjacent residential, commercial, and medical uses. This includes Elizabeth Street, Stover Street, Mulberry Street, and Riverside Avenue. These grid streets, along with existing bicycle and pedestrian facilities, provide sufficient access for neighborhood residents. A bicycle and pedestrian connection through Laurel Elementary School and Eastside Neighborhood Park is already provided.

City staff has concerns about the construction feasibility of the alignment currently shown on the Master Street Plan. The drive aisle behind the Albertson’s shopping center is primarily used for deliveries. The necessary right-of-way was not obtained as part of the Eastside Neighborhood Park development. City staff has examined the possibility of connecting Laurel Street to Riverside Avenue west of Lemay Avenue. However, this approach is not preferred as it requires additional right-of-way that may impact the developability of parcels along Riverside Avenue, agreement of the Albertson’s shopping center owner to extend a public street through the north part of the property, and the potential purchase of the 1000 E. Laurel property (the only buildings on the property would be demolished as part of a street extension). In addition, Poudre Fire Authority has outlined several options for undeveloped properties along Riverside Avenue to meet fire code requirements for multiple access points. The options include fire sprinklers for buildings, shared access points, and “fire access only” driveways between properties.

Based on the impact of the street extension and multiple route choices for a connection to Lemay Avenue, City staff recommends removing this segment from the Master Street Plan. This does not preclude a development proposing local street connections between properties as appropriate at the time of development.

8) Carpenter Road/SH 392 - College to I-25

- Key Issue:** Consistency with Colorado Department of Transportation (CDOT) Environmental Overview Study (EOS); future traffic does not warrant six lanes
- Existing Classification:** Six-Lane Arterial
- Recommendation:** Four-Lane Arterial
- 2035 Projected Volumes:** 19,000 to 24,000 average daily trips (City Travel Demand Model)

CDOT completed an EOS of the Carpenter Road/SH 392 corridor in 2006 to identify right-of-way preservation needs. The study area extended from College Avenue/US 287 in Fort Collins east to WCR 23 in Weld County east of Windsor. CDOT staff examined several alternatives, including no action, improvements to the existing roadway, alternative routes, and multi-modal enhancements. The EOS recommended that Carpenter Road/SH 392 be classified as a four-lane street based on projected traffic volumes and maintaining an acceptable level of service.

Initial travel demand modeling by the City confirmed the CDOT EOS recommendation. The majority of the corridor is surrounded by natural areas and low-density county development. Access points (i.e. driveways, cross streets) are infrequent, which along with higher travel speeds allow for a more safe and efficient traffic flow than more urban streets.

Based on limited access and projected traffic volumes, City staff recommends reclassifying this segment as a four-lane arterial street. City staff also recommends completing an access control plan for Carpenter Road/SH 392 from College to I-25. This plan would complement the CDOT access control plan for SH 392 east of I-25.

10) Mulberry Street - Overland to Taft Hill

- Key Issue:** 2035 traffic projections do not warrant a four-lane arterial street
- Existing Classification:** Four-Lane Arterial
- Recommendation:** Two-Lane Arterial (Overland – Impala);
Four-Lane Arterial (Impala – Taft Hill)
- Existing Traffic Volumes:** 3800 average daily trips (Overland – Impala)
7,150 average daily trips (WB from Taft Hill)
- 2035 Projected Volumes:**

Location	Projected Volume(s)
Impala - Overland	4,000 average daily trips
Taft Hill – Impala	6,000 – 8,000 average daily trips

Mulberry Street west of Taft Hill is a mixture of city and county properties, as well as a varied street cross-section. Many Poudre High School students use Impala drive to access the school's main parking lot. City Traffic Operations and Poudre School District have been examining ways to improve the safety of the Impala and Mulberry intersection. A narrower street section can facilitate safer pedestrian crossings.

Further west, Mulberry Street intersects Overland Trail at an intersection with substandard geometry, poor sight distance, and fast-moving traffic cresting a hill. As a result, many residents use improved intersections at Elizabeth and LaPorte. Projected 2035 traffic volumes show little growth and are well below the range for a four-lane arterial street. Due to the number of residential driveways and Mulberry Street's function as a regional connection, City staff recommends reclassifying the segment from the city limits to Overland Trail as a two-lane arterial. This will allow a center turn lane to safely accommodate access to residential properties and maintain Mulberry Street as an arterial connection.

11) Overland Trail - Drake to LaPorte

Key Issue:	Balancing street sections already improved as four-lanes and undeveloped sections that are not projected to warrant a four-lane street
Existing Classification:	Four-Lane Arterial
Recommendation:	Four-Lane Arterial (Elizabeth – Drake); Two-Lane Arterial (LaPorte - Elizabeth)
Existing Traffic Volumes:	8,600 – 11,800 average daily trips
2035 Projected Volumes:	8,400 – 10,800 average daily trips (adjusted)

Overland Trail was originally planned to provide an additional north-south connection to Harmony Road. The existing classification as a four-lane arterial street has already been constructed along many parts of Overland Drive, particularly between Elizabeth Street and south of Prospect Road.

The majority of the unimproved right-of-way is adjacent to the Colorado State University Foothills Research Campus, Hughes Stadium, and the Holiday Twin Drive-in theater. None of these properties are expected to redevelop at a level that will warrant a four-lane street. As such, City staff recommends maintaining the four-lane arterial street classification between Elizabeth and south of Prospect, while reclassifying the remainder of the street within the Fort Collins GMA as a two-lane arterial street.

12) Harmony Road - Platte to Overland

Key Issue:	2035 traffic projections do not warrant a four-lane arterial street; clarify street classification based on no extension of Overland Trail
Existing Classification:	Four-Lane Arterial
Recommendation:	Two-Lane Arterial
Existing Traffic Volumes:	7200 average daily trips
2035 Projected Volumes:	4,500 average daily trips (unadjusted)

The existing classification is likely a remnant of past plans to extend Overland Trail south of its current terminus just south of Drake Road. Overland Trail would have connected to Harmony Road, providing an alternative north-south route for residents and businesses on the west side of town.

Since the Overland Trail extension was not pursued, several changes have been made to the Master Street Plan including reclassifying Horsetooth Road west of Taft Hill Road from a four-lane arterial to a collector street.

Based on the 2035 traffic projections and abandoning of the plans to extend Overland Trail south to Harmony Road, City staff recommends reclassifying this section of Harmony Road to a two-lane arterial.

13) Troutman Parkway - BNSF Railroad Crossing

Key Issue: Mason Bus Rapid Transit (BRT) and Troutman bicycle and pedestrian underpass plans do not include a grade-separated street crossing

Existing Classification: Collector with grade-separated BNSF crossing

Recommendation: Remove street connection

Troutman Parkway currently dead-ends on both sides of the BNSF railroad tracks. The Mason BRT plans include two park-and-ride facilities at both street termini. In addition, the Mason Trail and Troutman bicycle and pedestrian underpass is located between the park-and-ride facilities. All of these facilities preclude a street connection. Based on the connection to the Mason BRT and Trail, as well as alternative collector street connections to Harmony Road, City staff recommends removing the grade-separated street crossing from the Master Street Plan.

14) Keenland Drive - UPRR Railroad Crossing

Key Issue: The Union Pacific Railroad (UPRR) and Colorado Public Utility Commission (CPUC) will not permit an at-grade crossing

Existing Classification: Collector with grade-separated UPRR crossing

Recommendation: Remove street connection

The residential subdivisions along Keenland Drive were originally planned under the assumption of an at-grade street crossing at the UPRR railroad tracks. In subsequent years, City staff has received input from UPRR and the CPUC that an at-grade crossing would not be permitted. City staff has heard concerns from both neighborhoods about constructing a grade-separated crossing. This includes aesthetics, cost, noise, and cut-through traffic. Parks Planning is planning to construct a bicycle and pedestrian underpass in the future to provide connectivity between neighborhoods. Based on the impacts of a grade-separated crossing, City staff recommends removing the street connection from the MSP

Master Street Plan - No Change Recommended

Locations 6 and 9 were preliminarily analyzed as part of the MSP update. After this initial analysis, City staff is recommending no further action as part of the current plan update due to the highlighted reasons.

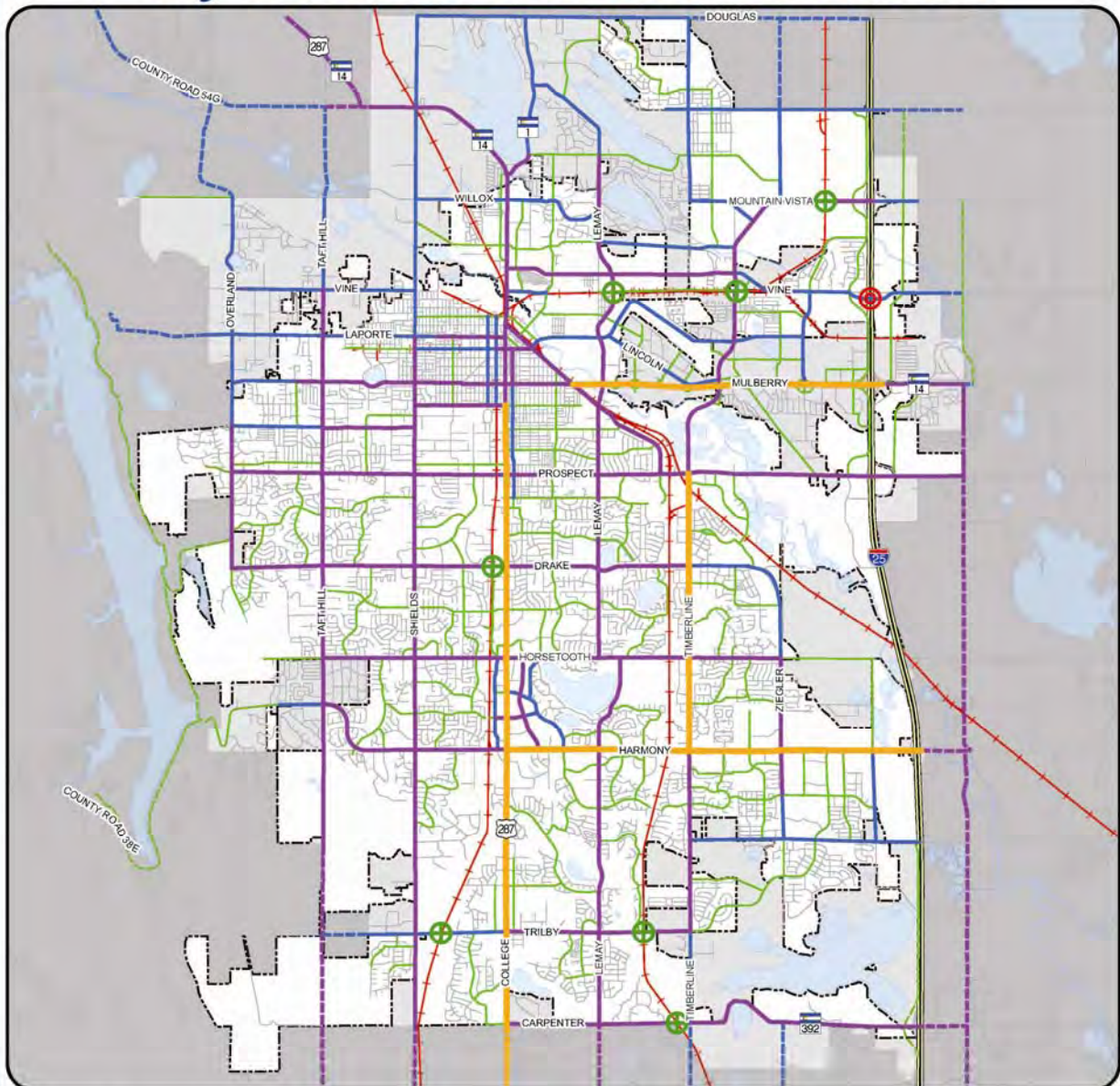
6) *Laurel Street – Meldrum to Shields*

Maintain the four-lane arterial street classification to match the constructed street right-of-way.

9) *LaPorte Avenue – Howes to Wood*

City staff will conduct a six-month post-project evaluation of the LaPorte Avenue “street diet” planned for the spring of 2011. A MSP amendment may be brought forward in the future if the street restriping becomes permanent based on a post-project evaluation.

City of Fort Collins Master Street Plan

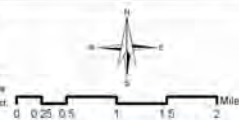


Note: Other collector and local streets not shown will be developed in accordance with adopted sub-area, corridor, and neighborhood plans of the city.

Streets and Arterials outside of GMA are shown for contextual purposes only and are not part of the Master Street Plan.
The City of Fort Collins is not fiscally responsible for these improvements.



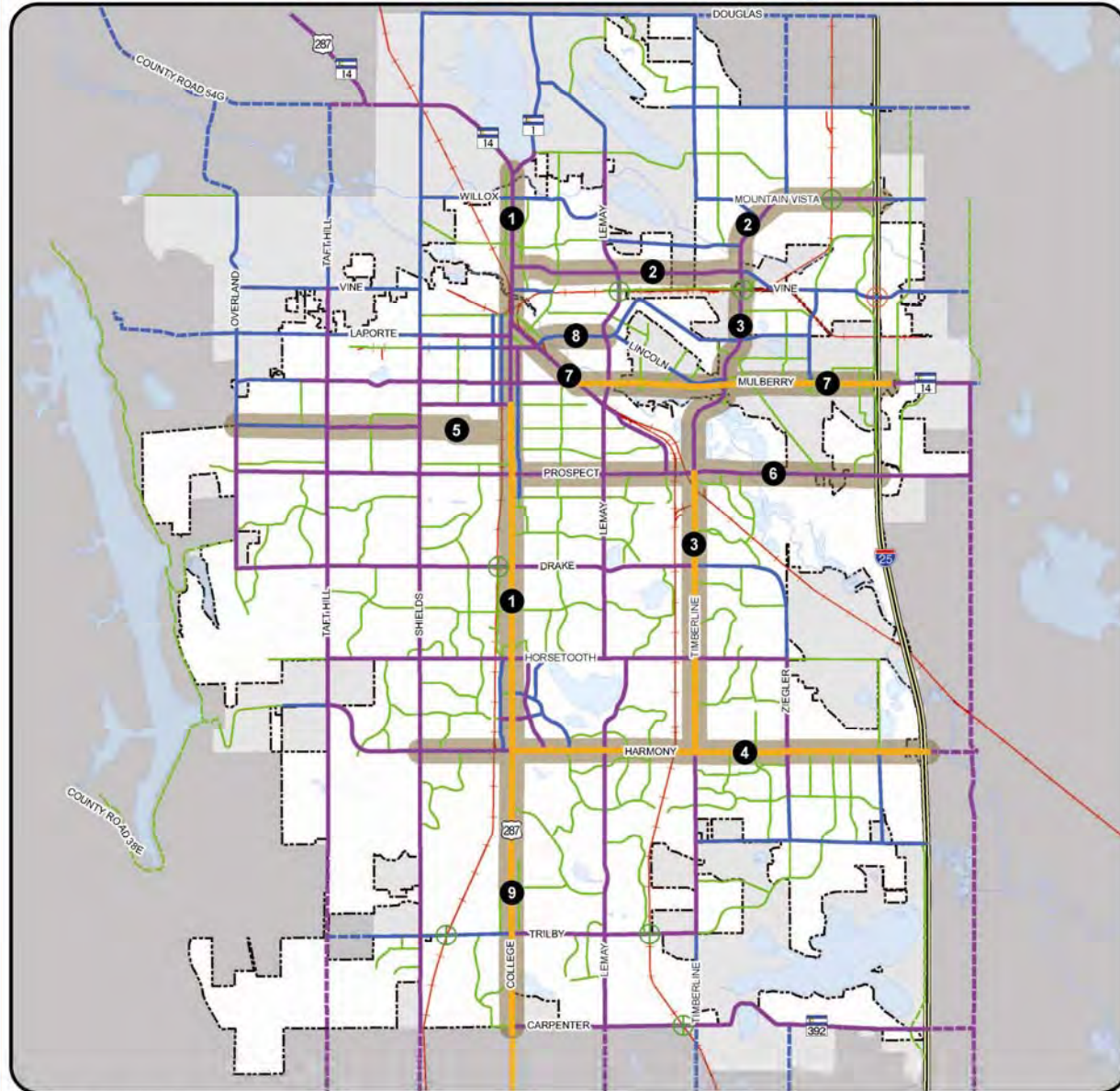
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Fort Collins
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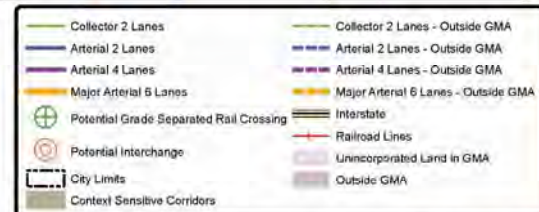
Adopted: March 17, 1981
Amended: February 15, 2011
Printed: March 04, 2011

Master Street Plan - Overlay Map



Context Sensitive Corridors

- 1) Mason/College Avenue Enhanced Travel Corridor
- 2) North College/Vine Drive Enhanced Travel Corridor
- 3) Timberline Road/Power Trail Enhanced Travel Corridor
- 4) Harmony Road Enhanced Travel Corridor
- 5) Elizabeth Street Enhanced Travel Corridor
- 6) Prospect Road Enhanced Travel Corridor
- 7) Mulberry Street/State Highway 14
- 8) Lincoln Avenue
- 9) South College/US Highway 287



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City of
Fort Collins
GIS

Adopted: February 15, 2011
Printed: March 04, 2011

Master Street Plan Overlay Map Descriptions

1. **Mason/College Avenue Enhanced Travel Corridor:** The Mason Transportation Corridor is a 5.5 mile north-south corridor serving the central core of Fort Collins. A multi-modal solution to long-term transportation needs linking the City's major activity centers, districts and existing multi-modal transportation system. The Mason Bus Rapid Transit project, Mason Trail, and improvements along College Avenue/US 287 are all part of this regionally-significant corridor and support economic development and environmental stewardship goals.
2. **North College/Re-aligned Vine Drive Enhanced Travel Corridor:** Residents and businesses have long advocated for better mobility within northeast Fort Collins and to the rest of the community. This corridor will provide connections to the Mason Bus Rapid Transit and Timberline Road/Power Trail Enhanced Travel Corridors (ETCs), as well as new higher density housing and a pedestrian-oriented commercial center. The majority of the corridor will be located along re-aligned Vine Drive, providing unique context-sensitive design and construction opportunities.
3. **Timberline Road/Power Trail Enhanced Travel Corridor:** This corridor provides significant multi-modal mobility along the east side of Fort Collins. Many residential and commercial neighborhoods built under the original *City Plan* are designed to take advantage of higher frequency transit service and enhanced bicycle and pedestrian facilities. This corridor also connects to the Harmony Road and North College/Vine Drive Enhanced Travel Corridors, providing a key north-south route.
4. **Harmony Road Enhanced Travel Corridor:** This corridor provides access to and from I-25 for much of south Fort Collins. In addition, employers such as AMD, Intel, Hewitt-Packard, and other large commercial and office users are located along Harmony Road. This future six-lane street, with a divided highway and larger building and sidewalk setbacks, presents a number of street design opportunities and challenges to create a vibrant and functional ETC.
5. **West Elizabeth Street Enhanced Travel Corridor:** This corridor was identified in the 2009 Transfort Strategic Transportation Plan and will provide a strong transit connection between the Mason Bus Rapid Transit Enhanced Travel Corridor, Colorado State University, the Campus West area, and the CSU Foothills Research Campus. Portions of the corridor have had enhanced bicycle and pedestrian facilities installed in recent years. Expanding these improvements and transit service corridor-wide will be beneficial to serve the western areas of Fort Collins and key activity centers. Special transit routing could be offered to Hughes Stadium for special events.
6. **Prospect Road Enhanced Travel Corridor:** Prospect Road travels east-west from I-25 to the heart of the community, providing access to residences, businesses, and natural areas. Colorado State University has designated this corridor as a primary gateway from I-25 to the main campus. With the variety of adjacent uses and sensitive environmental areas, as well as constrained right-of-way, street design must focus on providing multi-modal enhancements with minimal impacts to properties and residences along the corridor.
7. **Mulberry Street/SH 14 Corridor:** This future six-lane street is designated as State Highway 14 and a truck bypass route between Denver and Laramie. Frontage roads, a divided highway, and auto-oriented development (both in the City and Larimer County) make multi-modal travel a challenge. The City, working with the Colorado Department of Transportation and Larimer County, must coordinate to provide multi-modal travel options along the corridor.
8. **Lincoln Avenue Corridor:** The design of this two-lane street must accommodate a variety of unique commercial, industrial, and residential properties. Pedestrians and cyclists use Lincoln Avenue to access the Poudre River Trail, breweries, parks, and residences. Transit service between Downtown Fort Collins, the River District, and the Lincoln Triangle is also planned (Downtown Circulator). In addition, commercial and industrial businesses need safe accessibility for truck deliveries. Future development plans for the Link-N-Greens property will also have a significant impact on the final street design. With the variety of adjacent uses and sensitive environmental areas, as well as constrained right-of-way, street design must focus on providing context sensitive multi-modal enhancements with minimal impacts and support existing and future land uses.

Corbett Drive Public Input Report

FEBRUARY 15, 2011

PUBLIC INVOLVEMENT PROCESS

The Master Street Plan (MSP) showed an extension of Corbett Drive since at least 1998. Over the years, there have been concerns from residents about the impacts of the proposed connection to the English Ranch neighborhood and other subdivisions north of Front Range Village. Various boards and commissions and City Council have heard these concerns though the MSP was not amended.

This report is a summary and record of the public involvement process related to the proposed extension of Corbett Drive. Located north of Harmony Road, Corbett Drive is currently shown on the MSP as a collector street with an indirect connection to Paddington Road. The street has been partially constructed as part of the Front Range Village development. Public input was collected from November 2010 to February 2011.

City staff conducted an analysis of the proposed extension including significant public involvement. Please see Appendix E of the *Transportation Master Plan* for the full analysis.

Public Input Opportunities and Meetings

Residents had a number of opportunities to give input to boards & commissions, City Council, and City staff regarding the proposed Corbett Drive MSP alignment. City staff mailed a postcard to every residential and commercial property owner within the area noted on the map on page two. The mailing list was generated using the Larimer County Assessor's Office parcel database. In addition, a separate electronic postcard was distributed to businesses in the Front Range Village shopping center through the property owner, Bayer Properties.

The postcard noted that the City was examining the Corbett Drive issue as part of the Transportation Master Plan and Master Street Plan updates. All of the available ways to give input listed below were included on the postcard. Please see the attached copy of the postcard. Residents also distributed a flyer to homes combining information from the postcard and opinions about the proposed extension. The flyer did include a graphic showing a direct connection between Kingsley Drive and Corbett Drive instead of the indirect MSP alignment.

Online Survey

City Transportation Planning staff developed an online survey. The intent was to give residents and businesses an opportunity to reflect on their transportation needs and the proposed Corbett Drive extension. Questions were designed to provide a more nuanced view of resident and business opinions. Several questions were designed to be cross-referenced with each other to determine if opinions were consistent within the survey area. The survey was available from November 16 – December 10, 2010. As of December 10, 235 residential and 13 business surveys were completed. The survey questions and raw data are attached for reference.

November 22, 2010 Public Meeting

The City held a public meeting on November 22, 2010 from 7:00 – 8:30 PM at Linton Elementary School to solicit public input and answer questions. A total of 129 people signed in, though City staff estimates that more than 150 people were in attendance based on the number of handouts distributed. City staff from Transportation Planning, Traffic Operations, PDT Administration and City Manager's Office were in attendance along with Councilmember Poppaw. The meeting notes are attached for reference.

Email and Phone

Residents were able to send emails or call Matt Wempe, Transportation Planner at mwempe@fcgov.com or 970-416-2040. Mr. Wempe received 26 emails and 10 phone calls as of January 3, 2011. The emails are attached for reference.

Transportation Board

The Transportation Board held a number of public meetings to review the Transportation Master Plan, including the Master Street Plan and proposed Corbett Drive extension. A summary of the board's meetings and public input received is listed below:

- November 17, 2010: City Transportation Planning staff presented the draft Master Street Plan analysis. No public input was received.
- December 15, 2010: City Transportation Planning staff presented an update to the Master Street Plan analysis, including the recommendation to remove the proposed Corbett Drive extension. No public input was received.
- January 19, 2011: The Transportation Board scheduled an additional meeting to review the Transportation Master Plan and formulate a recommendation to City Council. No Corbett Drive related public input was received.
- February 7, 2011: The Transportation Board voted 10 ayes to 0 nays to recommend that City Council adopt the Transportation Master Plan and Master Street Plan (including the removal of the Corbett Drive collector street connection). The Board added several comments to their recommendation, including a statement addressing concepts for setting practices, policies, and philosophies that should only be modified for sufficient reason. No Corbett Drive related public input was received.

Planning & Zoning Board

The Planning & Zoning Board discussed the Transportation Master Plan, including the Master Street Plan and proposed Corbett Drive extension at several worksessions. The board does not take public input at worksessions. A hearing (with a public input opportunity) was held to formulate a recommendation on the entire Plan Fort Collins update. A summary of the board's meetings and public input received is listed below:

- December 10, 2010 (worksession): No opportunity for public input.
- January 14, 2011 (worksession): No opportunity for public input.
- January 20, 2011 (hearing): The Planning & Zoning Board voted five ayes to zero nays to recommend that City Council adopt the Transportation Master Plan and Master Street Plan (including the removal of the Corbett Drive collector street connection). No Corbett Drive related public input was received.

City Council

City Council discussed the Transportation Master Plan, including the Master Street Plan and proposed Corbett Drive extension at several worksessions. City Council does not take public input at worksessions. A formal hearing (with a public input opportunity) was held to consider adoption of the entire Plan Fort Collins update. A summary of the City Council's meetings and public input received is listed below:

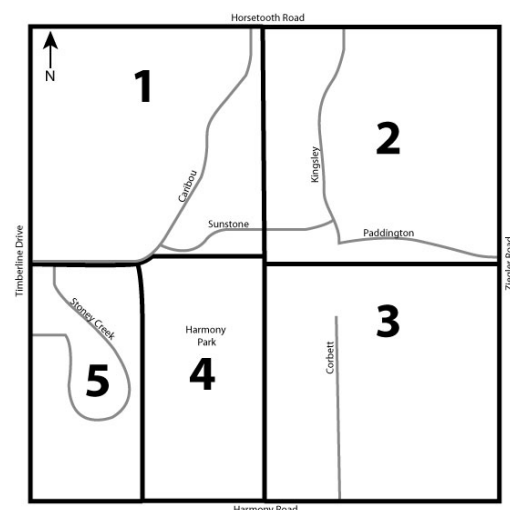
- December 14, 2010 (worksession): No opportunity for public input.
- January 26, 2011 (worksession): No opportunity for public input.
- February 15, 2011 (hearing): City Council unanimously adopted the entire Plan Fort Collins update, including the Corbett Drive amendment.

PUBLIC INPUT THEMES

Online Survey

The online survey was completed by 235 residents and 13 businesses. A variety of questions were presented in order for City staff to get a more nuanced understanding of the transportation needs and concerns in the area. The majority of residential survey respondents live in Area 2. All but two of the business survey respondents were located in Areas 1 and 3.

Survey respondents were generally concerned with negative impacts to traffic and child safety in the neighborhood.



Approximately 60 percent of residential respondents and 46 percent of business respondents use the existing bicycle and pedestrian trail south of Kingsley Drive at least once a week. In addition, approximately 36 percent of residential respondents and 38 percent of business respondents indicated they would use a street connection from the English Ranch neighborhood to Front Range Village and Harmony Road at least once a week.

Opinions regarding the potential Corbett Drive extension were largely negative as shown below. Resident and business respondents that selected an opinion “with conditions” noted issues such as additional traffic calming along Paddington Road and Kingsley Drive, lower speed limits, stop signs or traffic signals at Corbett and Paddington, and assurances that the street connection would not negatively impact walking and biking and the neighborhood’s character.

Chart 1: Residential Survey – Opinion of Corbett Drive Connection to Paddington Road

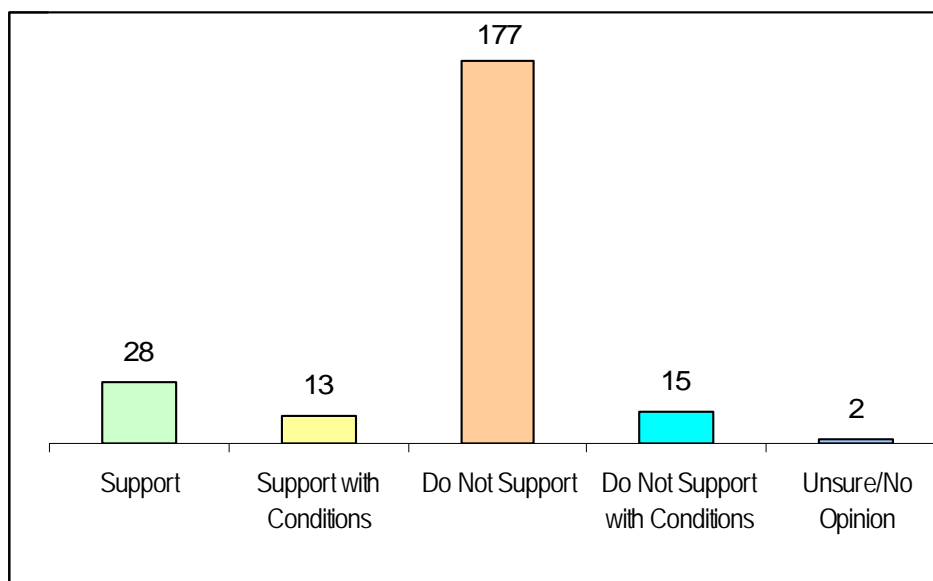
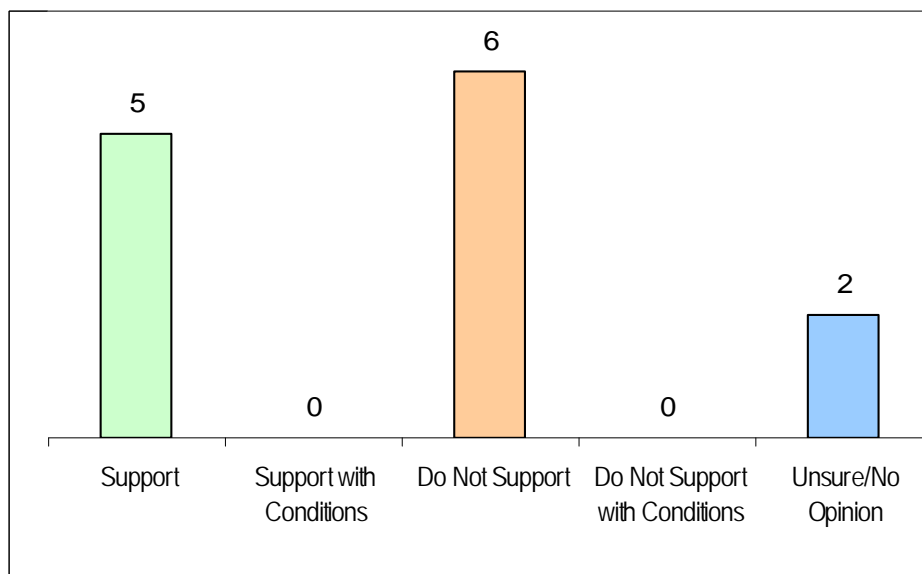


Chart 2: Business Survey – Opinion of Corbett Drive Connection to Paddington Road



The complete list of questions and report generated by the survey website are attached for reference. A brief summary of the comments received in response to Question 6 follows. Most survey respondents used this question to outline specific concerns with the proposed Corbett Drive extension.

Residential Survey

- Negative traffic impacts to the neighborhood (101 respondents)
- Concerns about child safety (62 respondents)
- Believe Corbett Drive will connect directly to Kingsley Drive (22 respondents)
- Concerns about safety in general (21 respondents)
- Speeding/traffic calming concerns (19 respondents)
- Negative impact to property values and neighborhood character (18 respondents)
- Told Corbett Drive would never connect (15 respondents)
- Traffic signal/stop sign requests (11 respondents)
- Traffic calming requests (11 respondents)

Business Survey

- Current access forces traffic onto Council Tree Avenue, presently accounts for 90 percent of my business (1 respondent)
- Easier walking and biking access to the library (1 respondent)
- Poudre School District would need to consider busing students within the English Ranch neighborhood or hiring crossing guards (1 respondent)

Email and Phone

Many of the same thoughts and concerns were addressed in emails and phone calls received by City Transportation Planning staff. The emails are attached for reference. A brief summary of the email and phone comments received is below.

- Negative traffic impacts to the neighborhood (15 respondents)
- Support the proposed Corbett Drive connection (4 respondents)
- Believe Corbett Drive will connect directly to Kingsley Drive (4 respondents)
- Concerns about child safety (6 respondents)
- Does not make financial sense (2 respondents)
- Negative impact to property values and neighborhood character (2 respondents)
- Told Corbett Drive would never connect (2 respondents)
- Traffic calming requests (2 respondents)
- Concerns about safety in general (1 respondent)
- Speeding/traffic calming effectiveness concerns (1 respondent)
- Front Range Village does not have a position on the street extension (1 respondent)

PUBLIC INPUT RECORD

- A. November 22, 2010 Meeting Notes
 - o Neighborhood Meeting Flyer
- B. Online survey questions
 - o Residential
 - o Business
- C. Online survey responses (report generated by surveypirate.com)
- D. Resident and business emails (as of January 3, 2011)
- E. Corbett Drive Paper – Abe Behr (Fort Collins High School)
- F. Corbett Drive Neighborhood Petition (submitted to the City Manager's Office January 6, 2011)
- G. January 19, 2011 Transportation Board meeting minutes
- H. January 20, 2011 Planning & Zoning Board meeting minutes
- I. February 15, 2011 City Council meeting minutes

Corbett Drive Public Input Meeting – November 22, 2010

Feedback Notes:

- 1998 - 2010 MSP
- Promised no street connections-trust factor
- Concerned that lied to previously
- No problems getting around now
- Don't understand need for Corbett
- Why not traffic control on Paddington? Do not want it
- What is projection if connected?
- What is definition if connected?
- What is definition of this neighborhood?
- What about cut-through traffic?
- Stop Sign at Paddington & Kingsley
- Is there support for this connection?
- Concern about outside traffic using it
- Since current traffic calming not working, how/why do next street?
- Where do we go? Ride bike and walk through neighborhood to Avago and to Front Range Village
- Need 2 lanes entering roundabout from Horsetooth to south bound Zeigler
- High school students not using roundabout correctly, 410/450 students walk and bike
- Linton big walk and bike in school. Safety concerns
- Edmond and Paddington concern with traffic calming not working

- Concern with design Paddington not meeting collector design standard
- What is methodology of collecting traffic data? When? How long? Ex: 24 hours
- Provide traffic data for when Paddington designed – what was it designed to serve? Are design improvements needed?
- Speeding traffic on Paddington and too much traffic
- Stop sign at Edmond
- Drainage concerns if street is built (stormwater)
- Use of bike path
- Convenience for street connection
- OK with driving around to get from neighborhood to shopping. Want to keep safer for bikes and pedestrians and students
- Concern with people using connection instead of Harmony
- Bike path supports travel by bike and walking for short trips
- Waste of time and money to put street in
- Why is this needed?
- May like option for short trips but very important concern for bicycle and pedestrian safety, especially children.
- Need to see tapes from prior City Council meetings
- Increasingly hard to make left turn from Kingsley on to Horsetooth. Concern for backing up traffic and safety
- Roundabout makes hard to get out of neighborhood because fewer gaps
- Joe Olson-option to signalize Kingsley, Paddington, Caribou? Traffic Operations reviewing.
- Need to study larger area and impacts
- Pedestrians trying to cross Zeigler at Paddington

- Signals needed today – especially for pedestrians/children. Signalized pedestrian crossing
- Developer deal with it in future
- No direct connection between Kingsley and Corbett
- Trust issues due to history; 15 years ago changed MSP alignment. RE: direct connection of Kingsley and Corbett
- Should put current info in writing frequently to keep message
- Fear of traffic will lead to fewer children being able to walk and bike
- Concern with high school drivers cutting through to restaurant
- What is City criteria for this? What will we do with this info?
- Backed up traffic at roundabout could cause cut through traffic
- Safety should be criteria
- What if 85% against and 15% support?
- Can this connection stay or go from MSP? Or is this a street going to be built? – Plan only
- Why is it still on MSP if no one wants it?
- When would it be built? With development (not before)
- What about money running out? \$75,000 is for traffic mitigation
- Triple bottom line analysis – trade offs for safety, environment
- High school traffic can get to school fine now, not need connection
- Concern with high school drivers to restaurants
- Concern with high school students on survey results – How to verify survey is property owners?
- Get data from traffic doing U-turns at cul-de-sac on north
- Two for; 148+ against.

- How is data weighted? Public opinion vs. environmental vs. developer?
- Want to keep neighborhood character, like it now. Like to walk/bike, keep neighborhood special, not do street
- What is timeline for council process? Slides on-line location/date/time of meetings?
- Concern with truck deliveries using this new street
- Has Front Range Village contacted CMO, Transportation Board about this connection? Diane Jones-Front Range Village not interested in connection. (per Melissa Moran, Bayer Properties)
- Concern with lower property values if street connection
- Concern with safety on Paddington. Too narrow. More bike and pedestrian traffic from neighborhood
- Not want to ride bike on path if street connector
- What is developer's point of view?
- Can developer not connect to Paddington?
- What land uses can be on developer's site?
- If take off MSP, what happens when development happens? Depends on developer's plan; land uses; traffic study
- When old and new Sunstone connected caused more traffic.
- Look at different width of Paddington
- Future mailings should be sent out earlier
- Kingsley and Paddington corner. People go down and turn around at end of cul-de-sac now so more concerns if connected

URGENT - This affects you and your family!

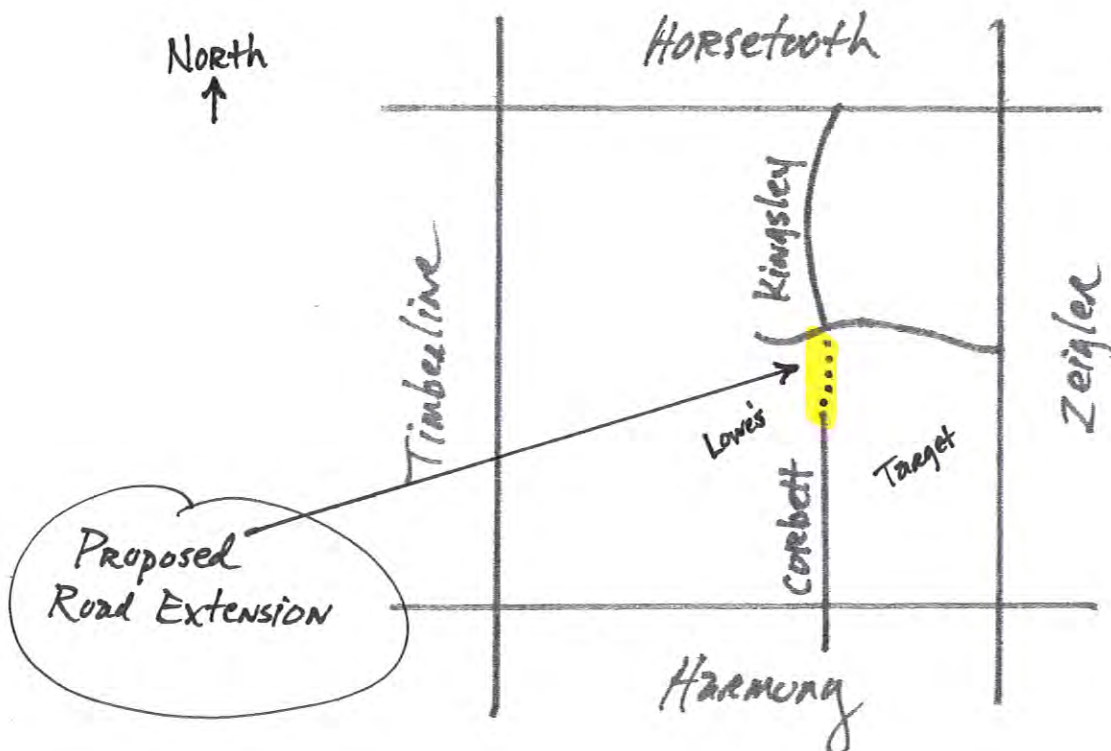
DON'T LET THEM BUILD A HIGHWAY THROUGH OUR NEIGHBORHOOD!

The city is proposing an extension of Corbett Drive from the Front Range Village shopping area which will connect right into Kingsley Drive! This will create a massive influx of cars & trucks driving between Harmony and Horsetooth roads and the Front Range Village, slicing right through our neighborhood. This will lead to:

- A heavy increase of vehicular traffic on our neighborhood streets.
- Decreased safety of our children as they walk to school and the park.
- Increased noise and exhaust pollution in the neighborhood.
- Our neighborhood will become less desirable, leading to more rental homes and shrinking property values.

Make your voices heard!

1. **Attend the public meeting, THIS Monday Nov 22nd** 7-8:30pm at Linton Elementary, 4100 Caribou Drive
2. **Complete** the online survey at fcgov.com/planfortcollins
3. **Call** the City of Fort Collins Traffic Operations at 970.416.2040
4. **Email** mwempe@fcgov.com

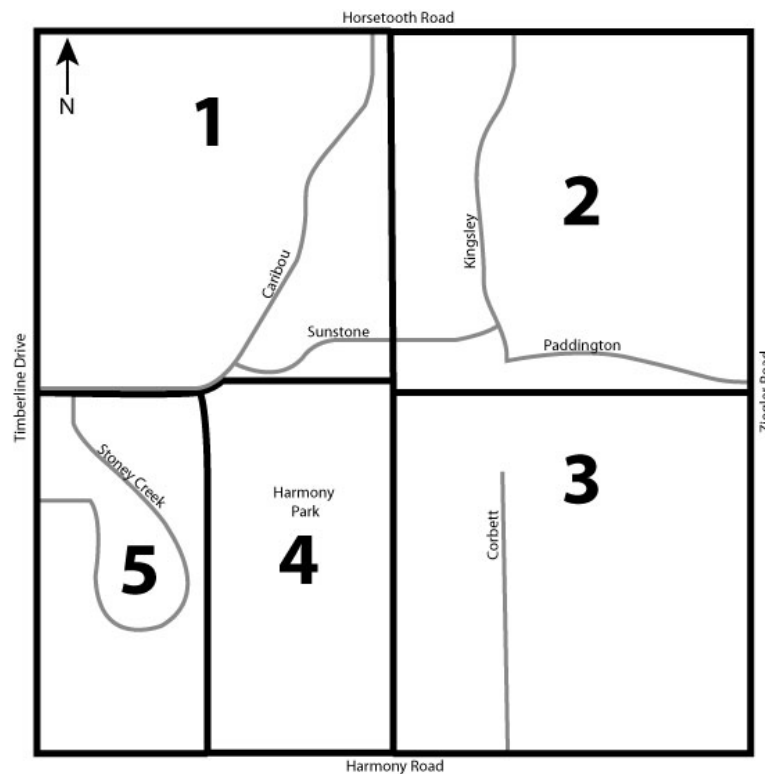


Corbett Drive – Residential Public Survey Questions

The City is examining the potential extension of Corbett Drive as part of the Plan Fort Collins/Transportation Master Plan update. The City's Master Street Plan currently shows a future indirect connection to Paddington Road.

Why does City staff need your feedback? We want to address any concerns about the potential future extension of Corbett Drive. The Master Street Plan is updated via a public process including review by the Transportation Board, Planning & Zoning Board, and City Council. City staff wants to provide the most accurate information possible in order to adequately address neighborhood concerns.

1. Please indicate where you live based on the map. *See the map at fcgov.com/Corbett (enlarged for clarity)*



2. What general direction do you travel for the following types of trips (i.e. if you work downtown, you'll generally travel northwest)? *If you combine trips, such as dropping the kids off at school before work, please indicate the general direction you travel to the first destination.*
 - a. Trip Types: Work, School, Shopping, Entertainment, Other
 - b. Directions: N, S, E, W, NW, SW, NE, SE
3. Do you currently use the bicycle and pedestrian trail connecting Kingsley Drive to Corbett Drive? If yes, how often

- a. Never, Rarely, Once a Week, Several Times a Week, Every Day
- 4. Would you use a street connection from the English Ranch neighborhood to Front Range Village and Harmony Road if provided? If so, how Often?
 - a. Never, Rarely, Once a Week, Several Times a Week, Every Day
- 5. What is your opinion of connecting Corbett Drive or a similar street to Paddington Road as currently shown on future street plans? *If you indicate conditions for your opinion, please see the next question.*
 - a. Support, Support with Conditions, Do Not Support, Do Not Support with Conditions, Unsure/No Opinion
- 6. Please feel free to share any transportation ideas or concerns you have about the neighborhood.
- 7. If you indicated a condition for your opinion in the previous question, please list them below (you don't have to answer this question otherwise).

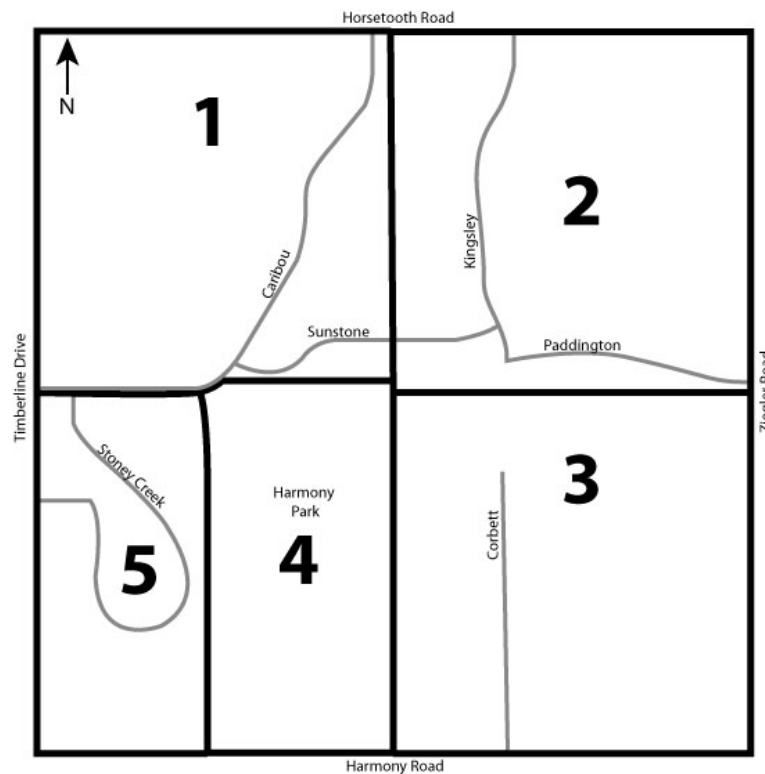
Thank you for sharing your thoughts! The City is hosting a public open house November 22, 2010, 7:00 - 8:30pm at Linton Elementary School (4100 Caribou Drive). Please feel free to attend to hear what your neighbors and the City think about the potential future connection.

Corbett Drive – Business Public Survey Questions

The City is examining the potential extension of Corbett Drive as part of the Plan Fort Collins/Transportation Master Plan update. The City's Master Street Plan currently shows a future indirect connection to Paddington Road.

Why does City staff need your feedback? We want to address any concerns about the potential future extension of Corbett Drive. The Master Street Plan is updated via a public process including review by the Transportation Board, Planning & Zoning Board, and City Council. City staff wants to provide the most accurate information possible in order to adequately address neighborhood concerns.

1. Please indicate where your business is located based on the map. *See the map at fcgov.com/corbett (enlarged for clarity)*



2. What main direction do your employees and customers travel from to reach your business? *Check all that apply*
 - a. Trip Type: Employees, Customers
 - b. Directions: N, S, E, W, NW, SW, NE, SE
3. Do your employees and/or customers currently use the bicycle and pedestrian trail connecting Kingsley Drive to Corbett Drive? If so, how often
 - a. Never, Rarely, Once a Week, Several Times a Week, Every Day, Unsure

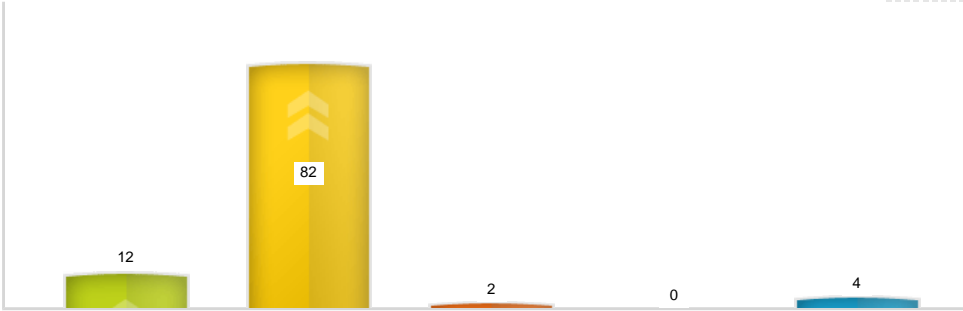
4. Would your business benefit from a street connection from nearby residential neighborhoods to Front Range Village and Harmony Road if provided?
 - c. Not Applicable, Never, Rarely, Once a Week, Several Times a Week, Every Day, Unsure/No Opinion
5. What is your opinion of connecting Corbett Drive or a similar street to Paddington Road as currently shown on future street plans? *If you indicate conditions for your opinion, please see the next question.*
 - a. Support, Support with Conditions, Do Not Support, Do Not Support with Conditions, Unsure/No Opinion
6. If you indicated a condition for your opinion in the previous question, please list them below (you don't have to answer this question otherwise).
7. Please feel free to share any additional transportation ideas or concerns.

Thank you for sharing your thoughts! The City is hosting a public open house November 22, 2010, 7:00 - 8:30pm at Linton Elementary School (4100 Caribou Drive). Please feel free to attend to hear what neighbors and the City think about the potential future connection.

Q01: Please indicate where you live based on the map

See the map at [fcgov.com/corbett](https://www.fcgov.com/corbett) (enlarged for clarity)

100%
235 Of 235
Respondents
answered the
question



A1	1	29	12.34 %
A2	2	192	81.7 %
A3	3	4	1.7 %
A4	4	0	0 %
A5	5	10	4.26 %

235 people have answered the question.

Q02: What general direction do you travel for the following types of trips (i.e. If you work downtown, you'll generally travel northwest)?

If you combine trips, such as dropping the kids off at school before work, please indicate the general direction you travel to the first destination.

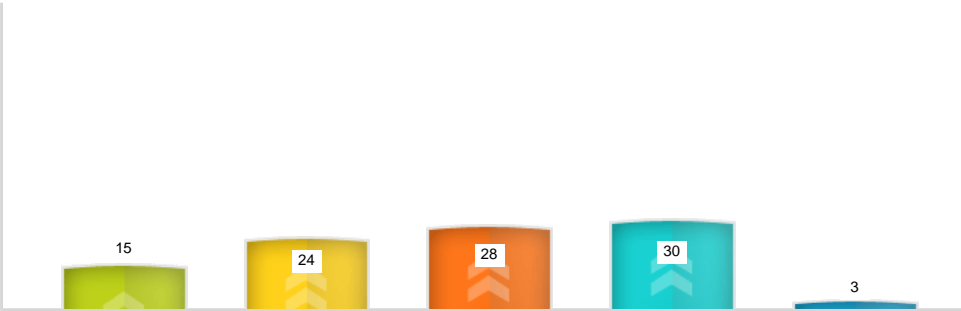
61%
143 Of 235
Respondents
answered the
question

	Work	School	Shopping	Entertainment	Other
North	27,3% (33)	11,6% (14)	31,4% (38)	19,0% (23)	10,7% (13)
South	18,2% (25)	11,7% (16)	46,0% (63)	15,3% (21)	8,8% (12)
East	28,8% (21)	9,6% (7)	26,0% (19)	9,6% (7)	26,0% (19)
West	14,7% (21)	22,4% (32)	25,2% (36)	22,4% (32)	15,4% (22)
Northwest	27,0% (34)	14,3% (18)	18,3% (23)	24,6% (31)	15,9% (20)
Southwest	10,0% (9)	8,9% (8)	26,7% (24)	38,9% (35)	15,6% (14)
Northeast	12,5% (4)	3,1% (1)	21,9% (7)	6,3% (2)	56,3% (18)
Southeast	39,0% (30)	10,4% (8)	19,5% (15)	14,3% (11)	16,9% (13)

143 people have answered the question.

Q03: Do you currently use the bicycle and pedestrian trail connecting Kingsley Drive to Corbett Drive? If yes, how often?

100%
235 Of 235
Respondents
answered the
question

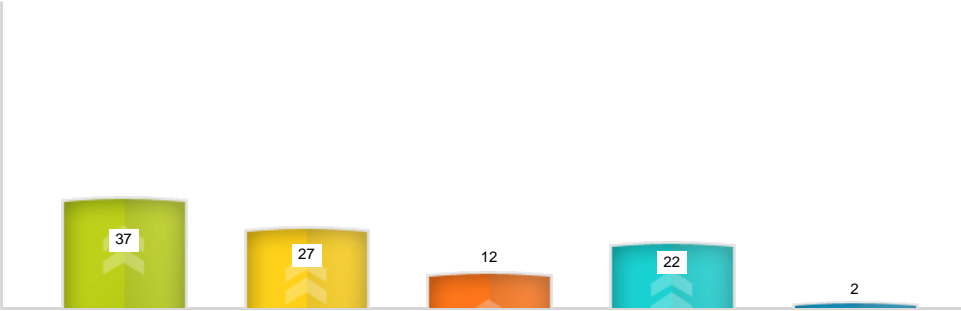


A1	Never	36	15.32 %
A2	Rarely	57	24.26 %
A3	Once a Week	65	27.66 %
A4	Several Times a Week	70	29.79 %
A5	Every Day	7	2.98 %

235 people have answered the question.

Q04: Would you use a street connection from the English Ranch neighborhood to Front Range Village and Harmony Road if provided? If so, how often?

100%
235 Of 235
Respondents
answered the
question



A1	Never	88	37.45 %
A2	Rarely	63	26.81 %
A3	Once a Week	28	11.91 %
A4	Several Times a Week	52	22.13 %
A5	Every Day	4	1.7 %

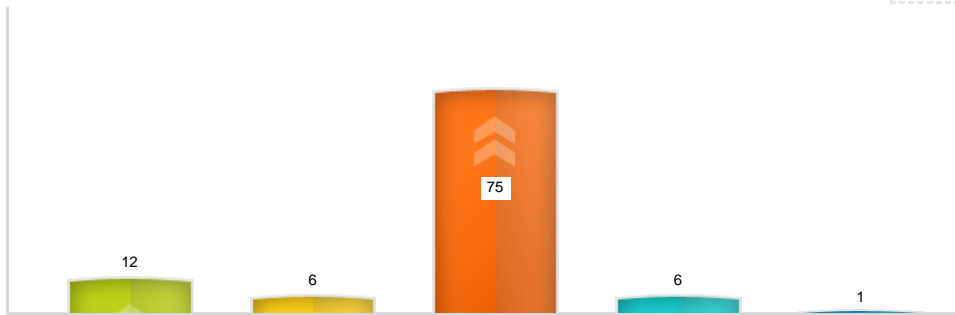
235 people have answered the question.

Q05: What is your opinion of connecting Corbett Drive or a similar street to Paddington Road as currently shown on future street plans?

100%

235 Of 235
Respondents
answered the
question

If you indicate conditions for your opinion, please see the next question.



A1	Support	28	11.91 %
A2	Support with Conditions	13	5.53 %
A3	Do Not Support	177	75.32 %
A4	Do Not Support with Conditions	15	6.38 %
A5	Unsure/No Opinion	2	0.85 %

235 people have answered the question.

Q06: Please feel free to share any transportation ideas or concerns you have about the neighborhood

77%

181 Of 235
Respondents
answered the
question

A stop light is needed at the intersection of zeigler and paddington. this is a very dangerous intersection which is heavily traveled by children and adults to school and shopping. living very near to kingsley, folks already drive extremely fast endangering lives of every pedestrian on the street. additional sidewalk should be added along the north entrance into target (from zeigler to corbett). this would allow folks to safely walk along this section of road.	1
Again... safety for kids, worries about noise, concerns for beauty (and nature... i know a family of foxes lives back there, and we get an occasional deer), and being pedestrain/bike friendly. maybe you should remove that filthy trailer park instead, and let that be the thoroughfare!!	1
An extension of corbett drive to kingsley could become a short- cut to trauf elementary and preston junior high schools from horsetooth road. kingsley is a pretty quiet street right now, and i'm not sure how people along that street will deal with the increased morning and afternoon traffic volume. is this really necessary?	1
Aren't we strapped for money? why add a street that is unnecessary, unneeded, and unwanted? you add this street and everyone will get hip to the shortcut and traffic becomes a big issue. do you want 10x the traffic in your neighborhood? we have enough pedestrain problems in the neighborhood with people walking in the street rather than the sidewalk. and my favorite gripe is baby strollers in the bike lane. sheesh!	1
As a resident of english ranch i'm very concerned with connecting kingsley to corbett drive. this will drastically increase traffic through our neighborhood which is unsafe for our children walking to and from the park and school. this will also decrease our property values in the neighborhood. it is more than easy to drive down horsetooth to ziegler and enter front range village off of ziegler. please do not connect kingsley to corbett and cause major traffic through our nice neighborhood!	1
Bad idea!!!!	1
Cars already don't mind the speed limits here, and there are many children. this is a bad idea.	1
Concerns: increased traffic, child safety, property value	1
Concerns: safety & property values, don't want the neighborhood quality to degrade	1
Connecting corbet drive to paddington (or allowing any road to connect through) will greatly increase traffic in the neighborhood by people who don't live in our neighborhood. this increased traffic puts more kids at risk and will increase disturbance at night. if we want to make access more convenient to the shopping complex then it should be a large bike or foot path but definitely not a road.	1
Connecting corbett to paddington will create a greater safety issue for the neighborhood, especially for the school children. at the neighborhood meeting on 11/22, the city gave no compelling reason to connect corbett dr. to the neighborhood. many good reasons for not making this connection were expressed at the meeting. we need no additional access to the shopping center.	1
Connecting to paddington will increase traffic on kingsley. it will become a "through street". we have children crossing that street to school, soccer practice, to play at the park, etc. very dangerous for what little convenience it would add. also would lower property values in english ranch especially for those that live close to kingsley. a better use of money would be to put a traffic light that would respond to a vehicle at paddington and zeigler. please do not connect a road to english ranch.	1

Connecting up corbett will cause a huge increase in the traffic through the neighborhood. if you want to connect corbett up without causing huge increases in traffic through the neighborhood: you need to have it go north past lowes and target, then go east (almost to ziegler) then turn an go west as far as it can go and then go north and connect up to paddington. the would create a disincentive for anyone who does not live in the neighborhood to drive through the neighborhood.	1
Corbett drive is already easily accessed by harmony and zeigler. i would hate to see kingsley as a busy connecting road, as well. the bike path provides a nice, safe, pleasant connector between the two.	1
Corbett should not be extended to kingsley ct for the following reasons: 1.we were assureddd that this extension would not be made to kingsley ct, but rather may be extended east of the patio homes. this is why we bought in this location. this "assurance" was made in the fall of 2003 and repeated several times in meetings since. 2. kingsley ct is too narrow to be considered for this extension. 3. kingsley ct is a cul-de-sac, which is not designed as a "through" street. 4. safety for the residents who must back out onto kingsley ct from our garages. 5. safety for the msany families from the english ranch community, who use kingsley ct for recreational walking to the front range village. 6. this has not been the "city's master street plan", whatever thst may be. 7. what about the big trucks that service big box stores at frv? do we want them driving through our neighborhood streets? sincerely, dick berg, 4051 kingsley ct.	1
Danger to children playing in the park near the school and crossing kingsley on the way to school and back is of greatest concern.	1
Don't connect corbett to paddington because it'll increase our traffic even more. we're a residential neighborhood not an arterial thoroughway and we don't want the additional traffic. sunleaf court asked for a "dead end" street sign because so many people thought it connected to caribou. (they use stonebridge/caribou/sunstone to travel through the neighborhood.) we get a lot of traffic on stoney creek from the strip shops on harmony and we'll see even more if you open corbett to paddington. people will use our neighborhood to avoid harmony by using caribou and stoney creek. it already sucks to live here because of the "upgrade" to the harmony/timberline intersection so don't make it worse. we don't want more traffic, more noise, more congestion.	1
Driving out to ziegler road only takes a few minutes longer, and should be a sufficient alternative to drivers.	1
Earlier in the survey, you could only select that you travel "south" or "north" for one of the five selections so the data from that question will not be accurate. you can't select that you travel south for work and south for entertainment.	1
English ranch has many young children in the neighborhood. people already drive too fast on kingsley thinking there is a shorter way to the front range village. continueing corbett on to kingsley would make our neighborhood less desirable, louder and less safe. we moved into this quiet, safe neighborhood and wish it to stay that way. zeigler provides adequet room for traffic. i don't see why people can't drive one more block to get to target. the bike trail is nice and it provides a safe way for my family to get to the village.	1
English ranch park is heavy usage mainly bike and pedestrian. paddington drive already has speeding traffic issues...note the routine police camera boxes. sunstone drive also has speeding traffic issues...i get free signage from the city to slow down traffic as they pass from the older sunstone dr. neighborhood to the new. the speed bumps by the park and into the subdivision would not be enough to slow down traffic to protect our dogs, children, families, sports teams, etc. besides lying to us when we agreed to have the front range village built, the city's holding of an open informational meeting at the start of thanksgiving break on the evening of a broncos shows complete lack of understanding of the makeup of this neighborhood and it's foot traffic patterns and current traffic concerns.	1
Excessive speeding on east/west streets from zeigler road to kensington	1
Extending corbett drive would be absolutely terrible for our neighborhood in english ranch. it would increase traffic into an otherwise relatively quiet neighborhood. it also would bring more use to english ranch park which is a very small neighborhood park. it would bring more trouble and noise to an already small park that is bordered directly with lots of homes (unlike other city parks). also, the current pedestrian path over to the target shopping area is wonderful for families. it allows us to use our cars much less and make frequent trips to the library. it has been a great way for the kids to get exercise without being by the busy streets. please do not extend this street. it would be just awful for the families. it would not be good for the businesses either because they would lose the customers who walk and bicycle over from our neighborhood. thanks for asking for good opinions from those of us who live here and will be most affected. it's good to know you are making decisions with as much information as possible.	1
Extending corbett will be the beginning of the demise of the neighborhood due to traffic cutting through our quiet community: houses on kingsley will decrease in value, likely become rentals, these negative conditions will seep into the rest of the neighborhood - i am very concerned and do not support corbett connecting to kingsley.	1
Extending corbett wouldbe an excellent way for me to get to front range village and would cut my drive significantly. i understand why the people living at the extension won't like this, especially on the cul de sac harrington ct.	1
Extension of the street will divide the neighborhood and make it unsafe for our children to walk to school and english park.	1
Fort collins needs to keep their neighborhoods a safe place for children to walk and bike and making a connection to a shopping center will not allow for this.	1
Front range village has more than enough access roads currently, so we don't need the corbett connection, at a time of severe economic malaise!! connecting with corbett would also reduce pedestrian and biker safety with heavy trucks and shopper traffic that would ensue please disabuse yourselves of this project. it is totally unnecessary, and we do not want it!!	1
Having increased traffic from front range village would be horrible for our neighborhood. it would create too much traffic and would prohibit kids from playing outside. the road runs right next to a park and also intersects several school crossings. i would never support increased traffic through our family neighborhood. front range village already has at least 3 major entrances/exits--putting another one in a residential neighborhood would be negligibile.	1
Having this road into english ranch would be a mistake. there are already 2 major roads (ziegler & timberline) that have access to horsetooth road from harmony. students from fort collins high would be rushing through a residential area to get to lunch at front range village, they would be driving right past a park and walking distance to linton elementary school. numerous children walk to and from school and need to cross kingsley. kingsley would become a major race way to get from harmony to horsetooth. the city wants to promote out door living and bike riding, but all this road does is give lazy people a chance to cut 1 min of a drive. its not needed or wanted. we were told when this development was going up there would be no connection to english ranch. please hold to you promise.	1

<p>Horsetooth and ziegler are in need of traffic calming due to frequent excessive speeds and a high volume of streaming traffic. we can no longer use the cross walk at ziegler and paddington due to the radical increase of traffic since the roundabout opened. a light or a crossing-light that turns red is necessary. we are very worried about the children who continue to cross there. please do not connect kingsley through to the shopping center. our quality of life is quite eroded by the vast traffic now taking horsetooth and ziegler for their commutes and shopping. the cross walks on kingsley are respected tentatively at best. there is a school on the other side of them. rarely do drivers stop and obey them.</p>	1
<p>I adamantly oppose the plan due to the fact that it will have many negative impacts on our neighborhood. the traffic going through our now quiet neighborhood will be horrific. the housing prices will decrease due to busy street, safety of children who play in street will be threatened and it's a very child friendly neighborhood. it will essentially turn into a n/s 'mini horestooth road'. i do not want this 'highway' built through our neighborhood.</p>	1
<p>I am completely opposed to connecting corbett drive into our neighborhood in any way! we currently have two major streets that feed into our neighborhood now. we do not need any increased traffic from corbett. for years we have asked the city to put in more speed bumps to slow the traffic we already have and the response has always been no...we don't have any money for that. now you're telling the residents that you have enough money to build a road. we don't want a road that connects to our neighborhood. as residents we have completely enjoyed have the pedestrian path. it's encouraged people to walk and ride their bikes. it's quicker for us to ride our bikes to frv rather than drive. isn't that what as city planners you want? we have many children that walk to linton elementary everyday. it is a walking feeder school. currently we have cars that do not stop at the designated crosswalk. if you put another path for cars to cut through to front range village the traffic will only increase. you are setting up a child to be hit by a car. i attended all the planning meetings when front range village was being planned and we were told if we agreed to having this in our backyard that there would never be a street connecting to our neighborhood and now you are trying to slide in a meeting hoping the neighborhood won't notice. shame on you to plan a meeting right next to a holiday when you know people won't be able to attend. i will be there to voice my opinion an so will my neighbors, but if you truly wanted the neighborhoods opinion you would also hold another meeting when everyone can attend. this is not showing the "choice city".</p>	1
<p>I am concerned about any increased traffic and noise. i feel that increased traffic on kingsley would have safety concerns.</p>	1
<p>I am concerned that the increase in traffic on kingley will make it dangerous for children going to elementary school and all those using the park.</p>	1
<p>I am confused as to why this is being brought up again. it was brought up previously and there was a lot of resistance to it, so the walking path was installed instead. why is this being revisited again? i would expect a large amount of traffic to flow down kingsley to lowe's, etc from stone ridge and other areas to the north. most neighborhoods have very indirect paths between major thoroughfares. but, the corbett to kingsley connection will be a straight shot between horsetooth and harmony. i travel on ziegler between harmony and paddington at least 4 times per day on workdays and i see a lot of cars using the truck entrance near target to go north on ziegler. i suspect if there was a way to travel through english ranch (corbett to ziegler), many of those cars would choose that route instead. this street would become a major traffic conduit to front range village. unfortunately, this street also must be crossed by many small children to get to linton elementary school as well as the neighborhood park.</p>	1
<p>I attended some of the planning meetings for the front range village development adn remeber clearly that we were assured by city officials that there would not be a through street into the neighborhood. why has that assurance changed?</p>	1
<p>I believe a corbett connection would cause increased traffic to negatively impact the neighborhood, and i do not support the proposed connection. i don't want increased traffic on kingsley where many children (including my three) cross to access linton elementary school and english ranch park. i don't want home values to decrease in english ranch. i would not oppose a corbett connection if these concerns would be unlikely occur. but we are talking about a fairly straightforward connection between horsetooth and harmony. it would likely be a slower route than ziegler but we can reasonably predict that kingsley and corbett will frequently be used as a shortcut between horsetooth and harmony for traffic unrelated to front range village.</p>	1
<p>I believe that it is a horrible idea to connect kingsley and corbett.</p>	1
<p>I believe this would cause too much traffic and noise in english ranch and pose a safety issue for children and adults that use the park on paddington. this would also significantly decrease the property values of the houses near kingsley. i moved to the area i did to get away from traffic and noise.</p>	1
<p>I do not want to get traffic from the neighborhoods north of horsetooth coming down kingsley to go to the shopping center. i live at 2701 stockbury drive, (just across from the park) and traffic speed has been a problem helped by the bumps, but more traffic will definitely add noise and safety issues for the children. i'm not sure the driving ease is worth the extra traffic.</p>	1
<p>I do not want to increase traffic through the english ranch neighborhood! this is a terrible proposal.</p>	1
<p>I dont want any more traffic in my neighborhood. period!!!!!!</p>	1
<p>I feel opening up colbert to paddington would encourage folks to cut through our neighborhoods and put children at risk. we all have easy access to front range village from ziegler and harmony. we don't need the added traffic that this extension would cause.</p>	1
<p>I feel there are sufficient entrances and exits...sometimes i pull out from the target exit not at the light and during busy periods its tough to exit..there may need to be something like an extended middle turn lane there. there is also more speeding down ziegler since the rotary and connected road to timberline went through also more trucks. not sure if these can be limited..</p>	1
<p>I have concerns about transportation for children getting to school who live on the east side of kingsley. if you connect the road, it will only encourage reckless drivers who want to avoid the roundabout at horsetooth and ziegler. also, there is the safety question. who is going to pay for the school busses and the increased traffic regulation were this to go through? we are. the residents of this neighborhood. and i really don't want to pay for it. in fact, i'm pretty sure my fellow residents and my car will thank you for fixing the railroad crossing on horsetooth just west of timberline along the power trail because there are some serious road hazzards there. please pay attention to the up keep of the roads and not to trying to further access to a shopping district through a residential neighborhood when the shopping district has more than enough access.</p>	1
<p>I have never heard anyone say anything about why the city is even considering this. there is absolutely no upside to putting this road through. zeigler has already turned really busy since the shopping center opened. why can't the traffic use zeigler?</p>	1
<p>I have observed many semi-trucks and passenger vehicles looking for a shortcut between english ranch (horsetooth) and the front range shopping center (they turn around when corbett ends at the shopping center). this increased traffic through the neighborhood will cause increased noise to the houses ajacent to kingsley drive and will pose a safety concern to kids going to linton elementary and the park.</p>	1

I have several concerns about this proposed extension. you are talking about putting more traffic in a neighborhood which will cause property values to decline and will also cause a safety hazard for the many, many children who live in english ranch. this is totally unnecessary! ziegler is just a very small distance (maybe 2 blocks) from your proposed street connection to paddington. if this connection goes through, you will have people speeding through english ranch neighborhood on both paddington and stonehaven. again, this is completely unnecessary. ziegler, which is a major street and does not run right through the middle of a neighborhood! we do not want to see our neighborhood become unsafe. we do not need to increase traffic into and out of english ranch! just use the existing ziegler, which is so close. our children will not be nearly as safe when they are crossing kingsley. more traffic equals more potential danger to children and pedestrians.	1
I live on sunstone drive between sunstone way and kingsley. even with the speed bump at sunstone way and the stop sign at kingsley, many cars approach 40 mph on this short stretch. the only way we have found to get cars to slow down is to have many cars park in the street - on both sides. unfortunately, this also limits driver vision and there is a real danger of having children jump out between the cars, potentially getting hit. cell phone use only makes the issue worse - the driver is on the phone in at least half of the vehicles i see going by. we often use the bike path to go to the shopping center. many cars heading south on corbett, thinking it is a through street, hit 30 to 40 mph before they find they have to turn around. i am concerned that extending corbett with a direct connection to kingsley will result in people moving in excess of 40 mph. the current speed bumps on kingsley appear to be only a minor deterrent to high speed travel. pedestrians in the neighborhood will be much safer if traffic is forced out to ziegler or timberline. at a minimum, corbett should not connect directly to kingsley. if there must be a neighborhood connection, i prefer the current plan to a direct kingsley/corbett connection.	1
I oppose connecting kingsley to corbett. this would create a dangerous crossing from the elementary school to the neighborhood. traffic would be heavy with cars driving students to trout elementary, preston junior high, kinard junior high and fossil ridge high school. the increased volume of the school traffic along with the very high volume of shoppers to front range village would slice the neighborhood in 2. the pedestrian path from the residential area to the shopping/dining area is well used and supports fewer car miles within our area. currently i ride my bike to front range village to run errands, i would not do that with heavy traffic. a reason to live in my neighborhood would be gone. when the shopping area was under consideration this was a concern of mine and i was assured that this would not happen. please do not connect horsetooth to harmony through our neighborhood.	1
I shared them in the previous comment field. but why would you spoil a wonderful neighborhood with mall traffic?	1
I think it would be a good idea to extend the road. we, english ranch, will have faster, easier access to the shopping center without having to go the larger and more traffic ways of timberline and ziegler. it will also help lower the traffic on those roads.	1
I think the traffic influx of cars and trucks on the proposed corbett extension will be intolerable and create a safety hazard for bicycles and pedestrians	1
I think there is no need to connect corbett drive and kingsley or paddington. ziegler is only about 1/2-1 block further east and is already a main thoroughfare. constructing a through street would increase safety risks for children in our neighborhood due to the increase in traffic. our kids currently cross kingsley at least twice a day to get to and from school and i am concerned with the thought of increased traffic in this area. i also feel like this would greatly decrease our property values as well as the opportunity for resale. our house backs up to kingsley and we already have had concerns regarding resale due to many people's desire to avoid a backyard that backs up to a busier street. connecting corbett to kingsley would make that problem much, much worse. two of our kids also go to school at trout which is just off of corbett and, while a through street may be more convenient in the mornings to get them to school, it would definitely not outweigh the detrimental aspects of this proposed project. i would much rather go 1 minute out of my way than deal with the increased traffic and risks associated with this extension. in addition, as a family we utilize and greatly appreciate the bike path connecting our neighborhood to front range village. we frequently walk and/or ride our bikes to visit the shopping center and would hate to see that amenity taken away.	1
I think this connection is a bad idea as it will increase the traffic in our neighborhood. increased traffic loads will decrease the safety around the highly used english ranch park. i do not want to worry even more about my kids going to the park to play! the way i see it is this new extension will only be a convenience to the neighborhoods north of horsetooth and zone #1 residents. the people north of horsetooth can easily get to front range village off of ziegler and the residents in zone one can use the bike trail as they are not very far away. overall i think the cons outweigh the pros for this addition and strongly recommend not proceeding with this connection!	1
I think we probably need a traffic light at paddington and ziegler. it seems to be a somewhat dangerous intersection.	1
I would be very angry to have cars directed through my neighborhood to get to front range village. it would increase traffic so much. i have much concern as there is an elementary school and park with children so much of the time. when we bought our house, we bought in english ranch because it was in a convenient location, but did not have major streets going through the development. i appreciate that there are major roads surrounding the neighborhood to make it convenient to go around the subdivision-not through!!!	1
I would like to see the street remain as it is and not put a road into the english ranch neighborhood, but if a road must go in i would like to see the plans as they are now. (i.e. not having corbett directly connect into kingsley)	1
I would love to see corbett connected directly to kingsley as i believe this would free up a great deal of traffic on ziegler which, during rush hours in particular, can get extremely busy and difficult to get off of or on to because of the round-about at horsetooth and ziegler. however if i lived directly on kingsley i'm not sure that i would be as enthusiastic	1
If an additional access road is needed, it would make more sense to consider connecting to carabu through the mobile park area.	1
If corbett were to be connected to paddington, a light would need to be installed and bus transportation for school age children might need to be considered.	1
If the extension is made, speed bumps on paddington should be evaluated. also, if there is a significant increase in traffic on kingsley, a traffic light or roundabout should be added at horsetooth. an evaluation of a traffic signal at ziegler/paddington should be investigated.	1
If the street is open the neighborhood will not be safe for the kids and everyone and will not be so quiet as it is now.	1
If the two streets are connected a light might be needed at kingsley and horsetooth because that traffic is becoming constant making left turns tricky.	1
If we provide a way to cut through our neighborhood that connects horsetooth and the mall, we will be adding much more traffic next to the park and near the school, putting our neighborhood children's lives at risk.	1
I think that it is a great idea because we would not have to deal with the traffic on ziegler to go to the shopping mall and it would be much easier to access by foot or bicycle as well.	1

I'm concerned about all the children traveling to linton, bus stops or fort collins high school with the increased traffic through the neighborhood. even just people walking their dogs or taking their children to the park like i do when i'm babysitting sometimes. even with the cross walk that might not be possible if the traffic increased.	1
In addition to already stated concerns to children safety and home value depreciation, concern of increased noise and exhaust pollution.	1
Increase traffic on paddington and kingsley.	1
Increased traffic into a neighborhood that houses and elementary school is not a good idea. if this were to become a main street then the school district will have to provide bus transportation to the children who live within walking distance from the school mainly for safety concerns. this is a pleasant neighborhood and by adding this connection between the streets it will make it fairly unpleasant to live in with the increased traffic and people thinking they can just speed on through the neighborhood and by-pass the roundabout at horsetooth and ziegler.	1
It is a neighborhood and we do not need additional traffic going through from people that do not live there	1
It is safe and easy to connect to ziegler from english ranch neighborhood. no need to increase traffic with a park and elementary school in our neighborhood.	1
It makes no sense why the road should be connected! paddington rd. currently has too many folks driving too fast on the road. if the two roads are connected there will be an increase of traffic from horsetooth along kingsley! it seems that the master plan was designed poorly and should have accounted for the neighborhood that has a neighborhood school! how many neighborhoods in fort collins have such access roads to a busy location? after living in this town for over 30 years, i will be disappointed if this plan is approved.	1
Kingsley has two major crossing areas where children have to cross to the park or elementary school. connecting the road makes that even more dangerous. with the road connected the city would be spending even more money that they do not have. so increase costs and decrease safety and go back on your word of not building the road. many ride their bikes in this area and traffic flow would jump significantly to include heavy trucks that get lost. leave the shopping traffic on harmony, ziegler, and not in the neighborhood. ft. collins allows brags about being so community friendly. so live up to that and do not build that connecting road.	1
Kingsley is a wide open street that already suffers from uncontrolled speeding. luckily, only peopl who live in our neighborhood travel it, so the problem is limited. if you connect kingsley to front range village, it will become a much busier street that will no longer be safe for walking to the park, school or other neighborhood activities. the benefit is far outweighed by the cost to the family friendly and safe neighborhood we currently live in. i am actually not sure what the proposed benefit would be. i suppose to give people in our neighborhood more direct access to shopping at front range village. we already have very quick access by foot or bike, and honestly the drive is very short and so not worth having traffic diverted from timberline and zeigler running through our neighborhood. please know that when front range village was built, each neighbor we have, including ourselves, feared that the eventual plan would be to divert traffic off timberline and zeigler through our neighborhood. each neighbor we have consistent contact with is definitely against this extension. it would impact our safety, freedom and massively impact our finacial situation. front range village has been a great addition, but if you change a collector street into a substitute for a major artery, we will lose our home values and no longer be a desireable neighborhood of fort collins. we will turn into a strange collection of houses trapped between three huge streets. my husband works in transportation, so we deeply appreciate the need for better, safer streets that allow people access to all that fort collins has to offer. i believe that the people of fort collins already have more than adequate access to front range village and that the corbett extension would serve few residents for its intended purpose, but would kill our neighborhood. please feel free to contact me for any clarifications or questions. melissa lambrecht 2618 newgate ct. fort collins, co 80525 970-689-3378	1
Kingsley was not designed to handle the traffic a harmony to horsetooth connector will carry. speed limits and speed bumps don't slow the traffic on kingsley now. this plan will make it even worse! we can get to the shops easily enough from ziegler. the english ranch park has a lot of elderly dog walkers from the neighborhood that would be at risk. this plan is absolutely ludricris!	1
Leave the corbett design alone. it is the commitment of fort collins. keep your word!!! it is the best for the neighborhood. it is the best for the children.	1
Make sure there are multiple speed bumps similar to the ones already on kingsley as they keep the traffic from turning into a race track.	1
Making kingsley into corbett a through street would be unsafe for teh neighborhood. with the quantity of kids moving accross that street for school, going to the park, afternnon practices everyday of the week. traffic already comes through there at speeds well over 40mph all the time.	1
Many children in the neighborhood that walk to the school and park. the increased traffic would pose a danger to our children.	1
Map doesn't indicate where corbett would connect with paddington. in any case i suspect the increased traffic would be unacceptable in this residential. the current access roads are all off main streets and it should stay that way.	1
My concern are the children in our neighborhood walking to linton elementary or the park. adding an additional connection to our neighborhood will increase unnecessary traffic with cars speeding through a residential area to get to a main thoroughfare. please don't do this!!!	1
My concern would be the decrease in safety for children and the increased noise and pollution to the neighborhood.	1
My family and i moved here 3 months ago, and have been very impressed overall with how fort collins has managed growth. i love being in the english ranch subdivision because its got such a nice neighborhood feel. i think putting this proposed extension in will ruin this feeling for me as i live about 2 houses away. i don't think it will take long for this route to become heavily travelled, and greatly increase the chances of a car vs. child accident.	1
My house backs up to kingsley, and it seems busy enough...	1
None	1
One of the things i love most about english ranch is the safe, active lifestyle. you can always find kids and families out for a bike ride or walk. my concern is safety. by adding yet another street we increase the risk of someone getting hurt. the neighborhood does not want this street. please take it off city plan!	1

Paddington and sunstone have become dangerous streets for pedestrians, especially children as they are used more and more as cut-through paths for those coming from timberline / horsetooth area. my feeling is that connecting the shopping center in this way will increase the traffic considerably increasing the danger. in particular, it would open up a path from horsetooth down kingsley for the northern neighborhoods rather than bringing them down ziegler. please keep the shopping center traffic on ziegler, harmony, and timberline outside of english ranch. the current paths to the shopping center are not inconvenient and a more convenient path is not necessary or desired by me or the neighborhood. thanks for listening.	1
Paddington and ziegler intersection is dangerous for pedestrians. it is also difficult for drivers to make left hand turns onto ziegler due to the heavy volume of traffic.	1
Paddington has serious traffic and speeding problems that need to be addressed. we suggest a light or flashing yellow light, at the least, be installed at the intersection of paddington and ziegler. it has been noted that motorists do not slow down for pedestrians at this intersection and it appears that the city is waiting for a fatality to occur before any serious action is taken. concerning the connection from corbett to english ranch, there is no need for this connection to connect the sollenberger property to ziegler. in fact, since this property owner doesn't even know what he wants to do with his property, why are you considering any road through his property at this time? when this property owner finally decides how he wants to develop this property, you might consider a direct extension from corbett to ziegler, but not to english ranch. the hidden ponds subdivision east of ziegler, which is an identical situation to the sollenberger property, has one road that connects directly to ziegler and doesn't connect to the woodland estates or hp. we suggest you use this as your template for any further road construction on the sollenberger property.	1
Please do not give in to scare tactics about traffic safety, etc. do the right thing for the entire neighborhood and city, and build this connection.	1
Please do not make this road connect. it is a safety issue. encourage people to do the healthy thing which is to walk - if you live in the neighborhood walking is easy enough. allowing the road to connect will only increase traffic from others who do not live in the neighborhood and will put children at risk every day. please do not allow this.	1
Please don't mess with what is working just fine right now. for sure if corbett is extended a traffic light will be needed sooner rather than later at kingsley and horsetooth, leading to more expense and unnecessary congestion in the area.	1
Please see previous answer...need speed bumps, crosswalks and any other measure to protect pedestrians & cyclists.	1
Please see previous comments which list out the safety issues i feel are not being addressed by such a road installation. to reiterate those safety issues they are; increased safety hazard to students walking to linton elementary due to increased traffic on kingsley (cutting thru the neighborhood from horsetooth to front range village or to avoid congestion on the roundabout at horsetooth and ziegler). increased risk to drivers entering horsetooth from kingsley (may of whom are less experienced fchs students returning from front range village at lunch). increased traffic pressure at paddington and ziegler. i am fully against this idea and feel it is a poor use of money at a time where the community is under financial stress.	1
Putting this road through will certainly cause traffic to speed even more and increase in our neighborhood. drivers on kingsley are going by english ranch park and are on a road crossed by many school children walking/scooting/biking to and from linton. lets not kill the kids!	1
Require a stop sign for corbett traffic where it would meet paddington.	1
Safety safety of children going to/from linton and the english ranch park. automotive traffic through english ranch, particularly heavier traffic on streets other than kingsley that are not designed for heavier use.	1
See previous comment.	1
See previous comments	1
See previous page.	1
Shoppers in cars should stay out of neighborhoods. access the wonderful stores without traveling through our neighborhood.	1
Sorry i wrote my concerns on the previous question. bottom line...we have a safe and quiet neighborhood. we have adjusted to the major building that has been done to develop front range village. our childrens safety is a major concern and we feel that there is no purpose for this road to connect. i think we deserve a walk path/trails and park in this area.	1
Speed of traffic on paddington road has been measured - however adequate measurement would be to watch from our house daily (without a police car or sign slowing people down). it would be more effective to spend the funds on a light on ziegler and paddington and to add bike lanes on paddington. all items we were told the city didn't have the money to cover - it seems this is not a good use of funds.	1
Stop lights needed at horsetooth and kingsley and paddington and ziegler.	1
Street cannot connect to kingsley	1
Sunstone dr has many, many children of all ages that live on it. it also has a cut-through to get to linton elementary. i live on sunstone and it is all ready busier than i would like. if corbett were to go through, my street would become much busier, and, i feel, way less safer for all of the neighborhood residents, children and my own 7 and 5 year olds. i would not be happy about it. i imagine all the high school students would use it as a short cut before, during and after school, and they all drive so fast. there are speed bumps on the street but i see a lot of people barely even slow down for them, they would not help. please do not do this.	1
That it would put more traffic in our neighborhood .	1
The activity in the park after 10:00pm thru early morning hours concern me.	1
The bike/walking path is great as it allows access but keeps additional traffic on a small through street to a minimum as people are not using it as a cut through.	1

The city of fort collins is already unable to control traffic through the neighborhood. every day i witness speeding and failure to yield at traffic signals. during peak traffic, it's already difficult to make a left turn out onto ziegler or horsetooth from the neighborhood. this is in the opposite direction that a connector to harmony village would provide and i feel would make the problem worse by increasing traffic through the neighborhood. i also think that fort collins should be promoting green alternatives, we don't need to drive everywhere, and when we do, we shouldn't be promoting cutting through neighborhoods. the existing walking/biking path is heavily used. providing a driving path is likely to encourage people to opt to drive instead of walk. once you've decided to drive, it takes 10 seconds to take the bypass out to ziegler. i really don't think the convenience factor is worth the risk to the neighborhood.	1
The current streets are designed to prevent drive-through traffic. opening this road up would be an open invitation to so many folks to take this short cut. it would dramatically impact the intimate feel of the neighborhood.	1
The current trafficon paddington is not controlled well by the city. this is a residential area and many car arezipping along at 50mph. if this traffic can't be controlled, adding a through street to corbett would only make the traffic situation worse. an extension of kingsley through to corbett would encourage truck traffic to the mall and the roundabout on corbett is not large enough to handle trucks. the map the city has laid out shows a zigzag in the street off corbett. to me this signals poor planning and a waste of taxpayer money. corbett should not be extended to the english ranch community.	1
The english ranch neighborhood would be severely and negatively impacted by the increased through traffic if this road were extended.	1
The entrances to the shopping center from ziegler and harmony are fine. they are convenient and come off major streets so neighborhoods are not options to cut through. please do not do this.	1
The extension of corbett drive would ruin the integrity of the neighbor and devalue the properties. this is a big mistake, our neighbor isn't designed for the this kind of traffic.	1
The extension of corbett would definitely increase traffic on paddington and kingsley and would create a major safety issue for children walking to linton school and to families using the park. it would also be a violation of trust since residents of this neighborhood were led to believe that this type of extension would not be made.	1
The extension of kingsley to harmony will be great.	1
The increased traffic into the neighborhood will harm the quality of life for the residents. in addition, there are a number of children in the neighborhood who ride bikes and play, and their safety will be at risk.	1
The land where the street is proposed formerly belonged to our hoa. we were told if we conveyed the land to the city of fort collins the city would erect a foot path for pedestrian traffic only. now, it sounds like the city is planning on road for vehicular traffic. sounds like a classic bait and switch. i'm concerned that this road would result in a large increase in traffic from cars passing through the neighborhood to short cut traffic lights. i see little benefit to residents of the neighborhood--we already have good access to the shoping center, but i do anticipate harm as increased traffic will present a potential safety hazzard for our children crossing kingsley to and from school.	1
The neighborhood traffic speed limit (25) is too fast. the speed limit should be 20 and more speed bumps (skinnier ones, not the crosswalk width size) need to be added to "collector 2 lanes" paddington and sunstone drive, as well as a 4-way stop created at sunstone drive and sunstone way because traffic does not yield to pedestrians at this intersection correctly. the skinnier speed bumps could be placed at the spots where the mailboxes are and the shortcut from linton on the curved part of sunstone drive. i fear a street connection between paddington and front range village would bring an unwanted increase in traffic on paddington, kingsley, and sunstone drive, as well as an increase in vandalism and crime. zeigler works fine for auto traffic traveling to and from english ranch. there is no need for an unwanted street between english ranch and front range village, especially in these tough economic times. please don't waste funds on an unwanted and unnecessary street.	1
The neighborhood was not designed for the extra traffic; families on paddington and kingsley would be adversely affected. children who live east of kingsley and who attend linton elementary would also be affected by the traffic when going to and from school. i fear the property values would decrease in neighborhood, and i don't see an upside: there are already 4 entrances to front range village (3 major) that adequately serve the shopping center.	1
The rotary at horsetooth and ziegler already makes it extremely difficult (and dangerous at times) to get in and out of this neighborhood due to the continuous flow of traffic. the last thing i want is additional traffic cutting through here. when the shopping area was originally proposed we were promised a road would not connect directly or indirectly to the shopping area due to safety concerns (we are on a park and a school).	1
The rotary placed at ziegler and horsetooth makes exiting english ranch very difficult a good majority of the day. to create another road into english ranch that would exit on horsetooth would cause excessive on kingsley which would potentially necessitate installation of a traffic light shortly thereafter.the question i have is what is the reasoning behind considering this? with a school and park right on kingsley wouldn't the additional traffic be a concern.	1
The stonehaven road is already very busy and my children and others play and walk to school (linton) there are already several ways people can enter the mall area without putting a road in. my property would also depreciate.	1
There are many reckless drivers in our neighborhood (english ranch) currently and adding another through street in the english ranch would increase the amount of drivers and proportionally the reckless driving. many children and parents cross kingsley going to and from school at linton elementary as well as to and from the park. i am one of those parents and i do not want to see an increased risk of accident potential along kingsley. please do not connect corbett to kingsley.	1
There are too many children in the english rance neighborhood going to and from linton elementaey school and english ranch park (crossing kingsley) to justify increasing the traffic load. it will also increase the number of parents that drive their children to linton further increasing the traffic load. all in all this is a bad idea.	1
There is already enough traffic on kingsley and paddington. my children and i often bicycle on or across these roads to go to the park or front range village. connecting corbett would only add to the traffic and make the situation more unsafe. there is no need for a connector since anyone who lives north of frv and south of horsetooth can easily walk or ride rather than take a car. it is disappointing that you pick the monday before thanksgiving for this public meeting - many people including myself will be out of town that week.	1
There is an extemely high volume of pedestrian traffic in the area of the proposed extension that would be adversely impacted by vehicle traffic. there is also adequate access to fr village and harmony road without this proposed extension. spend street funds on other projects that are truly needed.	1
There is more than enough access to harmony village and businesses to the west via harmony, zeigler, and timberline. there is absolutely no need to put school children and elderly at risk with the increase in traffic this would create.	1
There is no need to connect corbett and paddington	1

There is not need to connect the neighborhood with a street to front range village. the bike path has already increased vandalism/petty crime along kingsley, paddington, and sunstone drive near the path exit/entrance on kingsley. it would bring unwanted additional traffic to the neighborhood as i regularly see cars using the current turn-around where corbett currently deadends in front range village. i am concerned this will bring additional unwanted traffic and crime to our neighborhood.	1
There is too much traffic on paddington and sunstone drive already. sunstone drive is very dangerous for children walking to and from school. sunstone drive and paddington speed limit should be 15 miles per hour. to help insure the safety of children walking to and from linton elementary there should be stop signs at sunstone drive and sunstone way as cars rarely wait for pedestrians to cross, and even worse, one side will stop and the other direction will not. also, there should be more speed bumps along sunstone drive and paddington. there should be a speed bump at the shortcut from linton elementary to curved sunstone drive as many children ride there bikes or spint into traffic. if corbet goes through, sunstone drive should be blocked for auto traffic at the intersection of sunstone drive and sunstone way, only allowing bike and foot traffic.	1
There needs to be a light at ziegler and paddington. this would not disturb the neighborhood and greatly increase safety. the walking trail to the front range village is one of the most appealing things about this area. it is great for the dogs,it's quiet, and a continuation of the road would destroy that.	1
There should be a traffic light at paddington and ziegler. there should be a sign on southbound kingley at paddington that "cross traffic does not stop." (lots of near misses) fix up the entrance to the walkway fromkingsley ct. to the shopping center so it looks nicer. i live on the se corner of paddingon and kingsley. i assume that any road access will not be straight through our kingsley ct. cul-de-sac.	1
There should not be a connection made between the current shopping center and the english ranch neighborhood. this is a family neighborhood with many small children. many of us really enjoy walking to the shopping center along the current path. we have even bought little wagons to take shopping. why would you want to encourage more driving? if you connect the shopping center to our neighborhood you will be encouraging more drivers to cut though our neighborhood on kingsley. kingsley borders a park and is the main street crossed by our children when they walk and bicycle to school. this street already has two large speed bumps installed to reduce the speeds some attempt to drive on kingsley. don't make it worse!!!! additionally, the roundabout on ziegler and horsetooth has caused an increase in the difficulty of getting into and out of english ranch. due to the fact that there are no real breaks in the flow of traffic, as would have been the case if a traffic light were installed, it is a real challenge at peak traffic times to get in and out of our neighborhood. funneling more traffic into our neighborhood will increase this problem. the intersection of zeigler and paddington is getting increadibly conjested as a result of the roundabout on horsetooth and zeigler. no additional traffic should be funneled into english ranch. a light should be installed at paddington and zeigler. a more global view of traffic impact should be taken when making the decision to install roundabouts. the insallation of the round about appears to have had unexpected consequences to traffic patterns on kingsley and horsetooth and paddington and ziegler. if you keep raising taxes and keep jacking up our traffic we will move elsewhere, but perhaps that is your goal :) please find ways to cut costs and leave our neighborhood alone!!! what about the elderly who have purchased homes on what they understood to be a culdesac. do you think they want to now own property at the entrance to a shopping center? why is the city wasting time and tax payer money on stuff like this? if you really want to fix traffic in this area, give people a more direct path to i-25 instead of routing them all to zeigler and harmony via timberline and drake. how about funneling people to prospect and making it a real choice for i-25 access.	1
They already have speed bumps in on kingsley near the park because this road is too busy. there are children crossing this road constantly. the little children play soccer in the field right next to the road. it is much too dangerous and there is no need to build this road through the neighborhood. people can easily go 5 blocks west to timberline or 5 blocks east to ziegler.	1
This connection was discussed with our builder before we purchased our house on kentford road 15 years ago. we were assured that discussions with the city and the builder indicated that no pass through would be made from corbett. if my memory serves me correctly, this was a point of discussion when the new front range mall was in the planning stages. at that time residents strongly indicated they did not want any connection to corbett through english ranch. the connection will adversely affect the safety of residents, especially children, who frequent english ranch park. additionally, the city has strongly stated there would not be any signal lights on horsetooth road along english ranch. traffic is already difficult during the high peak times in the morning and afternoon. this connection does not provide any benefit to ease passage to the mall area. my reading of the move is that the city of fort collins is responding to future developers who need an access road in the area behind lowe's in order to develop the land, and the city is moving in that direction to accomodate developers over safety for the english ranch area. i see this connection as a back door approach to street development that has previously been rejected by english ranch residents. as a user of the park in the area on a daily basis, i forsee a significant increase in traffic along kingsley which will negatively impact safety around the park. already many drivers ignore the raised sidewalks and signage indicating safety procedures for residents crossing to/from the park. this connection is not in the best interest of english ranch.	1
This extension is not needed as the traffic is flowing nicely on zeigler. i do not see the need to put increased traffic flow into a neighborhood and then requires a left had turn onto horsetooth road with no signal. please remember there is a neighborhood park and two cross walks that see a lot of usage, not just when school is in session. i am opposed to this expansion. this extension also decreases traffic flow through the comercial area, less "window shopping" which retailers would oppose.	1
This extension of corbett to paddington is a terrible idea. it would only increase traffic through english ranch, by a park and school when there are currently viable primary roads ready to handle this traffic. you just put in a round-a-bout at horsetooth and ziegler for this traffic heading north from the shopping center. people would see this as a short cut to horsetooth down kingsley. instead of routing people down the primary roads, you would be routing them thru a residential neighborhood. many children walk to elementary school thru the english ranch neighborhood. don't put them at more danger with this increased traffic that is certainly not necessary.	1
This is a good neighborhood for walking, running and biking, and we don't need additional automobile traffic.	1
This is a horrible, unsafe idea. there are two significant safety issues that aren't being addressed: young children crossing kingsley to go to linton elementary twice a day, and turning onto horsetooth from kingsley and what it would do to increase traffic flow. kingsley is not a main road and it should not be a main road! it is not an advantage to anybody and would cost fort collins money that we don't need to spend - it makes absolutely no sense. fchs kids would have to deal with the increased traffic as they walk to school, as well. do not extend corbett to kingsley!! do not generate a main road through a neighborhood!	1
This is a neighborhood. your will be destroying the cachet of english ranch. it is great the way it is now to access the mall taking ziegler.	1
This is absolutely the wrong decision for our neighborhood. the residents do not want this project. please listen to us and spend the money else where or save it for other needs.	1
This is an excellent idea. the sooner we have this connection the better. we'll be able to access front range village without having to leave our neighborhoods. the only downside is the cost. the city shouldn't be spending this money at this time.	1

This is not safe!!!! it will not increase the number of people shopping there, it will just increase the amount of traffic in the neighborhood and make it unsafe for kids. people already speed in the neighborhood, and adding increased traffic to the area is not a good idea.	1
This is the city that just before the election told us they would have to cut police and fire positions, have layoffs, and stop assisting the elderly because you were broke. now you have surplus funds for a totally unnecessary street? are you just like every other city that lies to its citizens? i'm quickly believing we can't believe a word you say! i would say fix the problem roads you have. hire more police to fight the serious gang & drug problems we already have. that is much more important and necessary than a street that will duplicate the travel on ziegler, less than a block away.	1
This issue has been raised many time, when the development of front range village was in progress, our neighborhood strongly verbalized our feelings against linking corbett to kingsley or paddington. i still feel it will be a detriment to my neighborhood as the cut through traffic will be significant. timberline and ziegler are sufficient cross throughs, please don't allow a through street in the english ranch neighborhood connecting it to front range village. ronie jalving	1
This proposed extension would cause an unnecessary increase in through traffic to a road adjacent to a park - this would cause a safety concern for the children of the neighborhood. there is no purpose to this extension - seems like an egregious waste of money.	1
This road should definately not be connected into the english ranch neighborhood. we have a very high amount of pedestrian and bicycle traffic crossing kingsley to get to linton elementary and the english ranch park. this traffic consists primarily of children. their safety should be our top priority.additionally, the city told it's citizens that the road would not connect when they had development meetings for front range village. i certainly hope that now that the city has gotten the development that they wanted, that they will follow through on their word to not connect shopping center traffic into our peaceful neighborhood.	1
This road will hurt our property values, endanger the children in our neighborhood and cause families to move. i do not support this change!	1
This will cause a huge amount of problems in our nice neighborhood, we have a neighborhood school located right across kingsley. this would cause a huge amount of traffic and danger to our kids and neighbors. our neighborhood is currently sought after and our housing values have stayed stable. if this extention goes through, housing values will drop, it will be more dangerous to live here and it will become just a renters place to live. cars will not slow down through our neighborhood, they will turn from horsetooth going 40 and continue going 40 down kingsley onto corbett, then cut through to get to harmony and vice versa. if this extention goes through we will have to move. why is this being visited again, when we have already fought this and said we don't want it? i like the bike path, as we often walk or send our kids to target, it really convenient, but if it turns into a road it will be devastating to our neighborhood! the current system is fine for those who access the shopping center, why is there another push now?	1
This would only continue to downgrade our neighborhood & especially paddington rd.the traffic on paddington has continued to increase & speeds increase matching speeds on horsetooth & harmony.the city traffic dept & police dept will not do anything about the speeding on our street.it is ridiculous to have a through street from a large shopping center directly into a residential area.you cannot find one example of this in the denver/metro area where we lived for 19 years.we have live on paddington for 10 years & the traffic & speeding has increased every year with the city doing nothing.residents on paddington do not let their children play in their front yards because of the traffic because if they ever stepped into the street they would be done for.i have seen side by side drag racing on our street but you couldn't get the police to do anything about it. the traffic & street dept. says that speed bumps do not do any good. but the american assoc. of traffic engineers website has many studies saying that speed bumps do slow traffic down. since the front range big box center has opened traffic has increased substantially along with noise, air pollution, light pollution but the city continues to think that they can get more pie out of a single pie because there are new but not different stores there. if any direct road is built to connect to paddington or kingsley, we will me moving out of fort collins and taking our sales tax with us.	1
Timberline and ziegler are designed and intended for the traffic to the front range village shopping center. corbett would draw additional traffic from travelers wishing to avoid lights on those roads, causing additional traffic in my neighborhood. the additional traffic would threaten my kid's lives, as well as others in the neighborhood. it would increase speeds on local streets, the city would then need to spend money to increase speed reduction controls including lights, speed bumps, stop signs, law enforcement, etc. please do not waste money building something that will be detrimental to my neighborhood! if you do, you will have to spend additional money in an attempt to mitigate the impacts of building the road which can only truly be done by closing it. i often shop at lowes and target, and having the direct road on corbett could possibly benefit me personally. it would shorten a 5 minute drive to 3 minutes. i would rather drive down paddington to ziegler and around than deal with the increased traffic in my neighborhood. as it is right now, it encourages people in my neighborhood to walk to the shopping center which reduces traffic, reduces pollution and encourages a healthier lifestyle. additionally, connecting corbett should primarily only benefit my neighborhood based on the area it would serve. unfortunately, i think it would provide an unpatrolled/ unchecked thoroughfare for people coming from other parts of town and wishing to bypass the traffic on timberline, ziegler and harmony (which by the way were designed for the higher traffic volumes), thus increasing volume and speeding through my neighborhood. i do not wish to have a high speed bypass running directly through my neighborhood. finally, students attending linton elementary school primarily walk to school. a large number of these children live east of kingsley/corbett, and can pretty safely walk to school right now. how many of these kids would be killed crossing the street before a light would be put in or a crossing guard would be paid and provided. in conclusion, i believe that connecting corbett would cost the city money and would be detrimental to my neighborhood with very little or no benefit. the costs far outweigh the benefits. again, please do not connect corbett.	1
Too dangerous due to increase traffic. use the money that was to be spent on this for traffic light on zeigler and paddington. this intersecstion is extremely busy now because of the extra traffic at the shopping center.	1
Traffic increase on kingsley	1
Traffic is already bad from the school. so now more vehicle traffic & more noise. this will be unsafe for children & school in area. not to mention the park. we will loose our quiet neighborhood, that we moved here for. also our property values could go down. crime could go up. so i ask why ? to me that is 6 great reasons not to extend corbett drive	1
Used wrong box, see previous. a bad idea! please do not let this go through!	1
We already have easy access to north and south streets by timberline and ziegler. it was our understanding that when front range village was built corbett would not be extended and we do not want it extended. it will cause traffic in the area and there are too many children.	1
We already have non-residents speeding down our residential 25mph streets, recently killing a cat in front of our house...we do not need any more added traffic to our neighborhood. please leave the trail as it is, a bike and walking path only!	1
We already have too much traffic traveling too fast on kingsley. this would just make it that much worse.	1

We do not need a connector into english ranch. this is a great neighborhood and should not be accessed as a through street. i believe that the city should focus on the "repair" of streets throughout the city not creating new ones right now.	1
We do not want this additional traffic coming through our neighborhood. it is not safe for children.	1
We do not want this extension built. we love the bike path between paddington and front range village. its really safe for kids and families love it. please leave it as it is, please don't build a street. this is our humble request. thank you for listening. rupa, 2602 paddington rd.	1
We feel this is a very safe neighborhood for walking and biking and would like to keep it safe.	1
We feel this would increase the traffic in our neighborhood, especially making it dangerous for the kids to cross the street to go to linton elementary school. we feel zeigler road ties our neighborhood into the business district of target shops very well, and this is not needed. we also feel it would make our neighborhood less desirable and this was not the intent the planners had when they built this neighborhood and park and school. this was stopped once and should be stopped again for good.	1
We have a lot of traffic on kingsley, i am a little concerned that even more people will try to cut through the neighborhood.	1
We have two preschoolers that will soon be attending linton elementary. we live on the east side of kingsley, and need to cross kingsley to walk to school. we also frequently use english ranch park, and walk our kids across kingsley almost daily. we absolutely don't want extra traffic traveling through our neighborhood directly crossing those paths. we feel that it would greatly endanger the safety of the children not only going to school, but also to english ranch park. we don't think it matters that the city is billing the connection as "indirect" - there will be people that will find the way through, learn it, and use it. we in english ranch currently have very easy access to front range village by using ziegler or harmony roads. we don't feel that we are inconvenienced in any way during our drive to front range village - in fact, we feel that our current route is more direct and a better travel system than any cut-through connection that would be placed through our neighborhood. we can't imagine that any benefit to linking our neighborhood streets into the shopping center would exceed the costs of doing so - costs both monetary and also in safety for the residents of our neighborhood. we also feel that the city planning department should consider the fact that the area of land where front range village now sits used to be zoned for businesses, not one of the largest shopping centers in our city. if the connection was slated at that point in time before the re-zoning, it makes more sense - travelers to the businesses would not have created the same frequent constant traffic pattern that a street connection to a shopping center would likely create. but now the connection plan seems outdated and unnecessary since there is already easy and quick access into front range village shopping. overall, we definitely do not support the extension of corbett drive and hope that it will be dismissed from the plan.	1
We love the quietness of riding our bikes down kingsley to the park and bike trail. we do not want the road to be a thoroughfare for shopping traffic. there are other means of getting to shopping from ziegler and harmony. please do not turn our neighborhood into a traffic pattern!! it would ruin it!	1
Well, i already stated my opinion: i think it is a bad idea and will only add to cut thru traffic on our street. we sometimes have cars speeding down our street in excess of 40 mph, which on a 25 mph is alot. i know for a fact that neighbors have moved off of paddington due to this risk. we have asked the city for speed bumps, etc. and been told they are not effective or some other such excuse (and if that is the case, why then are they placed in other locations?). the bike trail we have now works just fine and promotes bicycle and pedestrian access to front range village...even in colder weather. i guess the bottomline is this: the city will need to convince local residents that it is a good idea for reasons other than the fact that it is on the master plan. sincerely, orin ryssman 2814 paddington rd. fort collins co 80525 970-229-9505 oryssman@gmail.com	1
When the proposal for the front range village was on the table, we were assured that there would be no street connecting our neighborhood to the shopping center. this is what we agreed to, because any street connecting the english ranch to the front range village would increase the traffic through our neighborhood from people wanting to shortcut the traffic on horsetooth and ziegler roads. if that road goes in, we have been betrayed and thrown under the bus! this would be a pretty sure indicator that cannot trust our city officials...that they are merely making promises to appease the masses. i vote no on the extention of corbett to paddington, kingley or anywhere else in our neighborhood.	1
When we purchased our house a couple years ago we found it appealing to have access to the new shopping center without having the added traffic burden of living on a through street. over the last two years we frequently enjoy walking or riding our bikes down to library, grocery store or many restaurants. we don't mind having to drive out to main road to access these places because it means less traffic on kingsley. our children frequently cross kingsley on their way to school or the park. keeping traffic volume low on kingsley is more important to us than the desire to quickly drive through the neighborhood to reach the shopping center.	1
Why needed? does this agree with the "we protect neighborhoods" i have heard from city officials?	1
Why would you need to open a street through a neighborhood for shopping when there is access from ziegler and harmony? it is needless expense and causes traffic problems. kingsley drive is busy enough!!!!!!!!!!!!	1
Will create heavy traffic into the neighborhood along with safety issues. many will try to make it a short cut to horsetooth rd (especially ft. collins hs student for meals and shopping). kingsley will become a raceway to the shopping mall and there is a park used heavily by children. there is a school with many children crossing into the neighborhood, what about their safety?	1
With four main streets surrounding english ranch, we see this as a waste of tax dollars. take that money and repair the roads we already have. this would definately shrink our property values when you consider the amount of traffic and noise from the increase of large trucks and vehicles. people do not obey the 40 mph on horsetooth, zeigler, harmony & timberline so am sure they would not be going the 25 mph posted in our neighborhoods. no longer would we have a quiet, safe park for the kids to play or to walk our dogs. this would also be a safety issue for the children crossing kingsley to go to school at linton elementary. i hope those of you on the plan fort collins board put yourself in our neighborhood and do not o.k. this extension.	1
With the elementary school and park located off kingsley; there is enough traffic and concerns without having a thruway to the businesses. traffic today does not really allow right of way for the pedestrian crossings; and these are those who live in the neighborhood who should know better. plus with additional activities that occur at the park, the increased traffic would congest up the area and be a greater concern for safety.	1
You should explain exactly what it is the city is trying to get out of the connetion in deteal ie. transportation flow, bus routes, etc. as well as a list of the pros and cons of each option from the city's point of view	1
Your proposal would create traffic on a street used by children to get to school and people walking to the park. hate this proposal!!	1

Zeigler and timberline are heavy use traffic roads that are appropriate ways for people to get to and from front range village. cutting through our neighborhood is not. especially with the school, small children and cross walks during the week especially. poperty values plummeting on and near kinglsey also is of concern, as is traffic noise, litter, etc.

1

181 people have answered the question.

Q07: If you indicated a condition for your opinion in the previous question, please list them below (you don't have to answer this question otherwise).

32%
76 Of 235
Respondents
answered the
question

1. it cannot connect to kinsley to make a direct connection to horsetooth.when it was built their wasan agreement that lcorbett would not go through. lets keep it that way.	1
Bad idea	1
Cause traffic in residential area with children at risk.	1
Concerned about speeding & unnecessary traffic. would need speed bumps throughout & crosswalks to slow down traffic & protect pedestrians.	1
Connect to paddington road, not to kingsley as the drive through traffic would be highly detrimental to our neighborhood, it's children and it's values.	1
Connecting corbett directly into kingsley would create a thoroughfare for the shopping center and sunstone / english ranch. what will the city do for the four (six?) home owners on kingsley, on the south side of paddington. currently the only traffic they have are themselves. connecting a major artery to their street would demolish their property values. i support the extension, but not at the cost of screwing over someone's home value. is it possible to connect corbett to paddington without tying into kingsley?	1
Connecting corbett to paddington will create too much traffic in the sunstone and keksey park parts of the neighborhood. ever since the strip shops on harmony were built, the traffic on stoney creek has greatly increased. people avoid the harmony/timberline intersection by using stoney creek and the residents of the trailer park now drive their kids to linton elementary using stoney ck. the same thing will happen if you open corbett to paddington. fyi, your form that asks which direction you travel doesn't work properly. it only allows 1 direction per row, but it's possible for people to use 1 direction more than once. e.g. i travel ne to school and shopping but the form will only allow me to specify ne in one of these two columns.	1
Direct connection to paddington woud be as shown on the plan, not directly to kingston. there would be a stop siggn at paddington. speed bumps on corbet.	1
Do not connect to kingsley. speed bumps added to paddington.	1
Do not want the increase of vehicular traffic in neighborhood. decreased safety for children as they walk to school and to the park. increased noise and exhaust pollution in the neighborhood. our neighborhood will become less desirable, leading to more rentals and shrinking property values.	1
Drop property values in the english ranch subdivision due to the increase of traffice will put more children and families safety at risk when walking or riding bikes to litton elementary school or going to the park exhaust pollution will also increase in the neighbor from increased automobiles, trucks etc. in the area	1
Either 4-way stop signs or traffic lights at corbett and paddington.	1
English ranch is a quiet neighborhood with a ton of kids running, playing, and riding bikes. traffic would increase greatly if this was built. people from the north side of town would use horsetooth and cut through kingsley to corbett to get to the shopping center (and further south). it is completely acceptable to use zielger. it won't save much time for people to drive through there. it would only cause headaches for the people in english ranch. paddington and kingsley are not wide enough to handle this traffic. harmony, timberline, horsetooth and ziegler all seem to be getting more traffic. there is no way this neighborhood could handle that kind of traffic and it would greatly reduce the saftey, quiteness, and general quality of life in english ranch. please do not make this extension.	1
English ranch was originally plated as a quiet residential subdivision with the streets designed for no through traffic. kingsley has school crossings and fronts the only recreation park in that area. to open corbett would create dangerous traffic that was never intended for this residential area. fort collins has been commended for being a great place to raise a family. please do not bow to the greed of developers that care only for the profit they can get,with disregard of the established pre-planned subdivision in place. ken and anne pierce	1
Having increased traffic from front range village would be horrible for our neighborhood. it would create too much traffic and would prohibit kids from playing outside. the road runs right next to a park and also intersects several school crossings. i would never support increased traffic through our family neighborhood. front range village already has at least 3 major entrances/exits--putting another one in a residential neighborhood would be negligible.	1
I am concerned with the additional traffic,noise and safety. when they widened ziegler, we have all three of those conditions and sometimes cars cut through our sub division as the rotary backs up. if it was for sub division people only i may use but right now there are 3 or more entrances into the shopping center.	1
I am very concerned about the safety of children attending linton elem. that cross kingsley - making this connection would increase traffic in this neighborhood. right now there are so many cars that travel east on horsetooth to zeigler and i believe that many will cut through the neighborhoodif this goes through - not to access shopping but just to cut through. this is not something we want to happen. we live here and can walk to shopping. it is not necessary to enable us to drive through the neighborhood.	1
I believe that this is a horrible idea (to connect corbett and kingsley)	1
I cannot imagine any acceptable conditions for routing mall traffic through a residential neightborhood. it is unfathomable that the city would ever consider subjecting the children to greater risks from cars and the lowering of property values from the increased traffic.	1
I currently live on stratford court and our home backs up to kingsley. if corbett were to connect to paddington, people would use kingsley off of horsetooth to access front range village and this is a residential street with access to english ranch park. there are many children who ride their bikes or walk along these paths and they would be in danger if it the neighborhood was used as access to shopping.	1

I do not support continuing corbett drive through to kingsley drive. the road is not necessary and it would mean increased traffic in a residential area where children walk or ride their bikes to linton elementary and to the park. it is bad enough that some residents of the neighborhood ignore the 25 mile per hour speed limit on kingsley. how bad will it be when people who have no attachment to the neighborhood are driving through? i believe it would also encourage some people who are currently walking or biking to the front range village shopping area to now drive instead. it is so nice to see other families walking or biking over to the shopping area during the summer and it would be a shame to lose this chance for family togetherness and exercise simply because it is easier to get in the car and drive. unfortunately, i also feel that regardless of what the residents want that the city of fort collins will go ahead and do whatever it had "planned" to do all along. that's a pretty sad and cynical statement. i hope you prove me wrong, but i honestly don't think you will.	1
I do not support it due to the increased traffic in our neighborhood. ziegler road is a fine way to get thru.	1
I do not support this street extension since the city has done little to nothing at all to date to mitigate traffic on paddington rd.	1
I do not want corbett drive to connect to kingsley road. it would make it more dangerous for kids going to school in the morning and coming home in the afternoon. people drive too fast in the neighborhood anyways, and if you added traffic from people who do not live in the neighborhood, it will just increase the danger for the children in the area. not only that, but by putting a road through, it will decrease the property value of the subdivision. if we want fort collins to continue to be a place that is great to raise a family and to retire, then we need to continue to make the neighborhoods as safe as possible, and by adding this connecting road the safety of the neighborhood is put at risk.	1
I don't want increased traffic on kingsley where many children cross to access linton elementary school and english ranch park. i don't want home values to decrease in english ranch. i would not oppose the corbett connection if these concerns would be unlikely occur.	1
I don't want kingsley to turn into a high-traffic road. it is already busy enough.	1
I feel the proposed extension of corbett drive would just add more traffic to a subdivision that has more traffic than it can now handle. i would also have a real concern with the children in the neighborhood with the increase in traffic.	1
I have four young children who live on paddington road. the traffic is already horrific!! this addition would only increase the dangers tremendously. the speeders and extra traffic through our road hasn't been addressed previously; don't add more mayhem to our madness. this is where my family lives! many, many children walk and/or bike to linton elementary a few blocks away. children's safety should be the utmost concern!!	1
I live on 2657 paddington road next to the intersection of the extension you'd like to create. my home also backs up to the field, so i can see the foot traffic across that path. there is a fairly steady use of the path by both pedestrians and cyclists, and i think extending an intersection would discourage the use of that path. this neighborhood surrounding the proposed extension is one with a large population of small children, and i believe this new intersection would change that dynamic and make our neighborhood less safe. the intersection at paddington road and kingsley already has problems with drivers not stopping at the stop sign. i am opposed to this extension. thanks for your time, robin	1
I live on sunstone drive between sunstone way and kingsley. even with the speed bump at sunstone way and the stop sign at kingsley, many cars approach 40 mph on this short stretch. the only way we have found to get cars to slow down is to have many cars park in the street - on both sides. unfortunately, this also limits driver vision and there is a real danger of having children jump out between the cars, potentially getting hit. cell phone use only makes the issue worse - the driver is on the phone in at least half of the vehicles i see going by. we often use the bike path to go to the shopping center. many cars heading south on corbett, thinking it is a through street, hit 30 to 40 mph before they find they have to turn around. i am concerned that extending corbett with a direct connection to kingsley will result in people moving in excess of 40 mph. the current speed bumps on kingsley appear to be only a minor deterrent to high speed travel. pedestrians in the neighborhood will be much safer if traffic is forced out to ziegler or timberline. at a minimum, corbett should not connect directly to kingsley. if there must be a neighborhood connection, i prefer the current plan to a direct kingsley/corbett connection.	1
I purchased my home earlier this year, i was told that there was not a chance that this connection would happen. i like the neighborhood as it is, with walking/biking trail to access the front range shops. if this road is connected it will increase traffic flow and take away from the safe neighborhood we currently are living in. i am definately against this plan taking action!	1
I think this is a terrible idea. we frequent the front range village shopping already, and there is no connecting road. any connecting road would only be used by outside traffic and would turn kingsley into a highway. the road would become immediately dangerous for all kids in english ranch to get to linton school. i think the city should be ashamed of itself for putting the desires of the shopping center in front of the safety of its kids. you do not need to turn a road that goes right through the middle of a neighborhood into a highway for everyone to cut through.	1
I would become a very busy street going through a very nice neighborhood. many people use the bike path and that would be ruined by a busy road. it is just as easy to go to ziegler. we don't need the road.	1
I would not like to see increased traffic through english ranch! i currently go out to ziegler when i go to front range village, and this is not an issue.	1
I would not use it. it clearly is a danger to our neighborhood! children go to the neighborhood school across kingsley as well as the neighborhood park. this would be very detrimental to our neighborhood. we would move and the value of the homes would decline dramatically.(where by the way they are great right now, one of the few neighborhoods where values have been stable and the demand for this neighborhood is high. it is very obvious that this would become a major thoroughfare from harmony and horsetooth, and be extremely busy through a neighborhood. why is it necessary if there is already several ways to access the shopping area?	1
I would want it to be very kid, bike, pedestrian friendly. i'm concerned about noise and aesthetics as well. i think the biggest thing is that we have young kids, and i don't want a bunch of traffic roaring through our neighborhood now. if it isn't a very safe corridor, i won't support it.	1
If the current plan is followed for where corbett would connect to paddington, i would be more likely to support this; however, i do have a big concern of the increased traffic it would have coming into the neighborhood and the safety of all of our children that regularly ride and walk to the park. when we bought in this neighborhood we were excited to have the shopping center and library within walking distance and really love the bike trail. we would prefer to keep the bike trail over an actual road.	1
If you provide a road here where it is proposed, then people will not be motivated to do exercise to go to the store or the library or to experience other shopping. also, this road will increase traffic in an area where there are still little children who frequently cross kingsley to either go to the park, play with friends, go to school, or attend sports or other activities that are routinely held in this area. we will be increasing traffic, decreasing property value, and decreasing the level of safety for our children by completing the thoroughfare. this is just not the most thought out idea in the world. definitely not a good idea.	1

I'm concerned about safety and traffic through my neighborhood. how can we ensure that the corridor is not used for through traffic?	1
Increased traffic, noise pollution, vandalism and other crimes. negative impact on quality of life, decline in property values.	1
Increases traffic on paddington and kingsley with no real benefit over using horsetooth & ziegler. adds more car and large truck traffic to both kingsley & paddington, which will require more speed-bumps and more traffic lights for pedestrian/school-children safety along these streets, and possibly yet-another stop-light at paddington/ziegler. all of this will mean more inconvenience and decreased property values for current residents in the kingsley and paddington areas. it will also require corbett north-bound right-turn lane to handle higher traffic load coming from the south (many more people will want to go straight, plugging up north-bound traffic). this is a wasteful project, very poor return on investment. our tax dollars for government-funded resources (planners' time, project labor, materials, etc.) should be spent for real needs that have good return.	1
It is not necessary; ziegler is a couple blocks away and is more than adequate to get from harmony / front range village to horsetooth (north of front range village). it would only serve to increase traffic and potential for speeding / accidents through residential areas, especially on kingsley which is crossed by many children going to and from school and residents going to and from english ranch park.	1
It is simply unacceptable to put a road in connected corbett to paddington and adding all of that additional traffic after assurances that that road would never be put in, and that traffic from the shopping center would be kept to a minimum. there are simply no advantages to putting in this road, only negatives. the road would cause more traffic, make the neighborhood less safe for children walking home from school, and for families taking walks, etc. putting in this road would just be an excuse for people who are to lazy to drive around a little bit in order to get to front range village, etc.	1
It will cause a heavy increase of vehicular on our neighbor streets. decrease safety of our children as they walk to school and the park. increase noise and exhaust pollution in the neighborhood.	1
It would create unwanted traffic, safety for the neighborhood. unwanted foot traffic, unwanted sales parties who might not come here in the first place. why is there a need to bring traffic in this neighborhood. this shopping area has access to the east, south, and west. is there such an outcry for one more entrance into this shopping area? who is asking for this entrance?	1
Keep the speed bumps around the park. also, i am concerned that the additional traffic will make it more difficult to turn left onto horsetooth from kingsley.	1
Kingsley is a major road most people cross going to the park. lots of cars on that street would prevent many kids going to the park and prevent real problems.	1
Kingsley will become another horsetooth or zieler road, which i do not want. english ranch families walk to the park everyday and school children cross kingsley to go to school. the road will devalue our properties. who wants to live by a busy street? this has been discussed before and the answer was no.	1
Need for speed bumps, to discourage general traffic through english ranch	1
No condition should the two road be connected. why ruin a nice neighborhood by increasing traffic, noise, potential criminal activities and endangering pedestrians, children and bicyclists!	1
Noise and traffic to the neighbors who live on paddington	1
Not sure the increase in traffic is necessary. it may slightly shorten some trips but at the cost of traffic, expense of building and maintenance and the discomfort of people who live in the areas most affected. we would rather see that field area cleaned up and left as a nice walking green space. it was one of the things that attracted us to this neighborhood (the quiet walking path to front range) but it does become an eyesore with weeds and grasshoppers.	1
Please do not connect into english ranch. this is a terrible idea and i saw it coming as soon as the shopping center went in. it will increase traffic, be more dangerous for children in the neighborhood, and generally this is an awful idea. english ranch is a wonderful neighborhood and we want to keep it that way. zeigler and harmony entrances are sufficient and more appropriate routes.	1
Please do not direct retail traffic through this child friendly neighborhood by a park and elementary school when there are clear primary roads available in every direction for this traffic.	1
Please do not vote to connect corbett drive to paddington in the english ranch neighborhood. there are ample entry points to the shopping center. the connection point is a bus drop off location for my children, and would add considerable amount of extra traffic that would endanger the children. the addition of this road connection would add many cars traveled by non-neighborhood people who wouldn't worry about the kids on the streets or bus stops. the extra traffic would be detrimental to the value of the homes in the neighborhood, due to extra danger and inconvenience of so much extra congestion caused by the extension. it most likely would become a delivery truck route for the stores such as lowes and target. the addition of large semi tractor-trailers would be noisy, smelly, and dangerous. this planned addition is really not needed and the cost of the addition can be used elsewhere. as a suggestion, add a stop light at the intersection of paddington and zeigler. this intersection is very dangerous and would only get worse with the extra traffic coming and going on paddington. the addition of this road would be a complete detriment to the english ranch neighborhood as well as significantly increase traffic on horsetooth, which is already extremely busy. (turning left from kingsley on to horsetooth is already a dangerous proposition). please remove plans to extend the connection of corbett drive to paddington; as this extension is not needed. the tax dollars that we so graciously added to the city should be used on road repairs, addition of stop-lights at busy intersections and school needs; not for unnecessary road extensions that have already been proven as not needed.	1
Putting this street through will add unnecessary traffic to a residential neighborhood. there are easy ways to get to the front range village shopping area without this new street. in a time of tight budgets, focus on necessary roads and repairs and not adding heavier traffic to a nice neighborhood, especially when the new road is clearly not needed!	1
Significant safety issues are introduced by such a connection. first is that there will be increased traffic on kingsley (particularly between fchs and front range village). this will put children going to linton elementary at unnecessary risk as most student walk to school. there will also be increased pressure and safety risks at the junction of kingsley and horsetooth as vehicles (some of which are less experienced high school students) try to enter traffic. the other area of concern would be at the intersection of paddington and and zeigler which is already a safety risk. additionally, i question the benefits vs the costs (and cost of the safety risks) introduced to the community. at this time of financial pressure, i feel that other improvements to the road system would be more beneficial than this expenditure of money to save 200 yards in commuting to front range village. i am very much not supportive of this idea.	1

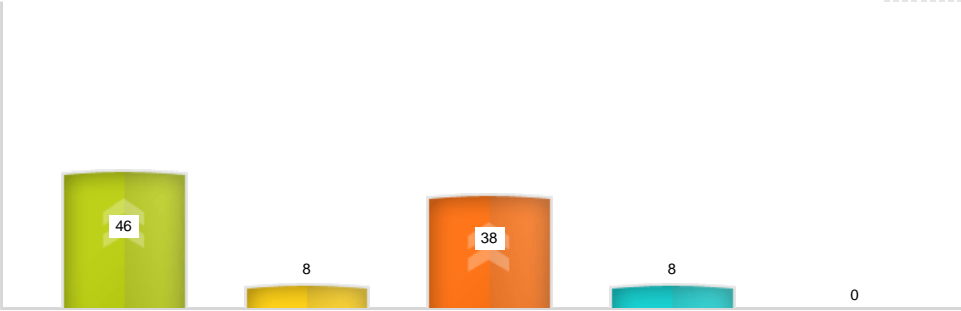
Since the horsetooth-ziegler roundabout opened, our english ranch neighborhood faces a 4-9 x increase in traffic and traffic noise. we struggle to be able to cross ziegler when walking/biking to work at hp. we struggle to cross horsetooth for recreational walking and biking and even exiting the neighborhood. speeds on ziegler and horsetooth are high with very, very high traffic during the workweek especially. opening kingsley would only further endanger children, bikers, and walkers and erode our quality of life.	1
Speed bumps and monitors to keep traffic from racing through the neighborhood.	1
Speed bumps on paddington	1
That we don't want an increase in neighborhood traffic. there are many children here.	1
The city had said prior that they would not be adding a road through from english ranch to the shopping area. i knew that wasn't going to hold true.	1
The residents of english ranch, along with bill bartran, met with city planners several times to finally arrive at the corbett street design. this is the design people wanted, yet we had to beg the city to listen. it appears that the city now wants to go back on its word, go back on its commitment. does the word of the city of fort collins mean nothing? the road is perfectly designed for its intended purpose -> to keep the traffic down along kingston so kids are not killed going to linton and to the park. it's that simple. isn't that more important than the apparent need of fort collins to go back on it's agreement? isn't that more important than the apparent need to pander to some business interest in order to raise a few more dollars of tax revenue from the shopping area? the very idea that this is being floated again is revolting and disgusting.	1
This connection would funnel too much extra traffic through a neighborhood where a large number of children walk to school every day. it would not be safe for anyone living in the neighborhood either as people already speed down kingsley and added cars would be disasterous.	1
This is a family neighborhood and there is no real purpose for the road connection. you can drive 1/2 miles either way of corbett and get to your destination with easy access on zeigler or timberline. kingley is a main road that kids cross after school. safety is a huge issue and concern for our children. we have a great neighborhood that children can have some freedom and feel safe.	1
This is a horrible decision to connect and neighborhood to a shopping center and no conditions will make it any better!	1
This is a horrible idea!!! it will increase dangerous traffic in the neighborhood and it is a completely unnecessary road. instead of using our tax dollars to decrease safety and increase child-vehicular related death, we should be fixing the road - repair what we have. this will not increase traffic or revenue to the shopping center and will only increase the danger to the children attending lincoln elementary in the neighborhood. the shopping center is easially accessed and there is plenty of room for cars turning left and right onto corbett drive from harmony rd. please do nto endanger our children.	1
This ruin the property values in english ranch with all the pass through traffic. what about the foot traffic going to the park and to the elementary school. this is a bad idea.	1
Traffic for bikes is already horrible on paddington road. adding a road connection will make it even more difficult. cars travel fast and don't watch for bikers or children	1
Traffic increase through neighborhood decreasing safety of children. depreciation of property values.	1
We already have enough commercial traffic with trucks coming through the neighborhood to avoid the horsetooth/ziegler roundabout. we already have too many vehicles exceeding the speed limit and ignoring stop signs as they drive through the neighborhood. there's very little benefit to the neighborhood in being directly connected to front range village. we already have a walking/biking path, which is very convenient and highly used. if you need to drive, going out to ziegler is not an inconvenience. as a community, i think we should be striving to encourage green living, which the current bike/foot path does. opening a roadway is only going to encourage unnecessary driving and more traffic through the neighborhood.	1
We do not need this coming into the neighborhood for more traffic. corbett is only one block from zeigler. it is not necessary and we have to many children on paddington. also, you have never marked a bike line on paddington like you have on kingsley from horsetooth. many people bike and kids play on the street with balls. no more traffic on paddington people speed over the limited all the time.	1
We were promised when the mall was put in that the street would not go through. it will add traffic to kingsley right by the park and people will start going through to avoid ziegler that is already very busy. the corner at horsetooth and ziegler needs to have 2 lanes turning on to ziegler. more people are already going through the neighborhood, because of the morning stackup of cars there.	1
When the neighborhood agreed to allow front range village to build we were promised that there would not be a connection to our neighborhood. the city lied to us if this is anywhere in the master plan.	1
Will create too much traffic through english ranch neiborhood. it will create other choke points for traffic at ziegler and paddington as well as kingsley and horsetooth. both of these intersections are already difficult during peak traffic times due to the ziegler-drake connection and we don't need any more traffic circles or lights.	1
Your "direction" question page is snafued. you cannot answer any direction twice...snafued.	1

76 people have answered the question.

Q01: Please indicate where your business is located on the map

See the map at fcgov.com/corbett (enlarged for clarity)

100%
13 Of 13
Respondents
answered the
question



A1	1	6	46.15 %
A2	2	1	7.69 %
A3	3	5	38.46 %
A4	4	1	7.69 %
A5	5	0	0 %

13 people have answered the question.

Q02: What main direction do you employees and customers travel from to reach your business?

Check all that apply

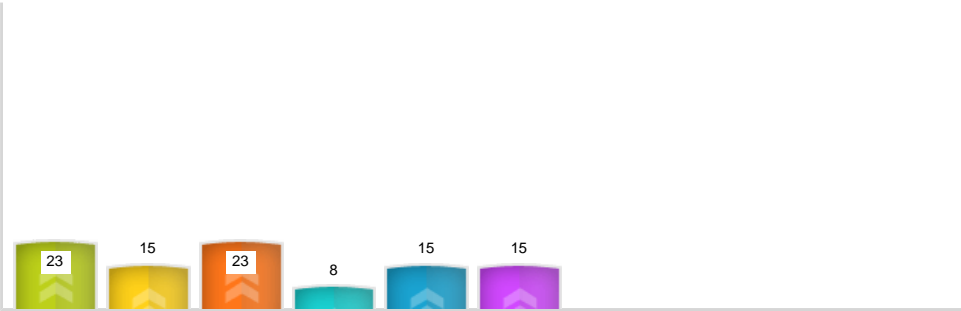
69%
9 Of 13
Respondents
answered the
question

	Employees	Customers
North	16,7% (1)	83,3% (5)
South	25,0% (2)	75,0% (6)
East	22,2% (2)	77,8% (7)
West	44,4% (4)	55,6% (5)
Northwest	75,0% (3)	25,0% (1)
Southwest	33,3% (1)	66,7% (2)
Northeast	50,0% (1)	50,0% (1)
Southeast	0,0% (0)	100,0% (4)

9 people have answered the question.

Q03: Do your employees and/or customers currently use the bicycle and pedestrian trail connecting Kingsley Drive to Corbett Drive? If so, how often?

100%
13 Of 13
Respondents
answered the
question

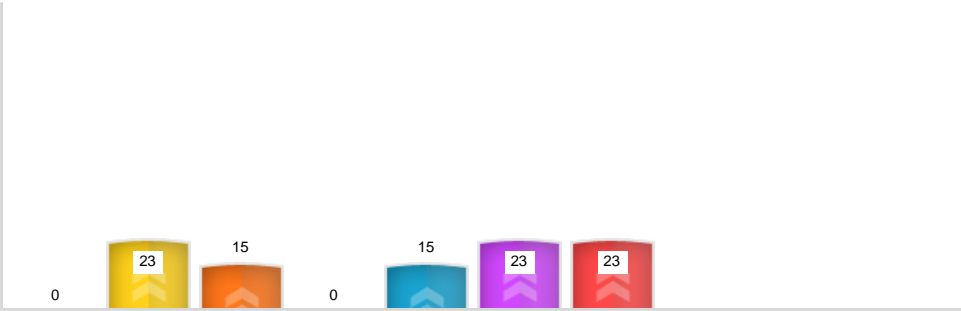


A1	Never	3	23.08 %
A2	Rarely	2	15.38 %
A3	Once a Week	3	23.08 %
A4	Several Times a Week	1	7.69 %
A5	Every Day	2	15.38 %
A6	Unsure	2	15.38 %

13 people have answered the question.

Q04: Would your business benefit from a street connection from nearby residential neighborhoods to Front Range Village and Harmony Road?

100%
13 Of 13
Respondents
answered the
question



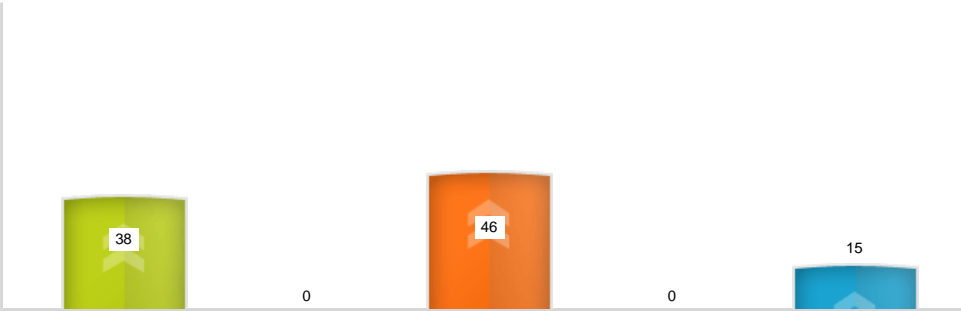
A1	Not Applicable	0	0 %
A2	Never	3	23.08 %
A3	Rarely	2	15.38 %
A4	Once a Week	0	0 %
A5	Several Times a Week	2	15.38 %
A6	Every Day	3	23.08 %
A7	Unsure/No Opinion	3	23.08 %

13 people have answered the question.

Q05: What is your opinion of connecting Corbett Drive or a similar street to Paddington Road as currently shown on future street plans?

100%
13 Of 13
Respondents
answered the
question

If you indicate conditions for your opinion, please see the next question.



A1	Support	5	38.46 %
A2	Support with Conditions	0	0 %
A3	Do Not Support	6	46.15 %
A4	Do Not Support with Conditions	0	0 %
A5	Unsure/No Opinion	2	15.38 %

13 people have answered the question.

Q06: If you indicated a condition for your opinion in the previous question, please list them below (you don't have to answer this question otherwise).

8%
1 Of 13
Respondents
answered the
question

Linton elementary is a walk in school. our students who live east and south of paddington and kingsley would now have to cross a busy intersection being used by drivers who are accessing front range village	1
--	---

1 people have answered the question.

Q07: Please feel free to share any additional transportation ideas or concerns.

23%
3 Of 13
Respondents
answered the
question

At present, folks traveling from the neighborhoods of interest have to enter the shopping center via council tree ave. this forces them to drive directly pass my business. at present 90% of my new business comes from this drive by traffic. taking any of this away would have a significant negative impact. thanks for your consideration.	1
Linton elem and residents of the english ranch would have an easier time walking and biking to the library with an extension to corbett. also, all staff and patrons who bike from the northwest would use such an extension to access the library.	1
Psd transportation would need to consider bussing students in our neighborhood or at the very least hiring a crossing guard so that our students could safely cross the street	1

3 people have answered the question.

Hi Matt,

My name is Dave Bruning. I live at 2501 Sunstone Drive. I am writing in regard to the possible extension of Corbett Drive.

My wife and I are opposed to the proposed extension for several reasons.

1. People drive too fast through our neighborhood, which already has a high volume of traffic. Our street, Sunstone Drive, is used as a main street of access from Caribou to the new English Ranch area.
2. The extension will only be a shortcut to the shopping center when access is already readily available via Ziegler or Harmony.
3. Of particular concern is the number of high school students who will be speeding through the neighborhood to eat at the shopping center. High school students are a notoriously high-risk driving group and they are constantly talking or texting while driving.
4. Linton Elementary brings a high volume of young children to our street at 8 a.m. and 3 p.m. on regular school days. There are tons of children on the streets at these times.
5. Finally, and most importantly, we have a 2-year old daughter and worry about her safety on Sunstone Drive as it is.

Thank you for your time and allowing us to share our input. Please feel free to contact me if you have any questions.

Respectfully,

Dave, Amy and Allison Bruning
2501 Sunstone Drive

Dear City Council and Manager,

Today I was very disappointed to read that city staff recommends cancelling the Corbett Drive extension that has been planned for many years. That extension is in the plan for good reasons, and we should not throw good planning away. I live in Lisa Poppaw's district and my primary mode of transportation is bicycling. I do not live in the English Ranch neighborhood, but I often bike through it to go to the library or a store (following the path of the proposed Corbett Drive extension.) Although Lisa Poppaw says, "Both my constituents and I have been opposed to this proposal for years," I am a constituent strongly in favor of it.

Many newer neighborhoods in south Fort Collins have been built with poor connections on secondary roads, creating virtual "gated communities" with only a few access points. With no services inside the neighborhoods (other than schools,) the residents are constantly driving out

onto arterial roads and through major intersections, even for short trips. The roads within English Ranch are indeed calm and quiet, with almost no traffic. Although this makes some homeowners happy, it means that the city has invested a huge sum of money in roads that provide very little transportation. The result is crowded arterial roads, long waits at intersections, an expensive road system, and a "private community" feel in many of our neighborhoods.

I don't agree with the argument that well-connected secondary streets create neighborhoods that are bad for walking or bicycling. Most neighborhoods north of Prospect road have good road connections, and I see more people walking and biking there than anywhere else in town. The schools north of Prospect sit on connected roads, and students seem to be just as safe there as anywhere else in town.

I do much of my bicycling on secondary roads, and connected roads like Pitkin, Stover or Dunbar seem just as safe as the unconnected Kingsley in English Ranch. My own 5-year-old son bikes to Shepardson Elementary, at the intersection of Springwood and Lochwood Drives (which connect to Lemay and Horsetooth, respectively,) and it is plenty safe.

Please don't throw away years of transportation planning to please residents who are lobbying for a private neighborhood. As our transportation manager (Kathleen Bracke) told the Coloradoan, "Connecting neighborhoods... is still an important part of the city's planning guidelines." If you set a precedent by cancelling this important connection, it could be nearly impossible to create connected neighborhoods in the future.

Sincerely,
Michael McGrath

Hi Matt,

I am a resident of English Ranch and did not hear much about the extension of Corbett Rd. I am surprised there was a survey done but neither me or my neighbors had heard much about it. I am unclear on what the next step is on opposing this extension. The traffic on Sunstone is plenty dangerous without connecting it to the shopping center. When is the next meeting to have my voice be heard.

Thank you
Gretchen Grosz

To Whom it May concern:

I am against the extension of Corbett Drive. We are original homeowners in English Ranch and were told that Kingsley never go all the way through.

We love our neighborhood and would NOT like its quiet and family focus to be disrupted with more traffic. My son rides his bike all around and we love the fact that he can ride to Target without any major roads. A road cut through to Front Range would truly change our neighborhood and I am very much against it.

I attempted to complete the online survey but was not able to (and this was before the deadline).

Please DO NOT build a road connecting our neighborhood with Front Range Village.

Thank you,
Karen Hanawalt

TO WHOM IT MAY CONCERN:

We are writing to express our concern about extending Corbett to connect with our Neighborhood, English Ranch. This extension will increase traffic on Kingsley, making our neighborhood less desirable and cause a decrease in our property values. Most importantly, and of great concern is the fact that our children need to cross Kingsley in order to play at the park and go to soccer practice. In addition, many of the neighborhood children need to cross Kingsley to attend Linton Elementary school.

The expense of adding a road and traffic lights (for the safety of children) does not seem to justify what little convenience the road would add. I know of no one in the neighborhood who wants our tax dollars used for this purpose.

Please do not extend Corbett into our neighborhood.

Thank you for your consideration our our request.

Sincerely,
John and Katie Dutton
2707 Stockbury Drive

Hi Lisa,

I had wanted to write sooner on this issue but was unable. I am glad you are trying to stop this bad idea of extending Corbett Drive. I want to point out that the week that the story Kevin Duggan wrote in the Coloradoan about this issue, the city placed traffic calming speed signs on Paddington and on Stoneridge (the electronic ones that show your speed). We already have a major problem with traffic speeds in the area (my street has become much more dangerous with the 24 Hour Fitness plaza). Just after school started last week I watched two cars come down our street at over 34 mph (the traffic devices showed the speeds and clearly did not alter the behavior).

I would also point out that the city's idea of steering the road over to Edmonds is just nonsensical. They are trying to improve our access and at the same time deliberately degrading access. I am not sure how many acres will be paved under so that we have to drive an extra distance but in the time of budgetary limitations making a road longer to make it less attractive is just silly. I measured the distance and the road would save our neighborhood a maximum of 2100 feet of driving (over just taking Paddington to Ziegler). For many people in English Ranch it would be a net zero savings. Given that my family walks and rides bikes on the trail most of the year to get to the library and stores, we see no benefit at all from extending Corbett Drive.

Hope your December is going well.

Dale

Dear Mr. Wempe,

The online survey page did not work correctly, so I am sending you my comments directly with regard to the proposed connection of Corbett Dr. to the English Ranch neighborhood. I did not get a chance to attend the Nov 22 meeting, but my wife went to join the opposition to this proposal.

We are homeowners on Stockbury Drive, near the crosswalk at Kingsley which connects to English Ranch Park. We moved into the neighborhood in the Fall of 2007. One of the attractions of this residential community to us is the number of young children (we have three of our own, all under the age of 10) and the quiet environment. We have lived off of busy streets before and swore we'd never make that mistake again. Kingsley is the main thoroughfare through our part of the neighborhood. Folks tend to drive slowly because most of the traffic that comes through is from the neighborhood and we all know about the number of kids around.

I don't think you are going to find very many supporters from this neighborhood for the proposal to connect Kentford to Corbett. Folks who want to drive to Front Range Village can easily take Ziegler, and families can already walk over on the bike path. Driving a block to the east is a small price to pay in order to avoid the traffic caused by shoppers who will begin to use our neighborhood as a short-cut around traffic lights, especially for those who are commuting to/from the north/west parts of the city.

Getting onto westbound Horsetooth Rd. from Kingsley is already tricky at times, with the roundabout at Ziegler making for a steady flow of westbound traffic at times. Compound that with Target/Lowes/etc. shopper traffic coming northbound on Kingsley from their new shortcut will make matters worse for us. The noise and air pollution are one thing, but the real concern is that people who are in a hurry to take care of their business will be shooting down our once quiet streets, endangering our children (there is a park right there on Kingsley), and making this a far less desirable place for us to live. I'm sure many of these points, as well as others, were raised at the town hall meeting.

If this connection goes forward, we intend to organize and take this to the next level; appealing to the Mayor as well as legal channels if necessary. If the intention for this connection is to benefit our neighborhood, we ask that you please take a democratic vote. I'm confident that you will find that the vast majority of homeowners in the English Ranch would like nothing more than for this topic to go away and never be raised again, just as it was promised by the city years ago when the neighborhood was established (so I'm told by original homeowners).

If we are unsuccessful in this appeal, I know that our own family will look to relocate to another part of the city because the things that attracted us to this neighborhood will have been removed. I'm sure there will be others who do the same, but may be in a financial position to rent out their current homes.

Thanks for your consideration, and please keep us posted on the status of these discussions.

Best Regards,
Steve

Hello Lisa,

We are opposed to the extension of Corbett Drive.

The diversion of traffic thru our neighborhood would result in extremely heavy traffic on Kingsley...that's inappropriate in this residential area and would create a hazardous roadway for all who live here, especially children.

Also, the bike path at the south end of Kingsley is used extensively by bicyclists and I foresee some serious traffic issues if more vehicles are passing thru Kingsley at Paddington. I have personally had a close call with a vehicle on Paddington going east across Kingsley. Also, Paddington west of Kingsley is too narrow to carry heavy traffic.

I hope the council will decide this extension is a detriment to the neighborhood and a waste of tax payer funds.

Kathy and Jim Bowers
2708 Sunstone Dr
Fort Collins CO 80525
970 223 1748

I would like to voice my extreme concern on moving forward on this project. I dont want to see an increase in traffic through the English Ranch neighborhood, bad idea.

Thank you

Lonnie

I think that it would be great to extend Corbett Dr.to Paddington Road! I think that it would just be handier for the neighborhood. I don't think that it would bring in extra traffic. As it is I drive through the neighborhood to get to the new shopping center. It would just be a quicker route. Thanks for asking,
Jeni McClure

We were not able to make it to the meeting at Linton Elementary, but we would like our opinion to be noted. We strongly oppose the extension of Corbett Drive through our neighborhood. We live on Stockbury Drive in English Ranch and feel Kingsley Road is already too busy and people drive to fast (even with the speed bumps). We would hate to imagine how it would be to cross Kingsley with the added traffic. School children cross this street to go to Linton Elementary. We walk our grandson down to school often and would not want the added traffic; it would be a true safety concern.

We also feel that Ziegler Road has good access to the Target Shopping Center and our neighborhood. I drive there several times a week to shop and do not feel we need another road. Zeigler is very easy to access and there are at least two entrances into the center off of Zeigler.

We also do not want to extra traffic in our neighborhood. When our neighborhood was planned and the park built, it was not designed to have a major street running through it.

We hope this extension will not happen because it will be so unsafe for children and people living in this neighborhood and because it really isn't needed.

Thank you for your consideration in this matter.

Lana and Doug Burman
2725 Stockbury Drive
Ft. Collins, CO 80525
(970)223-0790

Dear City Council Members and City Manager..

I am dismayed, shocked, surprised, and frustrated that once again a conversation about the extension of Corbett Drive to Paddington Road is being considered and discussed by City Staff and Council.

We have lived on Paddington Road for 11 years and we were aware from the very beginning that a possible connector to Edwards and Paddington was part of the Master Street Plan. We bought our house with the understanding and assumption that we would move prior to that road being finished. But we were pleasantly surprised and happily convinced – keeping us in our lovely home for longer than intended (which in reality is the best situation) - that the road was a back burner issue and would not be a reality. During conversations with the developer of Front Range Village and City staff we once again became happily satisfied that the extension of Corbett would not happen and that instead a bike trail would be installed to allow for bike and ped traffic to the shopping center. Since that time the bike trail has been installed and it has added a lovely bike and walking trail to our neighborhood to some wonderfully convenient stores and library. (We since have come to love our neighborhood and street).

I am aware that it will take a vote of Council to remove this connector off the Master Street Plan and I am hoping that the meeting planned for this evening is being motivated by that intention. Rather than motivated by a desire to build a road that we all believed was off the table.

I would argue that the transportation plan for the City of Fort Collins should be driven by the larger framework of sustainability and safety. Extending that street is not sustainable. When you add a road.. you add cars and I can promise you that more people would drive to the shopping center who now take the bike trail. (Even for my family it would be a conscious decision and push to keep us out of car and still walking/biking).

In addition we already have a traffic problem on Paddington Road and my children who I encourage to walk to school – would have an even more difficult trip. (Already there are only 2 families on my street that let their kids walk to school. The rest are driving the short distance to the school – due to SAFETY concerns on the street). Having lived on the street for 11 years and watching the patterns of what people do daily – I can state with confidence that what I observe and how people are behaving is reality.

We have discussed for years the need to do traffic calming on Paddington Road (we even suggested some creative approaches – painting murals on the streets – putting a planter and benches in the middle of the street – encouraging ball games on the street – drawing our own bike lanes – having a “walking” school bus - encouraging the neighbors to take back their front

yards and parking cars farther into the street) and were told that there were not enough funds in the City budget to allow for physical changes (speed pumps and bike lanes) nor were we allowed as a neighborhood to “use” the street for our own traffic calming measures.

I would assume – using the logic from above – that there isn’t enough money in the City budget to extend a road –even if part of that expense is being shared by a developer. If there is a need to “spend” money I am sure we can come up with some creative approaches such as lighting the current bike/walking trail to front range village or adding bike lanes on Paddington Road or a street light on Ziegler and Paddington.

I honestly question the reason for bringing up this topic right now and can understand the frustration being felt by the neighbors especially since we have been hearing for months how desperate the City is for funds. It seems – without having the benefit of looking at all the city budgets and funding mechanisms – a huge waste of resources that also creates an anger once again towards the City.

I appreciate the “need” for the City staff to hear from the public (I recognize the importance of that having been a former employee myself) but the manner and direction that this approach is taking is, in my opinion, a horrible way to solicit feedback from the community.

I hope that this issue is quickly resolved and that we can – once again – put this issue to bed.

Thank you for your time and dedication to the City of Fort Collins!

Sarah Fox
2820 Paddington Road
970.310-9789

I am sending this email in opposition of the plan of extending Corbett Dr through to Paddington. It will essentially be a HIGHWAY through our now quiet neighborhood. We've gotten enough extra traffic with the Front Range Village going up around the corner. To build a mini freeway through the heart of the neighborhood would add insult to injury.

The children that play on the streets will be at risk, the housing prices will plummet due to the addition of a very busy street, and the neighborhood feel would be destroyed due to the 'mini horsetooth road' mirror effect that extending Corbett would result in.

I vehemently oppose the extension of Corbett Dr to Paddington. It's just the WRONG decision.

Thank you for your time,
Sheila Green
Antelope Road.

Mr. Wempe,

I and my family are residents of the English Ranch subdivision (area 2 on the website map). I am writing today to let you know that we strongly oppose the connection of Corbett Road to our neighborhood. First and foremost, we are opposed to the increased through-traffic that our neighborhood would see with such a connection. Most notably, the increase would occur on

Kingsley, making the crossing from our neighborhood to English Ranch Park and Linton Elementary more dangerous. Secondly, it would decrease the incentive to bike or walk to Front Range Village, as we and our neighbors often do on the bike path at the end of Kingsley. I'm not aware of any compelling reason in favor of connecting our neighborhood to the Village, so it would seem more prudent for the city to save the funds that would be required to build the road.

Thank you for your consideration of our comments.

Respectfully yours,

Stu Fischbeck
2720 Sunstone Dr.

It isn't the question of should Corbett drive be extended, but why it wasn't part of the design when that area was built? Wasn't there a need to complete when that area was first designed and built? I mean I don't see why this has to be an issue since it really should have been part of the master design plan before the area was built? By looking at it, for some reason it wasn't? So now the city wants the public input on extending a road that should have been built all the way up to paddington to being with. Well I am sure everyone will be in synch to have that road extended. I think what the city should also look at it is extending where Tribly Rd ends after Timberline Rd, there is a road that needs to be extended. It should be a no brainer about Corbett.

neal

Dear Fort Collins,

I strongly support extending Corbett drive. We would use it on a regular basis. We live in Fox Meadows and I work at HP. I use the bike trail to get to work in the summer. I would not use Corbett to go to work, but we shop at Target regularly, and go to the library a lot.

But, the odd twist in the road in the plan seems a waste of gasoline. My opinion is that Corbett should attach straight to Kingsley. It makes no sense to drive some number of blocks to the east and then drive back those same number of blocks.

Thanks for sending the card to let us know.

Please make it a straight shot,
The Yoknis Family
2348 Wapiti Road

Dear Mr. Wempe,

I wanted to add one additional issue which is the traffic coming into the English Ranch neighborhood from Horsetooth onto Kingsley would also significantly increase. The speed bumps do not slow down some of the

larger SUVs. In addition we have consistently requested Police for Paddington Rd, but to date we have never seen Police citing anyone on Paddington for speeding.

David

Abe Behr

December 15, 2010

My opinion

The Council Tree Shopping Center is a flourishing area of Fort Collins. After opening in the summer of 2008, almost 50 businesses have been established in the mall located in the northwest corner of Harmony and Ziegler. Roads lead in and out of the shopping center on both the south and east sides. The Master Street Plan or MSP of Fort Collins, which is constantly being updated, had a connection scheduled from the road leading into the shopping center from the south, Corbett Drive, into Kingsley Drive, another north-south road that feeds into Horsetooth. The residents of the neighborhood that Kingsley runs through, English Ranch, were able to quell the prospect of that road from becoming reality for a short time, however, the connection or similar connections have remained on the Master Street Plan, thus allowing the possibility to come up again and again. Now, talk has come up once more of a connection from Corbett to the road intersecting Kingsley, Paddington. This proposed street will move the link less than a thousand feet east of where Kingsley ends in a hope to please the residents of English Ranch by in theory cutting down on cut-across traffic to get onto Horsetooth. Current residents of English Ranch are urging the city of Fort Collins to drop the prospect of any link from the Front Range Village that will cause cut-across traffic. This must be done if we wish to keep intact the safety of Linton Elementary Students, the respect of Fort Collins homeowners, and the integrity and sense of community in English Ranch.

Linton Elementary is located in the middle of English Ranch, and has an enrollment of 425 students. A good portion of the students walk, scooter, bike, etc. to school and cross Kingsley on their way. These students would be put at an unnecessary risk by promoting more

traffic to pass through English Ranch via Kingsley, even when detoured through Paddington. An injustice would also be done to the homeowners living especially close to Kingsley since they would be burdened with an increased amount of noise and lowered property values. A sum of \$75,000 would be used to try and counteract people using the shortcut. Unfortunately this would be going towards traffic calming measures such as speed tables, lower speed limits, pedestrian crosswalks, and signage. However, these methods would not create a significant deterrent. For example, as posted on a frequently asked traffic questions webpage “Why not simply post a lower speed limit and have the police enforce it? Posting speed limits lower than the 85th percentile speed does not result in voluntary motorist compliance with the posted speed limit unless there is strict, continuous and visible enforcement. Increased enforcement is effective only at the immediate time and in the area where the police officer is present. The availability of police officers is limited and their services must be shared with other police responsibilities. Since these lower speed limits cannot be properly enforced, they will be consistently violated and will breed disregard for speed limits in general” (3).

Stacey Trewartha, a mother of three and fellow resident of English Ranch, was available for an interview regarding all things pertaining to the controversial construction. When asked how aware she thought the residents of English Ranch were of the possible construction, she answered that she thought that our neighbors as a whole were very unaware of the details, spare the ones provided in the half sheet of paper distributed trying to rally the neighborhood against the road (4). It is very obvious that all the people living in English Ranch do not realize how much this could affect their day to day routines. Streets that are now practically empty may become choke points for commuters during rush hour. Entire lifestyles may have to be rearranged if these people do not become involved and give their feedback.

The city of Fort Collins has done an excellent job providing the information citizens need to be able to understand the situation and give input. In fact they have an entire page on their website dedicated to the conflict over Corbett. On this the city lists both the pros and cons of the connection:

CORBETT DRIVE & THE MASTER STREET PLAN

Benefits of Connection:

Neighborhood access to Front Range Village, public library, AMD, Intel, other employers and the Harmony Corridor

Connection to schools for students and parents: Linton, Fort Collins HS, Preston, Traut

Traffic calming measures along Paddington and Corbett to address concerns

Connection for future development to parks and schools

CORBETT DRIVE & THE MASTER STREET PLAN

Concerns of Connection:

Potential for cut-through traffic along neighborhood streets

Direct bicycle and pedestrian connection already provides access to Front Range Village and Harmony Corridor

Surrounding arterial streets are able to handle additional traffic volumes

Type of future development south of English Ranch is unknown at this time

(1)

Despite the valid benefits of the connection stated here, the concerns are too great to overlook. The cut-across traffic will still be an issue since the Paddington detour is less than a thousand feet away from Kingsley. Also the building of the road is uncalled for when Harmony and Ziegler have proved adequate to sustain Front Range Village, and when there are other projects and places to allocate money to, such as the school system or the Mason Corridor.

It is the hope of the residents of English Ranch, that the city of Fort Collins will see the obvious mistake it would be to allow the Master Street Plan to keep the dotted line from Corbett to Paddington that jeopardizes the rights of homeowners, the convenience of pedestrians and bikers, the safety of elementary school students, and the backbone of a community.

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

RECEIVED

January 4, 2011

JAN 06 2011

City Manager's Office

Mr. David Roy
300 Laporte Ave.
P.O. Box 580
Fort Collins, Colorado 80522-0580

Dear Mr. Roy,

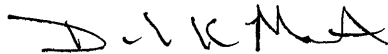
Enclosed is a copy of a "Petition Against The Corbett Drive Extension To Paddington Rd." The copy with the original signatures has been sent to our District 2 Representative Ms. Lisa Poppaw.

We currently have 146 signatures on the enclosed petition from the neighbors residing on the following streets: Harrington Ct., Newbury Ct., Kingsley Ct., Paddington Rd., Carrick Rd., Sunstone Dr., Sunstone Way, Sunstone Dr and Whitworth Dr.

We strongly feel that the remaining English Ranch neighbors on Redburn Dr., Antelope Rd., Stockbury Dr., Carrington Rd., Ashmount Dr., Kentford Rd., Chipperfield Ct., Bromley Dr., Rochdale Dr., Stratford Ct., Bison Rd., Newgate Ct., and Appleton Ct. would support this petition.

Please let us know if we should move forward and obtain additional signatures in order to strengthen our cause. Thank you.

Best regards,



David Morita

Contact: baylapuppy@yahoo.com

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

Dear Fort Collins City Council Members, Mayor Hutchinson, City Manager Atteberry, Planning & Zoning Committee and the Transportation Board Members,

We the residents of the English Ranch and the surrounding neighborhoods are opposed to the Fort Collins City's Master Street Plan to extend Corbett Drive to Paddington Rd. Furthermore we request that any proposed street extension of Corbett Drive into the English Ranch Subdivision be permanently removed from the City's Master Street Plan.

We as residents are concerned about the overall:

- safety of our children walking or biking to Linton Elementary School, the English Ranch Park or Harmony Library.
- increase in vehicular traffic through the neighborhoods.
- increase in noise and pollution in the neighborhoods.
- decrease in property value as the neighborhood becomes less desirable.

The City's own transportation studies have shown that traffic mitigation has not been successful in controlling the present traffic speeds through the residential neighborhoods.

#	Address	Print Name	Signature	Date
1	4050 Harrington Ct	Leonard B Dickey	Leonard B Dickey	11/26/10
2	4056 Harrington Ct	John Jobson	John Jobson	11/26/10
3	4056 Harrington Ct	Joyce Sager	Joyce Sager	11/26/10
4	4057 Harrington Ct	Russell Holdredge	RM Holdredge	11/26/10
5	4057 Harrington Ct	Margaret R. Holdredge	Margaret R. Holdredge	11/26/10
6	4062 Harrington Ct	Donald W. MAY JR	Donald W. May Jr	12/4/10
7	4050 Newbury Ct	GARY A. GARWOOD	Gary A. Garwood	11/26 2010
8	4050 Newbury Ct	Kathy Garwood	Kathy Garwood	11/26/2010
9	4057 Newbury Ct	E. Linton	Quincy Linton	10-26-10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
10	4057 Newbury Ct	H. Wayne E. Linton	H. Wayne Linton	11-26-10
11	4056 Newbury Ct Newbury Ct	Marion K. Bobb Marion K. Bobb	Marion K. Bobb	12-4-2010
12	4050 Kingsley Ct	Irene Stein	Irene Stein	Nov 28, 2010
13	4056 Kingsley Ct	Jerry Dove	GERALD R DOVE	Nov 28, 2010
14	4057 Kingsley Ct	William C. Tosh	William C. Tosh	Nov. 26, 2010
15	4051 Kingsley Ct	RALPH R. BERG	Ralph R. Berg	Nov 26, 2010
16	2651 Stonehaven Dr	Matt Brinkman	Matt Brinkman	Nov 26, 2010
17	2651 Stonehaven Dr	Dr. Melissa Brinkman Matt Brinkman	Melissa Brinkman	12/4/10
18	4051 KINGSLEY CT	ELEANOR M. BERG	Eleanor M. Berg	Nov 26, 2010
19	2615 Paddington Rd	Patricia J. Bartlett	Patricia J. Bartlett	Nov. 26, 2010
20	2602 Paddington Rd	Narasimha Sreerama	Narasimha Sreerama	Nov 26, 2010
21	2608 Paddington Rd	Klein, Jay & Pam	Pam Klein	11/26/10
22	2632 Paddington Rd	Matt Ramsey	Matt Ramsey	11/26/10
23	2632 Paddington Rd	Angela Ramsey	Angela Ramsey	11/26/10
24	2656 Paddington Rd	CAROL W. DUNCAN	Carol W. Duncan	26 NOV
25	2702 Paddington Rd	Peter Lewis	Peter Lewis	11/26/10
26	2714 Paddington Rd	David Moritz	David Moritz	11/26/10

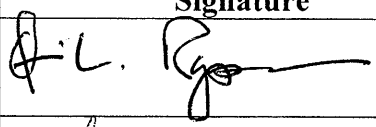
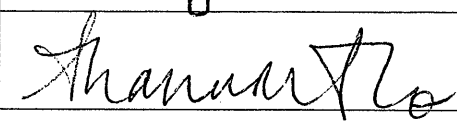
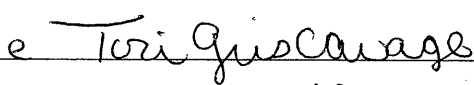
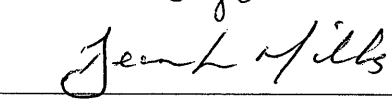

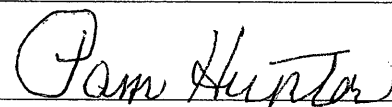
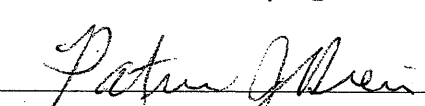
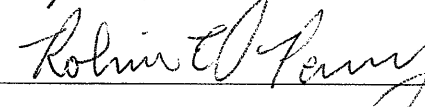
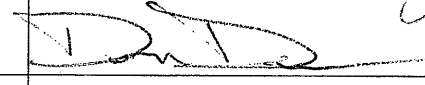

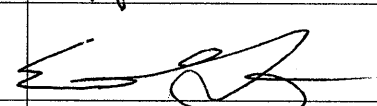

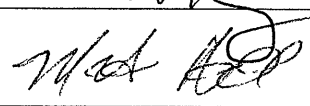
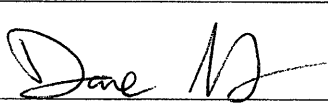
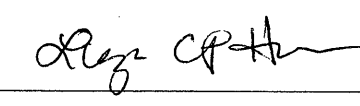
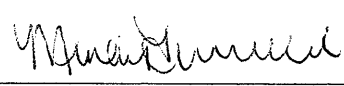
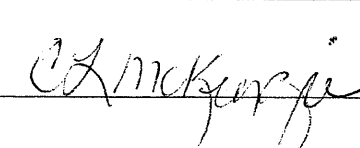
PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
27	2714 Paddington Rd	Kristin Morita	Kristin Morita	11/26
28	2836 Paddington Rd	John Aron	John Aron	11/26/11
29	2902 Paddington Rd	Laura Duttadway	Laura Duttadway	11/26/10
30	2908 Paddington Rd	DAVID BYERLY	David Byerly	11/26/10
31	2932 Paddington Rd	Darwin Idler	Darwin Idler	11/26/10
32	4014 Cat Carrick Rd	Diane Sutton	Diane Sutton	11/26/10
33	3920 Carrick Rd	HERB IRVIN	Herb Irvin	11/26/10
34	3902 Carrick Rd	Todd Biddison	Todd Biddison	11/26/10
35	2708 Paddington Carrick Rd	Ann Burroughs	Ann Burroughs	11-26-10
36	2703 Sunstone Dr	GAUE JOHNSON	Gaue Johnson	11/26/10
37	2709 Sunstone Dr	Laurel Janelle	Laurel Janelle	11/26/10
38	2709 Sunstone Dr	Jeff Janelle	Jeff Janelle	11/26/10
39	2715 Sunstone Dr	Karen Seale	Karen Seale	11/26/10
40	2715 Sunstone Dr	Fred Seale	Fred Seale	11/26/10
41	2815 Sunstone Dr	Ron Van Vleet	Ron Van Vleet	11/26/10
42	2815 Sunstone Dr.	Iris Van Vleet	Iris Van Vleet	11/26/10
43	2827 Sunstone Dr	ALAN CLARK	Alan Clark	11/26/10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
44	2827 Sunstone Dr	Jennifer Clark	Jennifer Clark	11/26/10
45	2915 Sunstone Dr	Joy Nix	Joy Nix	11/26/10
46	2909 Sunstone Dr	Bonny Thomas	Bonny Thomas	11/26/10
47	2909 Sunstone Dr	Berry Thomas	Berry Thomas	11/26/10
48	2939 Sunstone Dr	Darcy Smith	Darcy Smith	11-26-10
49	2945 Sunstone Dr	Jeff Tiney	Jeff Tiney	11-26-10
50	2956 Sunstone Dr	Brent Barstad	Brent Barstad	11-26-10
51	2956 Sunstone Dr.	Susan Barstad	Susan Barstad	11-26-10
52	2950 Sunstone Dr	Rebecca Loh	Rebecca Loh	11-26-10
53	2832 Sunstone Dr	Duane Gentz	Duane Gentz	11-26-10
54	2820 Sunstone Dr	Ronabea Pauk	Ronabea Pauk	11-26-10
55	2808 Sunstone Dr	Charles Stuyt	Charles Stuyt	11-26-10
56	2814 SunStone DR	Brittanie Hutcherson	Brittanie Hutcherson	11-26-10
57	2720 SUNSTONE	Stu FISCHBECK	Stu Fischbeck	11/26/10
58	2720 SUNSTONE DR.	JULIE FISCHBECK	Julie Fischbeck	11-26-10
59	2657 Sunstone Dr	Tarah Lewis	Tarah Lewis	11-26-10
60	2645 Sunstone Dr	John J Gmizcavage Jr.	John J Gmizcavage Jr.	11-27-10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
61	2814 Paddington Rd.	Orin Ryssman		11/27/10
62	2651 Sunstone Dr	Shannon Short		11-27-10
63	Sunstone Dr	Tori Criscavage		11-27-10
64	2639 Sunstone Dr	Dean Mills		11-27-10
65	2639 Sunstone Dr	Heather Miel		11-27-10
66	2603 Sunstone Dr	Pam Hunter		11-27-10
67	3944 Sunstone Way	Patrice J. Diem		11-27-10
68	3903 Sunstone Way	Robin Penny		11-27-10
69	3920 Sunstone Way	Don Dunn		11-27-10
70	3933 Sunstone Way	Kristy Dillen		11-27-10
71	3933 Sunstone Way	Steve Dillen		11-27-10
72	3921 Sunstone Way	Chris Muehring		11/27/10
73	3939 Sunstone Way	MIKE HODITS		11/27/10
74	3945 Sunstone Way	DAVE HUNN		12/4/10
75	3945 Sunstone Way	Liza Hunn		12/4/2010
76	2627 Statenham Dr	Mindy Townsend		11/27/10
77	2621 Statenham Dr.	Candace McKentzie		11/27/10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
78	2644 Stonehaven Dr	Evelyn Franklin	Evelyn Franklin	11/27/10
79	2650 Stonehaven Dr	Jim Roderberger	Jim Roderberger	11/27/10
80	2650 Stonehaven Dr	Myra Roderberger	Myra Roderberger	11/27/10
81	2709 Stonehaven Dr	Laura Brewer	Laura Brewer	11/27/10
82	2732 Stonehaven Dr	Derek Forst	Derek Forst	11/27/10
83	2809 Stonehaven Dr	Kene Wischow	Kene Wischow	11/27/10
84	2815 # Stonehaven Dr	Diana J. Shaner	Diana J. Shaner	11-27-10
85	2815 Stonehaven Dr	Dale Shaner	Dale Shaner	11/27/10
86	2815 Stonehaven Dr 2821 Stonehaven Dr	Jerry W Rice	Jerry W Rice	11/27/10
87	2821 Stonehaven Dr	Carol J. Rice	Carol J. Rice	11/27/10
88	2703 Stonehaven Dr	Felix DiGiallonardo	Felix DiGiallonardo	11/27/10
89	2703 Stonehaven Dr	Virginia DiGiallonardo	Virginia DiGiallonardo	11/27/10
90	2721 Stonehaven Dr	Tanya & Ray Yort	Tanya & Ray Yort	11/27/10
91	2732 Stonehaven Dr	Amy Feist	Amy Feist	11/27/10
92	2733 Stonehaven Dr	Aimee Colton	Aimee Colton	11/27/10
93	2833 Stonehaven Dr	Nancy Horan	Nancy Horan	11-27
94	2909 Stonehaven Dr	DAN INSALLS	Dan Insalls	11-27


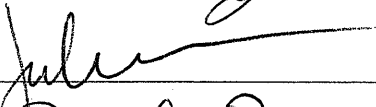
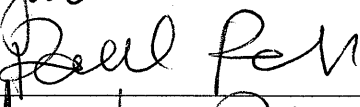
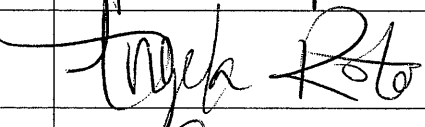
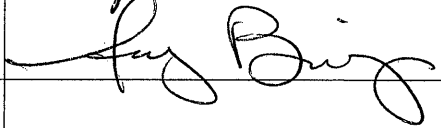

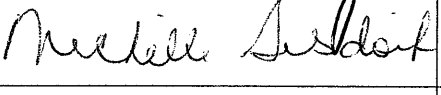
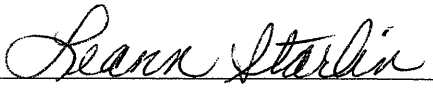
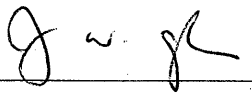
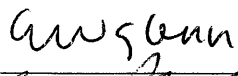
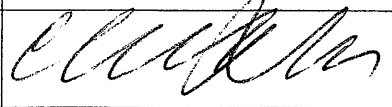
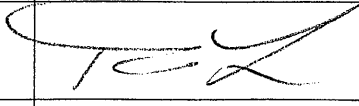
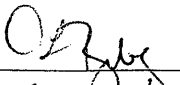

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
95	2921 Stonchaven Dr	DORIS K Salter	Doris K Salter	11/27/10
96	2921 Stonchaven Dr	RANDY SALTER	Randy Salter	11/27/10
97	Stonchaven Dr	GERALD D KILTZ	Gerald D Kiltz	11/27/10
98	2945 Stonchaven Dr	Jim SCHINNERER	Jim Schinnerer	12/4/10
99	3014 Stonchaven Dr	Jesse Iverson	Jesse Iverson	12/4/10
100	2802 Paddington Rd.	Toni Aragon	Toni Aragon	11/28/10
101	2802 Paddington Rd	Keith Aragon	Keith Aragon	11-28-10
102	4063 Harrington Ct	Doris Strachan	Doris Strachan	12/4/10
103	2657 Paddington Rd	Alex Williamson	Alex Williamson	12/4/10
104	2651 Paddington Rd.	Jim Hampton	Jim Hampton	12/4/10
105	2651 Paddington Rd.	Annie Hampton	Annie Hampton	12/4/10
106	2633 Paddington Rd	Kurt North	Kurt North	12/4/10
107	2633 Paddington Rd	Bridget North	Bridget North	12/4/10
108	2627 Paddington Rd	Sharon Melvin	Sharon Melvin	12-4-10
109	2620 Paddington Rd	Kenneth Harman	Kenneth Harman	12-4-10
110	2620 Paddington Rd	Monika Harman	Monika Harman	12-4-10
111	3015 Stonchaven	Kaye Basinger	Kaye Basinger	12-4-10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
112	304 Stonehaven Dr.	Karen Iverson	Karen Iverson	12/4
113	2932 Stonehaven Dr.	Adam Holt	Adam Holt	12-4
114	2920 Stonehaven Drive	Susan Tripp	Susan Tripp	12/4
115	2920 Stonehaven Drive	TRAVIS TRIPP	Travis Tripp	12-04
116	2820 Stonehaven Dr.	Janna Wilson	Janna Wilson	12/4/10
117	2844 Stonehaven Dr.	Peggy Kuasagge	Peggy Kuasagge	12/4/10
118	2714 Stonehaven Dr.	John Bredelhoff	John Bredelhoff	12/4/10
119	2714 Stonehaven Dr.	Judi Bredelhoff	Judi Bredelhoff	12/4/10
120	2720 Paddington	Jason Visnic	Jason Visnic	12/4/10
121	2701 Whitworth Dr.	Elena Kerbs	Elena Kerbs	12-4-10
122	2801 Whitworth Dr.	ROBERT E. LAFFERTY	Robert E. Lafferty	12/4/10
123	2812 Whitworth Drive	Chris Thoy	Chris Thoy	12/4/10
124	2800 Whitworth Dr.	Lee Schwartz	Lee Schwartz	12/4/10
125	2724 Whitworth Dr.	J.W. Pickard	J.W. Pickard	12/4/10
126	4051 Newbury Ct	Helen L. Keefe	Helen L. Keefe	12/11/10
127	2603 Southfield Ct	Kristi Fisher	Kristi Fisher	12/11/10
128	2603 Southfield Ct	Randy Fisher	Randy Fisher	12/11/10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
129	2614 Southfield 80525 CT	RYAN ABRAHAMSON		12/11/10
130	2624 Southfield Ct 80525	Keran Bryant	Keran Bryant	12/11/10
131	2626 Southfield Ct 80525	Dea C. Bryant	Dea C. Bryant	12/11/10
132	2537 Sunstone Dr FC CO 80525	Jill Schultenberg		12-11-10
133	2513 Sunstone Dr. FC CO 80525	Rachel Rota		12/11/10
134	2513 Sunstone Dr. FC CO 80525	Angela Rota		12/11/10
135	2501 Sunstone FTL CO 80525	Amy Bruning		12/11/10
136	2501 Sunstone FTL CO 80525	Amy Bruning		
137 6	2501 Sunstone Dr. FTL CO 80525	David E. Bruning		12/11/10
138 7	2427 Sunstone Dr FT Collins	Michelle Suddert Michelle Suddert		12/11/10
139 8	2425 Sunstone Dr. FT Collins	Leann Starlin		12/11/10
140 39	2400 SUNSTONE DR. FC, CO	Jim Glenn		12/14/2010
141 40	2400 Sunstone Dr FC, CO	Emily Glenn		12/11/10
142 41	2461 Sunstone Dr	Chris Lion		12-11-10
143 42	2461 Sunstone Dr.	TERR Lion		12/11/10
144 43	2506 Sunstone	CL Robles		12/11/10
145 44	2536 Sunstone	J Obasle		12/11/10

PETITION AGAINST THE CORBETT DRIVE EXTENTION TO PADDINGTON RD.

#	Address	Print Name	Signature	Date
146 45	2707 Whitworth Dr.	Cheryl Lefebvre	cheryl Lefebvre	12/11/10
147 46	2500 Antelope Rd	Arden Prentice	Arden Prentice	12-11-10
148 47				
149 48				
150 49				
151 50				
152 51				
153 52				
154 53				
155 54				
156 55				
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160 59				
161 60				
162 61				

Appendix F

Capital Improvement Plan Documentation

Capital Improvement Plan Documentation

CAPITAL IMPROVEMENT PLAN UPDATE PROCESS

What is the CIP?

The Transportation Capital Improvement Plan (CIP) presents a list of transportation projects that are needed to achieve the vision of the Transportation Master Plan (TMP). The projects represent all modes of transportation, and range from projects that address existing basic deficiencies to those necessary in the future to achieve the high standards of a world class city. The CIP is also a tool that facilitates the allocation of resources based on project and system level prioritization reflecting the TMP visions and community needs.

How to Use the CIP

The CIP list and spreadsheet tool are dynamic, and can reflect changes in City vision, transportation needs, and resource availability over time. Updates to the CIP are expected every two years and can be related to new opportunities, partnerships, and funding strategies. The CIP update process includes the following steps:

- Update the project lists
- Reassess project cost and benefits for adherence to the vision, principles, and policies
- Reassess the relative weight of each scoring category to reflect City priorities
- Re-sort project lists based on revised input
- Identify high priority projects within each category
- Identify funding resource needs and gaps
- Use the prioritized list as information for selecting projects during the bi-annual budgeting and strategic planning efforts

The updated CIP includes the specific projects needed through 2035 for the various categories to achieve our community's long-term goals. It is important to note that additional projects may be added to the City's CIP lists over time based upon the outcome of the master plans for each of the remaining Enhanced Travel Corridors as well as other changes resulting from updates to future sub-areas plans. In addition, the City may pursue inter-agency partnerships to construct regional infrastructure projects such as interchanges along I-25, regional transit improvements, and/or multi-use trails as opportunities for collaboration come forward in the future.

What are the “New” Ideas in the CIP?

The Transportation Capital Improvement Plan has been updated to include environmental, economic, and social factors as project prioritization criteria in conjunction with the traditional transportation criteria. The TMP update organizes the vision, principles, and policies in a logical, concise manner. The CIP identifies pertinent criteria reflecting the vision, principles, and policies to assess and evaluate the potential for each project to achieve the visions. Through this process a number of “new” ideas emerged, including:

- Developing new criteria to reflect the Triple Bottom Line approach
- Establishing a direct connection between the CIP criteria and the TMP vision, principles, and policies
- Developing a short-term, high priority CIP project list (5-6 year)
- Implementing a two year update cycle to more regularly update the project list
- Developing an improved CIP project evaluation tool
- Inclusion of operations and maintenance cost considerations
- Developing a city-wide Capital Improvement Plan to integrate transportation, utilities, parks, cultural and recreational facilities, City facilities, and other capital needs as appropriate (future action item)

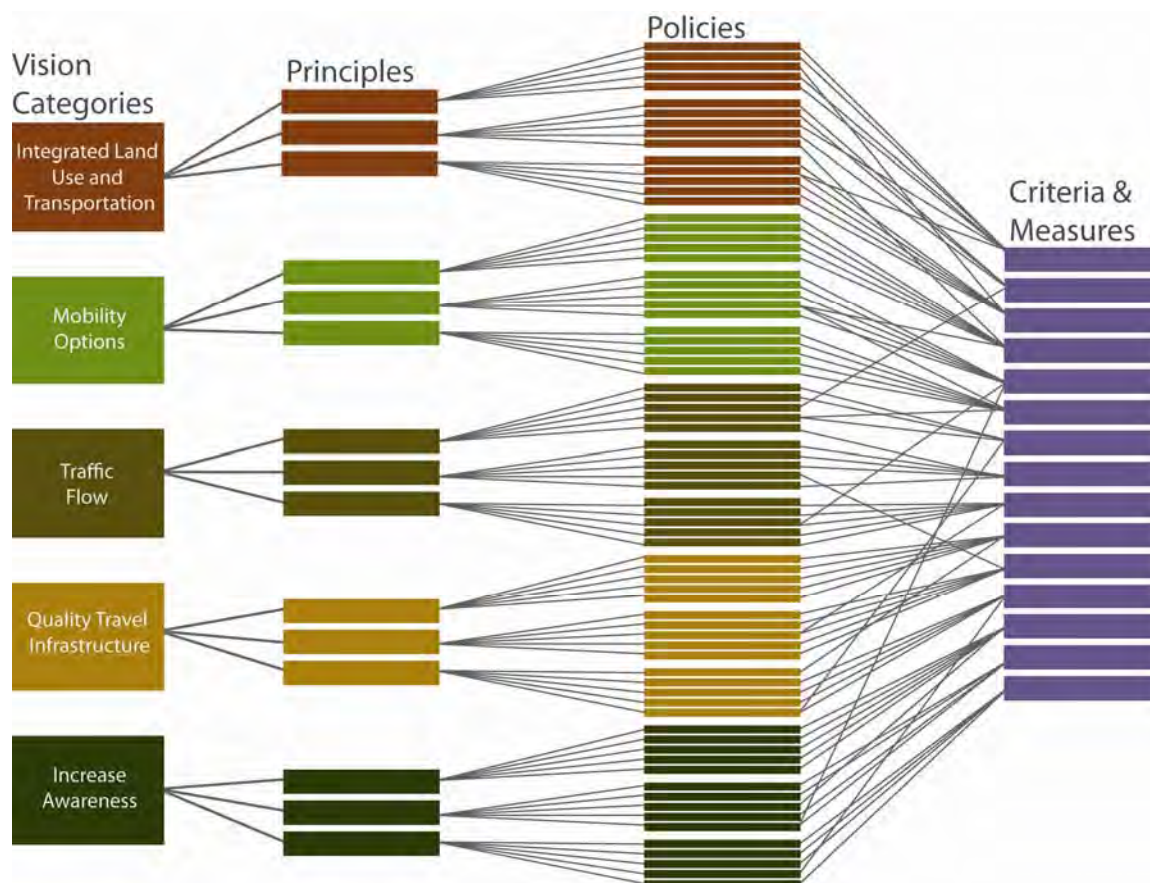
How Are The CIP Criteria Linked to the TMP?

A new matrix format illustrates the linkages between the TMP vision, principles, and policies, and the CIP Criteria and Measures that inform project decisions and reporting on progress.

Vision, Principles, Policies, and Measures Matrix

The TMP Vision, Principles, Policies, and Measures (VPPM) matrix represents a significant effort to reorganize and consolidate the previous planning direction statements without changing their intent. The information has been reorganized to better convey the intent of the vision by directly relating it to the relevant principles and policies and show the alignment among the vision, principles, policies, and measures.

Note that two basic types of measures are needed. One type is needed to assess how well individual projects, strategies, or programs help the City achieve its vision. These are used as **CIP Criteria** to determine an individual project's priority in the CIP list. Another type of measure would be used to assess how well the City has achieved its vision and what level of progress is being made through implementation. These are termed **Progress Measures**, and they are defined and incorporated into the measuring progress section of the TMP.



How Will The Matrix Be Used?

The matrix helps illustrate how the vision is connected to the principles, the principles to the policies, and the policies to measures and criteria. The nearly direct connection from measures to visions is easy to observe and facilitates a better understanding of how the measures are applied. The matrix was used to consolidate the information in the TMP, making the TMP easier to comprehend.

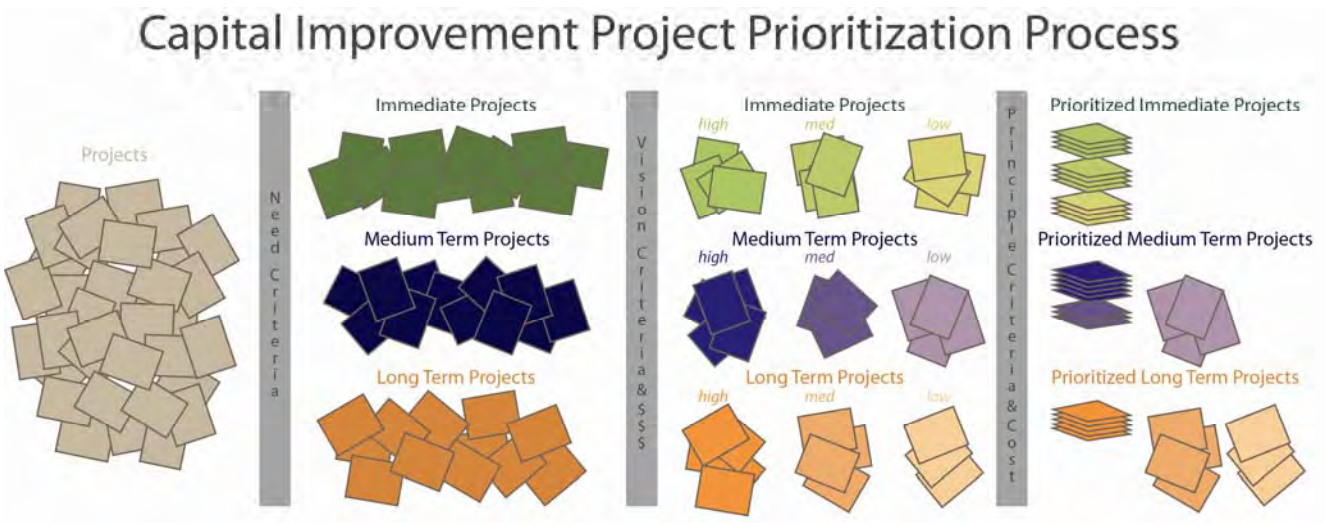
It also forms the basis for the revised CIP tool. The CIP has a much more direct connection to the overall TMP. Project prioritization is based largely on maximizing the overall attainment of the transportation vision as determined by each individual project's ability to address the vision, principles and policies.

CIP Ranking Process

The figure below illustrates the process being used to prioritize projects. It includes an initial assessment of the immediacy of need based on three tiers:

- Tier 1. Existing or immediate need
- Tier 2. Medium term future need or necessary only in conjunction with significant land development
- Tier 3. Long term planning or forecasted need

Next, projects are evaluated at the vision level for an initial sorting. That is, projects are assessed based on how well they help the City achieve each of its five vision areas (Integrated Land Use & Transportation, Mobility Options, Traffic Flow, Quality Travel Infrastructure, and Increase Awareness). They are scored qualitatively, taking into account the general vision statement and the underlying principles of the vision. Scores were generally arrived at in a group setting with input from key participants of the staff sub-team. Based on the initial scores projects are sorted as either high, medium, or low priority.



In addition, project costs including operations and maintenance were assessed on an order magnitude basis to categorize projects into one of the following six cost categories:

1. < \$250,000
2. \$250,000 - \$1,000,000
3. \$1,000,000 - \$5,000,000
4. \$5,000,000 - \$10,000,000
5. \$10,000,000 - \$20,000,000
6. > \$20,000,000

A combination of cost and vision level scoring was used in the prioritization process, which resulted in a cost adjusted vision score. This adjustment allowed for large projects with a high impact on the City's vision to be compared with smaller projects which do not have as much of an impact on the City's vision.

Project Evaluation Criteria

Within project categories and programs, projects were evaluated using criteria specific to the project types. The following factors were evaluated in each project category and are consistent with the intent of the vision statements, principles, and policies in the Transportation Master Plan. Order of magnitude capital costs as well as operating and maintenance costs were factored into the scoring.

ATMS

Advanced Traffic Management System (ATMS) projects were scored and ranked based on traffic engineering criteria related to safety and traffic flow that also take into account traffic operations. These projects were categorized as high priority video detection intersections, serial radio intersections, signalized intersections, countdown pedestrian heads, pushbutton accessibility, pedestrian signal locations, traffic operations center, medium priority video detection, low priority video detection intersections, or traffic operations.

Bicycle

Projects were ranked individually on the following criteria from the 2008 Bicycle Plan: connectivity, convenience, priority bicycle routes, completing existing gaps in the network, and safety. Then, projects were grouped into programs for the CIP list and designated as Tier 1, 2, or 3 projects. Order of magnitude cost estimates were developed for all projects and more detailed cost estimates will be developed for top tier projects.

Bridge

Projects were scored and ranked based on engineering criteria related to safety and quality infrastructure that also take into account structural ratings. The inspections of major bridges are performed under the National Bridge Inspection Standard (NBIS) developed by the Federal Highway Administration (FHWA). The NBIS also determines the rating criteria. For Colorado, this is administered through the Colorado Department of Transportation (CDOT). The City's bridge inspection consultant uses the same NBIS criteria for our minor bridge inspections.

Pedestrian

Projects were ranked individually on the following criteria:

- Needs Assessment
- Partnership Opportunity
- Pedestrian Volume
- ROW needed
- ADA Concern
- Economic Development Opportunity
- Proximity to Pedestrian Destinations
- Pedestrian Accidents
- Street Classification
- Pedestrian Corridor/Activity Center
- Transit Connector
- Directness
- Continuity
- Street Crossings
- Visual Interest and Amenity
- Security

Projects were then grouped into programs for the CIP list and designated as Tier 1, 2, or 3 projects. Order of magnitude cost estimates were developed for all projects and more detailed cost estimates will be developed for top tier projects.

Intersection

The current intersection priority study was used as the basis for intersection evaluation. Projects are being ranked based on the following indicators:

- Crashes
- Design
- Cost
- Cost/Benefit
- Project Leveraging
- Implementation
- Congestion
- Buffering
- Noise
- Consistency with Adjacent Land Uses
- Adverse Impacts
- Ability to Accommodate All Users
- Pedestrian/Bicycle Crashes
- Operation & Maintenance Costs
- Minimizes Emissions
- Environmental Impacts
- Movement of Goods, Services and Freight
- Advances Adequate Public Facilities
- Project Funding
- Supports Development Objectives

Projects were then grouped into programs for the CIP list and designated as Tier 1, 2, or 3 projects. Order of magnitude cost estimates were developed for all projects and more detailed cost estimates will be developed for top tier projects.

Parking

Each of the items in the parking list was scored relative to the vision categories. This list will be updated as a result of the 2011 Parking Study Update.

Railroad

Projects were scored and ranked based on engineering criteria related to safety and quality infrastructure and take into account traffic volumes and pavement condition.

Roadway

Projects were scored and ranked based on relationship to all five vision categories by an interdisciplinary panel including personnel from Engineering, Traffic Operations, Transit, Street Maintenance, Land Use Planning, Transportation Planning, Utilities, and Natural Resources. Each project was scored on how well they supported the following:

- Integrated Land Use and Transportation
- Mobility Options
- Traffic Flow
- Quality Travel Infrastructure
- Increase Awareness

Within each vision category, supporting principles were considered in determining the vision score as well as supporting measures and criteria such as multimodal Level of Service, safety, and pavement condition. The vision scores for each project were adjusted to include order of magnitude cost estimates. More detailed analysis will be completed for top tier projects.

Transit

Projects represent the phasing recommendations from the 2009 Transfort Strategic Operating Plan. The phases were designated as Tier 1, 2, or 3 projects. Four program phases consisting of existing service, TSP Phase I, TSP Phase II, and TSP Phase III were scored on how well they contribute towards the City's visions.

Project Consolidation

A very large undertaking, the list of projects exceeded 700 at one point. To facilitate a more efficient review process many projects were consolidated into 'programs' which were then evaluated on their aggregated ability to achieve the City's vision. For instance, railroad grade crossing improvements were consolidated in this list into several upgrade programs, rather than list each individual grade crossing that is planned for upgrades. This was done for the following:

- ATMS projects
- Bicycle projects
- Bridge projects
- Intersection Improvements
- Pedestrian projects
- Railroad grade crossing upgrades
- Transit projects
- Parking

Roadway projects were all scored individually.

Project Costs and Revenue Summary

The following summarizes the project costs and revenue forecasts for the short-term and long-term horizons. The lists of projects in the CIP and the resulting costs reflect the continued commitment to a multimodal transportation system. Of the capital costs, automobile related transportation needs represent approximately 81% of near term needs and 82% of long term needs. Bicycle and pedestrian related costs reflect approximately 12% of near term needs and approximately 14% of long term needs. Transit costs are based upon the Transfort Strategic Plan and considered separately from the table below due to the large percentage of operations and maintenance cost.

Short term project costs are the sum of costs for all those projects identified as having Tier 1 needs, i.e., immediate or existing needs. Short term funding sources are based on funding that has been allocated specifically to bicycle, pedestrian, and intersection improvements from the remaining Building on Basics (BOB) funds, along with the anticipated six year revenue stream from the other transportation portion of 2B and the Street Oversizing Fund. The six year funding shortfall is expected to surpass \$250 million. The short term project funding needs are clearly and dramatically in excess of the anticipated available revenue.

The long term funding shortfall is expected to exceed the \$925 million range, including the short term funding gap. The long term project funding needs are also dramatically in excess of the anticipated available revenue. Long term project costs are the sum of costs for all those projects identified in the CIP list and encompass existing needs, midterm needs, and long term or planned project needs.

While the City is appreciative of local support for existing and new transportation funding initiatives, the short term and long term funding gaps represent an annual gap of \$37 to \$42 million per year from now through 2035. It also signifies that less than 11 to 12 percent of the needed capital project funding revenue has been secured.

Allocated revenue in the table shows known funding for each category in each term and also shows known capital funding from other sources such as 2B and the Street Oversizing Fund.

CIP Summary Table (2011 - 2035) (All Values are \$1,000,000s)						
Category*	Short Term (2011-2016)			Long Term (through 2035)		
	Cost	Allocated Revenue	Gap	Cost	Allocated Revenue	Gap
ATMS	\$ 1.5	\$ -		\$ 11.5	\$ -	
Bicycle	\$ 20.0	\$ 0.5	\$ (19.5)	\$ 119.0	\$ 0.5	\$ (118.5)
Bridge	\$ 20.0	\$ 0.6***	\$ (19.4)	\$ 20.0	\$ 0.6***	\$ (19.4)
Intersections	\$ 27.5	\$ 6.5	\$ (21.0)	\$ 27.5	\$ 6.5	\$ (21.0)
Parking	\$ 8.5	\$ -		\$ 53.0	\$ -	
Pedestrian	\$ 14.0	\$ 1.2	\$ (12.8)	\$ 29.5	\$ 1.2	\$ (28.3)
Railroad	\$ 21.5	\$ -		\$ 39.5	\$ -	
Roadway	\$ 173.5	\$ -		\$ 759.0	\$ -	
CIP Revenue Sources		Unallocated Revenue			Unallocated Revenue	
2B - Resourcing Our Future tax revenue**		\$ 2.3			\$ 4.1	
Street Oversizing Fund - 291		\$ 23.3			\$ 110.5	
	Total Cost	Total Revenue	Total Gap	Total Cost	Total Revenue	Total Gap
Total	\$ 286.5	\$ 33.8	\$ (252.7)	\$ 1059.0	\$ 122.8	\$ (936.2)

* Transit costs are excluded due a large percentage of costs associated with Operation & Maintenance (O&M). Five year capital and O&M costs for transit projects are \$128 million.

** Assumes \$375,000 per year until 2022 towards capital projects based on 2010/2011 funding. This could vary in future years.

*** Allocated bridge revenue is part of either 2B or Street Oversizing Fund and not in addition to it

While the resulting gap in needed funding to complete all of the projects identified on the CIP category lists is very large (\$936.2 million), it is lower than the \$1.1 billion funding gap projected in the 2004 TMP. There are several factors that could account for this difference. One is that many projects from the 2004 CIP have been completed over the past seven years through City capital projects as well as by private development. Also, the “right sizing” of the Master Street Plan during this update to the TMP has resulted in the reduction of 29 lane miles of new roadway construction when compared with the 2004 CIP. The 2010-11 updates to the MSP and CIP result in helping to lower the long-term cost of building out the City’s roadway network and reflect the outcome of using the triple bottom line analysis process.

This substantial funding gap and the update to the CIP underscore the need for the Transportation Master Plan principle and policies related to responsible stewardship of transportation resources. To continue making progress on the CIP, the City will need to seek and secure long term sustainable funding for capital, operating, and maintenance needs, as well as continue to exercise fiscal responsibility with available resources and pursue new and innovative funding strategies and partnerships.

Next Steps

The process of ranking projects on vision level scoring has created high level classifications of projects, but there are still further steps which will be taken to refine the ranking, better identify a fiscally constrained list, and assist with the project selection process:

- Update CIP to reflect projects that are identified in corridor master plans and the results of the Intersection Prioritization Study
- Evaluate the highest need, highest priority projects in greater detail, involving the assessment of projects at the more detailed principle and policy level
- Refine cost estimates for the highest need, highest priority projects, including costs for capital as well as sources of funding for ongoing maintenance and operations
- Revise several of the programs containing multiple projects:
 - Limit the number of projects in each program group to maintain manageable size and budgets
 - Group closely related projects that complement each other
- Implement a more refined method for prioritizing projects among different project categories
- Adjust category weighting to reflect outcomes measured over time

In addition to the transportation related next steps, the City should also develop a city-wide Capital Improvement Plan to integrate transportation, utilities, parks, cultural and recreational facilities, City facilities, and other capital needs as appropriate as a future action item.

CIP List Legend

Using the newly developed CIP tool, all individual projects and grouped projects (programs) were ranked against other projects of the same category. The CIP tables show a prioritized list for each of the project categories with summary attributes of the scoring process. The CIP tool is flexible in this process and could be used to rank all project types against each other, but this will require careful calibration.

The first four columns of each table have descriptor attributes of the project including Location/Program, From, To, and Description. For some project types, the Location/Program field describes the program of projects, and for other project types it describes the street or intersection of the project. The From and To fields are used as descriptors for the start and end of some projects. The Description field gives additional information for many of the projects.

The Tier column of each table is an initial assessment of the immediacy of need based on three categories:

1. Existing or immediate need
2. Midterm future need or necessary only in conjunction with significant land development
3. Long term planning or forecasted need

There may be projects shown with a different Tier number on separate lists. For example, a roadway project with a bridge or railroad crossing component may be shown as a Tier 3 project on the roadway list, but the bridge or railroad crossing may be shown as a Tier 1 or 2 due to the unique evaluation criteria for each category.

In the Cost Magnitude column, project costs including operations and maintenance were assessed on an order magnitude basis to categorize projects into one of the following six cost categories:

1. < \$250,000
2. \$250,000 - \$1,000,000
3. \$1,000,000 - \$5,000,000
4. \$5,000,000 - \$10,000,000
5. \$10,000,000 - \$20,000,000
6. > \$20,000,000

The Cost Adjusted Vision Score column was calculated based on how well the project scored in each of the five vision areas, and the score was adjusted by a factor that reflects the cost magnitude of the project.

The Cost Adjusted Category column indicates a priority level of High, Medium, or Low, based on the Cost Adjusted Vision Score. The break point for this classification is different for each project category to allow for differences in the ranking process between categories.

The Cumulative Cost column displays a running total of projects in the category rounded to the nearest \$500,000. This column is limited by the accuracy of cost estimation of some projects, but it provides an indication of which projects can be funded as well as the total funding needs for each category.

Each of the nine project categories are sorted in separate tables based on type and then sorted by tier and Cost Adjusted Vision Score. Only projects of the same tier were ranked against each other. These high level scores do not imply the level of granularity that they may suggest, and a more detailed cost analysis as well as finer-leveled principle-level scoring on projects near the top of the list could result in a more precise ranking.

Traffic Signal System (ATMS) CIP List

Traffic signal system projects, otherwise known as Advanced Traffic Management Systems (ATMS), were divided into a combination of grouped intersections and other specific individual projects. Grouped projects, or programs, were ranked on their cumulative impact and cost magnitude, and a specific ranking process was used to prioritize the projects within each program. Tier one programs are considered immediate needs and tier three programs are longer term projects.

Traffic Signal System (ATMS) CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	17 High Priority Video Detection Intersections			Install video detection to replace inductive loops	1	2	0	3	3	4	0	16.0	High	\$ 0.5
-	23 Serial Radio Intersections			Replacement of Serial Radios with Ethernet Radios	1	1	0	1	2	4	0	12.0	Medium	\$ 0.5
-	3 Signalized Intersections			Convert from NEMA to 2070 Signal Controller/Cabinet	1	1	0	1	2	4	0	12.0	Medium	\$ 0.5
-	Countdown Pedestrian Heads			Install Countdown Pedestrian Signal Heads at 131 signalized intersections	1	2	0	3	1	4	0	12.0	Medium	\$ 1.0
-	Pushbutton Accessibility Project			Minor Concrete Work to provide access to pedestrian pushbuttons on 100 signalized intersection corners	1	2	0	3	0	2	0	8.0	Low	\$ 1.0
-	32 Pedestrian Signal Locations			Convert from NEMA to 2070 Signal Controller/Cabinet	1	2	0	2	0	4	0	8.0	Low	\$ 1.5

Traffic Signal System (ATMS) CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Traffic Operations Center			Replace Video Wall	3	1	0	2	3	4	0	16.8	High	\$ 1.5
-	50 Medium Priority Video Detection Intersections			Install video detection to replace inductive loops	3	3	0	2	3	4	0	12.0	Medium	\$ 2.5
-	63 Low Priority Video Detection Intersections			Install video detection to replace inductive loops	3	3	0	1	3	4	0	10.3	Low	\$ 4.0
-	Traffic Operations Management Center Expansion			Traffic Operations Management Center Expansion	3	4	0	0	2	4	0	6.0	Low	\$ 11.5

Bicycle CIP List

Bicycle projects were grouped into Bicycle Improvements Program Tier 1 (funded), Bicycle Improvements Program Tier 1 (unfunded), Bicycle Improvements Program Tier 2, and Bicycle Improvements Program Tier 3. The Tier 1 improvements program was split to allow for known funding of \$500,000 to be assigned to a separate program. Projects contained within the tiers will be further prioritized in a separate process using more detailed criteria. A table containing the individual bicycle projects within each tier is located in this appendix.

Bicycle CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Bicycle Improvements Program 1 (funded)			Funded projects from the 11 tier 1 Projects	1	2	4	5	2	4	3	24.3	High	\$ 0.5
-	Bicycle Improvements Program 1 (unfunded)			Unfunded projects from the 11 tier 1 Projects	1	5	4	5	2	4	3	16.2	Medium	\$ 20.0
-	Bicycle Improvements Program 2			7 Projects	3	6	3	4	2	4	3	12.6	Medium	\$ 60.0
-	Bicycle Improvements Program 3			Projects included in 2004 CIP that are not included in 2011 hot list	3	6	2	4	2	3	3	11.2	Low	\$ 119.0

Bridge CIP List

A bridge project list was created which consists of bringing all deficient bridges located throughout the City up to acceptable standards. Individual cost estimates were not available for all projects, but the collective cost of all bridge projects are in the top cost magnitude category of more than \$20,000,000. The calculated score reflects the cumulative benefit of building all bridges in the category. A table containing the individual bridge projects is located in this appendix.

Bridge CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Deficient bridge list located throughout the City			This project consists of bringing all deficient bridges located throughout the City up to acceptable standards	1	6	4	3	5	4	0	15.2	High	\$ 20.0

Intersections CIP List

Intersections were grouped into three programs which may be referred to as tiers in the Intersection Prioritization Study. The programs contain various arterial intersection improvements prioritized through the Intersection Prioritization Study. Cost and vision scores were calculated considering the cumulative benefit of all intersection improvements contained within the program. A few individual intersections were also scored as part of the process. A table containing individual intersections within the intersection improvement programs is located in this appendix and will be finalized with the outcome of the Intersection Prioritization Study.

Intersections CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Intersection Improvements Program 1			Group of various arterial intersection improvements prioritized through Intersection Priority Study	1	4	2	2	5	4	0	15.5	High	\$ 6.5
-	Intersection Improvements Program 2			Group of various arterial intersection improvements prioritized through Intersection Priority Study	1	4	1	2	4	3	0	12.3	Medium	\$ 13.0
-	Intersection Improvements Program 3			Group of various arterial intersection improvements prioritized through Intersection Priority Study	1	4	1	2	4	2	0	11.5	Low	\$ 19.5
-	College and Drake			intersection improvements	1	3	1	1	3	2	0	9.7	Low	\$ 23.5
-	College and Horsetooth			intersection improvements	1	3	1	1	3	2	0	9.7	Low	\$ 27.5

Parking CIP List

Parking projects were prioritized using parking improvements categories consisting of individual projects grouped according to project need. This list will be updated with the results of the 2011-12 Parking Study.

Parking CIP Projects														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
PK1	Downtown			Parking improvements	1	4	5	2	3	3	1	15.0	Medium	\$ 8.5
PK2	Downtown			Parking improvements	2	4	5	2	3	3	1	15.0	Medium	\$ 17.0
PK3	Harmony/I-25			Additional park and ride parking spaces	3	3	3	3	3	2	1	15.7	High	\$ 18.0
PK4	Downtown			Parking improvements	3	4	5	2	3	3	1	15.0	Medium	\$ 26.5
PK5	Downtown			Parking improvements	3	4	5	2	3	3	1	15.0	Medium	\$ 35.0
PK6	Downtown			Parking improvements	3	4	5	2	3	3	1	15.0	Medium	\$ 43.5
PK7	Downtown			Parking improvements	3	4	5	2	3	3	1	15.0	Medium	\$ 52.0
PK8	Mulberry/I-25			New park and ride facility	3	3	2	3	3	2	1	14.6	Medium	\$ 53.0

Pedestrian CIP List

Pedestrian projects were grouped in six programs. Immediate needs projects were categorized as sidewalk, path/trail, or pedestrian crossing programs, while longer term needs were categorized into the same three types of programs. Programs were scored according to the cumulative impacts towards the City's visions. Detailed cost estimates for each project were not available but will be incorporated. A table containing a listing of individual projects within each program is located in this appendix.

Pedestrian CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Existing Need Sidewalk Projects			Existing needs of 30 Sidewalk projects	1	5	4	4	0	2	1	10.4	High	\$ 11.5
-	Existing Need ADA Ramp Improvements			Annual Pedestrian Plan/ADA Ramps & Crossing Improvements	1	1	1	3	0	1	1	10.4	High	\$ 11.5
-	Existing Need GSC Projects			Existing needs of one Grade Separated Crossing (GSC) project	1	3	2	3	0	1	0	8.3	Low	\$ 14.0
-	Development Driven Sidewalk Projects			Six Development Driven Sidewalk Projects	2	3	3	4	0	1	1	11.4	High	\$ 17.5
-	Forecasted Need Path/Trail Projects			Forecasted needs of one Path/trail projects	3	3	3	4	1	2	0	13.7	High	\$ 19.0
-	Forecasted Need Sidewalk Projects			Forecasted needs of 28 Sidewalk projects	3	4	3	4	0	2	1	10.8	High	\$ 28.0

Pedestrian CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Forecasted Need GSC Projects			Forecasted needs of one Grade Separated Crossing (GSC) project	3	3	2	3	0	1	0	8.3	Low	\$ 29.5

Railroad CIP List

Railroad projects were categorized into three programs which each contain several projects. Additionally, a few other crossings and grade separation projects were also scored individually. A breakdown of the projects within each program is located in this appendix. To avoid double counting cost for railroad projects, grade separated projects are not included in this list if they are part of a bicycle, pedestrian, or roadway CIP project. Examples of this include bicycle and pedestrian grade separated crossings at CSU Vet Campus, Keenland Drive, Harmony, Horsetooth, and Fairway Lane as well as grade separated crossings at Drake/BNSF, Vine/Lemay, Vine/Timberline, Trilby/UPRR, Trilby/BNSF, and Carpenter.

Railroad CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Tier 1 Annual RR crossing improvement program: BNSF - Trilby, Prospect, Cherry, Laurel; UPRR - Lincoln, Prospect, Horsetooth, Cherry, Mulberry, Drake			At Grade Crossing Upgrades	1	3	0	1	2	4	0	8.6	High	\$ 1.5
RR14	UPRR Railroad Crossings	Lincoln	Linden	railroad quiet zone crossing improvements	1	2	0	1	1	2	1	6.3	Medium	\$ 2.5
RR15	BNSF Railroad Crossings	Trilby	Laurel	railroad quiet zone crossing improvements	1	3	0	1	1	2	1	5.4	Low	\$ 6.5
RR16	BNSF Railroad Crossings	Laurel	Vine	railroad quiet zone crossing improvements	1	5	0	1	1	2	1	4.2	Low	\$ 21.5

Railroad CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Tier 2 Annual RR crossing improvement program: BNSF - Timberline, Cherry, LaPorte, W Drake, W Horsetooth, Willow, Mountain, Maple, Lemay, Lincoln, Vine; UPRR: Lemay, Carpenter, Maple			At Grade Crossing Upgrades	2	3	0	1	2	3	0	7.7	High	\$ 23.0
-	Tier 3 Annual RR crossing improvement program: BNSF - Swallow, Mountain Vista, North Mason, CR52, Linden; UPRR: Willox, Hemlock, Hickory, Trilby			At Grade Crossing Upgrades	3	3	0	1	2	2	0	6.9	Medium	\$ 24.5
RR19	Sharpe Point Drive	GNRR		RR crossing	3	4	0	0	2	1	0	3.8	Low	\$ 32.0
RR20	Greenfield Ct.	RR spur		RR grade separation	3	4	0	0	2	1	0	3.8	Low	\$ 39.5

Roadway CIP List

Roadway projects were scored individually on how well they contribute to the City's visions and on cost magnitude estimates. Projects include the necessary improvements to build out the Master Street Plan network. Projects were prioritized with other projects in the same tier.

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R1	Realigned Vine	College	Lemay	build new 4L arterial	1	5	4	5	3	3	0	16.2	High	\$ 19.0
R3	Lincoln	Riverside	Lemay	upgrade to 2L arterial standards	1	4	4	4	2	3	0	15.3	High	\$ 27.5
R121	Harmony	Boardwalk	Timberline	upgrade to 6L Arterial standards	1	4	3	3	3	3	0	14.3	High	\$ 33.0
R4	Harmony	College	Boardwalk	upgrade to 6L Arterial standards	1	4	3	3	3	3	0	14.3	High	\$ 42.5
R2	College	Conifer	Wilcox	upgrade to 4L arterial standards	1	5	4	4	2	3	0	13.6	High	\$ 53.5
R5	LaPorte	Impala	Taft Hill	upgrade to 2L arterial standards	1	3	2	3	2	2	1	12.9	High	\$ 56.0
R8	Linden	Jefferson	Poudre River	upgrade to collector (Downtown River District) standards	1	3	4	3	0	3	0	12.3	High	\$ 57.0
R117	Linden	Poudre River	Vine	upgrade to collector standards	1	3	4	3	0	3	0	12.3	High	\$ 59.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R9	Willow	College	Lincoln	upgrade to collector (Downtown River District) standards	1	3	4	4	-1	3	0	12.3	High	\$ 61.0
R10	Lemay and BNSF Railroad Tracks			build grade-separated RR crossing	1	6	2	2	4	4	0	11.2	Medium	\$ 81.0
R7	Trilby	Lemay	Timberline	upgrade from 2L to 4L arterial - with grade-separated RR crossing	1	5	1	3	2	2	0	11.1	Medium	\$ 98.5
R11	Elizabeth	Overland	Taft Hill	upgrade to 2L arterial standards	1	4	3	3	1	2	0	10.5	Medium	\$ 106.0
R6	LaPorte	GMA	Impala	upgrade from CR to 2L arterial	1	5	2	3	2	2	1	10.0	Medium	\$ 116.0
R12	LaPorte	Taft Hill	Shields	upgrade to 2L arterial standards	1	5	2	3	2	2	0	9.8	Medium	\$ 131.0
R13	Buckingham	Linden	Lemay	upgrade to collector standards	1	3	3	3	0	1	0	9.4	Medium	\$ 133.0
R14	Prospect	College	Lemay	upgrade to 4L arterial standards	1	4	-2	4	2	3	0	9.3	Medium	\$ 141.0
R15	Vine	Taft Hill	Shields	upgrade to 2L arterial standards	1	3	1	3	1	1	0	8.9	Medium	\$ 145.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R16	Trilby	College	Lemay	upgrade from 2L to 4L arterial	1	3	0	3	1	1	0	7.7	Low	\$ 149.0
R17	Shields	LaPorte	Vine	upgrade to 2L arterial standards	1	3	-1	2	2	1	0	6.6	Low	\$ 152.0
R18	Taft Hill	LaPorte	Vine	upgrade to 2L arterial standards	1	3	0	2	1	1	0	6.0	Low	\$ 154.0
R19	Country Club	State Highway 1	Lemay	upgrade to collector standards	1	3	1	2	0	1	0	5.4	Low	\$ 157.0
R20	Country Club	Lemay	Turnberry	upgrade to collector standards	1	4	1	2	0	1	0	4.8	Low	\$ 162.0
R21	Drake	Harvard	Stover	upgrade to 4L arterial standards	1	3	-1	2	0	0	0	2.3	Low	\$ 164.0
R22	Timberline	Carpenter	Trilby	upgrade to 2L arterial standards	1	4	0	1	0	0	0	1.5	Low	\$ 171.5
R23	LaPorte	Shields	Wood	upgrade to 2L arterial standards	1	3	-2	1	0	0	0	-0.6	Low	\$ 173.5
R24	Realigned Vine	Lemay	Timberline	build new 4L arterial	2	4	5	4	5	4	0	21.5	High	\$ 179.5
R25	Timberline Realignment	Realigned Vine	Giddings	build 4L arterial realignment	2	4	3	4	4	4	0	18.0	High	\$ 186.0
R26	Prospect	Summit View	I-25	upgrade from 2L to 4L arterial	2	4	3	3	4	4	0	16.5	High	\$ 193.5
R27	Avondale	Triangle	College	build new collector	2	2	3	2	3	2	0	16.0	High	\$ 194.5
R28	Troutman	Seneca	Shields	build new collector	2	3	3	3	3	2	1	15.7	High	\$ 195.5

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R29	Timberline	Kechter	Battle Creek	upgrade from 2L to 4L arterial	2	3	2	3	3	3	1	15.4	High	\$ 197.5
R30	Trilby	Westchase	Ziegler	build new collector	2	3	3	3	3	2	0	15.4	High	\$ 199.5
R31	Lemay	Lincoln	Realigned Vine	upgrade from 2L to 4L arterial with intersection re-alignment and RR grade separation	2	6	4	5	4	2	0	15.2	High	\$ 222.5
R122	Mountain Vista	Bar Harbor	Timberline Realignment	build new 2L arterial	2	3	3	2	3	2	0	13.7	High	\$ 224.0
R32	Mountain Vista	Turnberry	Bar Harbor Extended	upgrade to 2L arterial standards	2	3	3	2	3	2	0	13.7	High	\$ 227.0
R33	Sharp Point	Midpoint	Mileshouse	build new collector	2	3	3	2	3	2	0	13.7	High	\$ 229.0
R34	Mountain Vista	Giddings	I-25	upgrade from 2L to 4L arterial - with grade-separated RR crossing	2	5	3	3	3	4	0	13.3	High	\$ 239.0
R118	Giddings	Richards Lake	Mountain Vista	build new 2L arterial	2	3	3	3	1	3	0	12.9	High	\$ 243.0
R35	Turnberry	Mountain Vista	Douglas	upgrade from CR to 2L arterial	2	3	3	3	1	3	0	12.9	High	\$ 245.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R36	Aran	Skyway	Saturn	upgrade to collector standards	2	1	2	1	2	2	0	12.8	High	\$ 245.0
R37	Strauss Cabin	Harmony	Horsetooth	upgrade from CR to collector	2	3	2	2	3	2	0	12.6	High	\$ 247.5
R38	Horsetooth	Ziegler	Strauss Cabin	upgrade from CR to collector	2	3	1	3	2	3	0	12.3	High	\$ 250.5
R39	Strauss Cabin	Kechter	Harmony	upgrade to 2L arterial standards	2	3	3	3	1	2	0	12.0	Medium	\$ 253.0
R40	Timberline	Trilby	Kechter	upgrade from 2L to 4L arterial	2	5	2	3	3	3	1	12.0	Medium	\$ 268.0
R41	Conifer Extension	Lemay	Timberline	build new 2L arterial	2	5	4	3	2	2	0	11.6	Medium	\$ 283.0
R42	Snow Mesa	Timberwood	Ridge Creek	build new collector	2	2	3	2	1	1	0	11.0	Medium	\$ 283.5
R43	International	Bannock	Timberline	upgrade to 2L arterial standards	2	3	2	2	2	2	0	10.9	Medium	\$ 286.5
R44	International	Timberline	Greenfields	build new 2L arterial	2	3	2	2	2	2	0	10.9	Medium	\$ 287.5
R45	Prospect	I-25	GMA	upgrade from 2L to 4L arterial	2	3	2	2	2	2	0	10.9	Medium	\$ 290.5
R46	Timberline and BNSF Railroad Tracks			build grade-separated RR crossing	2	6	3	2	3	3	0	10.2	Medium	\$ 310.5

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R47	College	Carpenter	Trilby	upgrade from 4L to 6L arterial	2	5	2	3	2	2	0	9.8	Medium	\$ 321.0
R48	College	Trilby	Fossil Creek	upgrade from 4L to 6L arterial	2	5	2	3	2	2	0	9.8	Medium	\$ 332.0
R49	Nancy Gray	Bucking Horse	Mileshouse	build new collector	2	2	2	2	1	1	0	9.7	Medium	\$ 332.5
R50	Mountain Vista and BNSF Railroad Tracks			build grade-separated RR crossing	2	6	3	2	3	2	0	9.6	Medium	\$ 352.5
R51	Lemay	Realigned Vine	Conifer	upgrade from 2L to 4L arterial	2	4	2	2	2	2	0	9.5	Medium	\$ 360.0
R52	Kechter	Timberline	Ziegler	upgrade to 2L arterial standards	2	3	3	2	1	1	0	9.4	Medium	\$ 362.5
R54	William Neal	Chase	Ziegler	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 364.0
R55	Bar Harbor	Mountain Vista	Conifer	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 367.0
R56	Mileshouse	Nancy Gray	Drake	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 370.0
R57	New Roadway	Trilby	Skyway	build new collector	2	3	3	1	2	1	0	9.4	Medium	\$ 372.0
R58	Technology	Harmony	Rock Creek	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 374.0
R59	Aran	Trilby	Skyway	build new collector	2	3	2	1	2	2	0	9.1	Medium	\$ 376.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R60	Richards Lake	Turnberry	Giddings	upgrade from CR to 2L arterial	2	3	2	2	1	1	0	8.3	Medium	\$ 378.5
R61	International	Lincoln	Bannock	build new 2L arterial	2	6	2	2	2	2	0	7.6	Low	\$ 398.5
R62	Kechter	Strauss Cabin Rd	I-25	upgrade to 2L arterial standards	2	3	1	2	1	1	0	7.1	Low	\$ 400.5
R63	Douglas	County Road 13	Turnberry	upgrade from CR to 2L arterial	2	3	2	1	1	1	0	6.6	Low	\$ 403.5
R64	Hickory	College	Soft Gold Park Trailhead	upgrade to collector standards	2	3	2	1	1	1	0	6.6	Low	\$ 406.5
R65	Timberwood	Timberline	Snow Mesa	build new collector	2	3	2	1	1	1	0	6.6	Low	\$ 408.0
R68	Redwood	Vine	Conifer	build new collector	2	2	1	1	1	1	0	6.3	Low	\$ 409.0
R66	Mason	Willox	State Highway 1	build new collector	2	3	1	1	1	1	0	5.4	Low	\$ 413.0
R67	Redwood	Willox	Country Club	build new collector	2	3	1	1	1	1	0	5.4	Low	\$ 415.0
R70	Richards Lake	Giddings	I-25	upgrade from CR to 2L arterial	2	3	1	1	1	1	0	5.4	Low	\$ 417.5
R71	Swallow	Taft Hill	Bassick	build new collector	2	3	1	1	1	1	0	5.4	Low	\$ 419.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R72	Timberline	Sykes	Realigned Vine	upgrade from 2L to 4L arterial - includes realignment and grade-separated RR crossing	3	5	3	5	3	1	0	14.0	High	\$ 429.5
R120	Timberline	Custer	Horsetooth	upgrade to 6L Arterial standards	3	4	3	2	4	2	0	13.5	High	\$ 436.0
R73	Timberline	Harmony	Horsetooth	upgrade from 4L to 6L arterial	3	4	3	2	4	2	0	13.5	High	\$ 442.5
R74	Mulberry	Timberline	Summit View	upgrade from 4L to 6L arterial	3	3	2	2	3	2	0	12.6	High	\$ 444.5
R75	College	Fossil Creek	Harmony	upgrade from 4L arterial to 6L arterial	3	4	2	3	3	2	0	12.5	High	\$ 453.0
R76	Timberline	Drake	Prospect	upgrade from 4L to 6L arterial	3	5	3	2	4	2	0	12.0	Medium	\$ 463.5
R77	Timberline	Mulberry	Sykes	upgrade from 2L to 4L arterial	3	5	3	3	3	2	0	12.0	Medium	\$ 478.5
R78	Trilby	Shields	College	upgrade to 2L arterial standards	3	3	2	2	3	1	0	11.7	Medium	\$ 482.5
R79	Carpenter	Lemay	Timberline	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	11.4	Medium	\$ 486.5
R80	Carpenter	County Road 9	I-25	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	11.4	Medium	\$ 490.5

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R81	Carpenter	Timberline	County Road 9	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	11.4	Medium	\$ 494.5
R82	Willox	Shields	College	upgrade to 2L arterial standards	3	3	3	2	2	1	0	11.1	Medium	\$ 498.0
R83	Lemay	Conifer	Country Club	upgrade from 2L to 4L arterial	3	4	2	3	2	2	0	11.0	Medium	\$ 504.0
R84	Riverside	Mulberry	Lincoln	upgrade to 4L arterial standards	3	4	2	2	3	2	0	11.0	Medium	\$ 510.0
R85	Horsetooth	Taft Hill	Shields	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	10.0	Medium	\$ 514.0
R86	Shields	Carpenter	Trilby	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	10.0	Medium	\$ 518.0
R87	Shields	Trilby	Fossil Creek	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	10.0	Medium	\$ 522.0
R88	Carpenter	College	Lemay	upgrade from 2L to 4L arterial	3	4	1	2	3	2	0	10.0	Medium	\$ 528.0
R89	Mulberry	Riverside	Timberline	upgrade from 4L to 6L arterial	3	5	2	2	3	2	0	9.8	Medium	\$ 544.0
R90	Mulberry	Summit View	I-25	upgrade from 4L to 6L arterial	3	5	2	2	3	2	0	9.8	Medium	\$ 554.0
R119	College	Vine	Conifer	implement access management plan	3	3	1	1	3	2	0	9.7	Medium	\$ 556.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R91	Taft Hill	Harmony	Horsetooth	upgrade from 2L to 4L arterial	3	3	1	2	2	2	0	9.7	Medium	\$ 560.0
R92	Taft Hill	Vine	GMA	upgrade from CR to 2L arterial	3	3	1	2	2	2	0	9.7	Medium	\$ 564.0
R93	Drake and BNSF Railroad Tracks			build grade-separated RR crossing	3	6	1	3	3	2	0	9.2	Medium	\$ 584.0
R94	Shields	Fossil Creek	Harmony	upgrade from 2L to 4L arterial	3	4	2	2	2	1	0	8.8	Medium	\$ 590.5
R95	Taft Hill	GMA	Harmony	upgrade from 2L to 4L arterial	3	4	1	2	2	2	0	8.5	Medium	\$ 598.5
R96	Vine	Overland Trail	Taft Hill	upgrade to 2L arterial standards	3	3	2	2	1	1	0	8.3	Medium	\$ 601.5
R97	Vine	I-25	GMA	upgrade to 2L arterial standards, includes realignment for potential interchange	3	3	2	2	1	1	0	8.3	Medium	\$ 602.5
R117	Mason	Realigned Vine	Willox	build new collector	3	4	3	1	2	1	0	8.3	Medium	\$ 610.0
R98	Prospect	Overland Trail	Taft Hill	upgrade from 2L to 4L arterial	3	4	1	3	1	1	1	8.0	Medium	\$ 616.0
R99	Trilby and UPRR Railroad Tracks			build grade-separated RR crossing	3	6	1	3	2	1	0	7.4	Low	\$ 636.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R100	Vine	Timberline	I-25	upgrade to 2L arterial standards with connection to realigned Vine	3	4	2	2	1	1	0	7.3	Low	\$ 644.0
R101	Overland Trail	Elizabeth	Vine	upgrade to 2L arterial standards	3	3	1	2	1	1	0	7.1	Low	\$ 646.0
R102	Overland Trail	Vine	Michaud	upgrade to 2L arterial standards	3	3	1	2	1	1	0	7.1	Low	\$ 650.0
R104	US 287	State Highway 1	GMA	upgrade from 2L to 4L arterial	3	5	1	2	2	1	0	6.9	Low	\$ 665.0
R105	Trilby	Taft Hill	Shields	upgrade to 2L arterial standards	3	3	2	1	1	1	0	6.6	Low	\$ 668.0
R106	Carpenter and UPRR Railroad Tracks			build grade-separated RR crossing (see Railroad CIP)	3	6	0	1	3	2	0	6.0	Low	\$ 688.0
R107	Mulberry	Overland Trail	Tyler	upgrade to 2L arterial standards	3	3	0	2	1	1	0	6.0	Low	\$ 692.0
R108	Timberline	Prospect	Mulberry	upgrade from 2L arterial to 4L arterial	3	5	-1	2	2	2	0	5.8	Low	\$ 708.0
R103	Overland Trail	Wells Fargo	Drake	upgrade from 2L to 4L arterial	3	5	1	2	1	1	0	5.6	Low	\$ 718.0

Roadway CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
R109	Shields	Vine	Douglas Road	upgrade from CR to 2L arterial	3	5	1	2	1	1	0	5.6	Low	\$ 728.0
R110	Gregory	Country Club	State Highway 1	upgrade from CR to 2L arterial	3	3	1	1	1	1	0	5.4	Low	\$ 732.0
R111	Hickory	Soft Gold Park Trailhead	Shields	build new collector	3	3	1	1	1	1	0	5.4	Low	\$ 735.0
R112	Michaud	Overland Trail	GMA	upgrade to collector standards	3	3	1	1	1	1	0	5.4	Low	\$ 736.0
R113	Vine	College	Redwood	upgrade to 2L arterial standards	3	3	1	1	1	1	0	5.4	Low	\$ 739.0
R114	Trilby and BNSF Railroad Tracks			build grade-separated RR crossing	3	6	1	1	2	1	0	5.0	Low	\$ 759.0

Transit CIP List

Transit is different than other items on the CIP list as a large portion of the cost consists of operation and maintenance (O&M). Four program phases consisting of existing service, TSP Phase I, TSP Phase II, and TSP Phase III were scored on how well they contribute towards the City's visions. The incremental cost magnitude estimates for capital costs, O&M costs, and combined capital and O&M costs include the additional capital costs and O&M costs incurred beyond the baseline of the previous phase or service. The TSP phases are planned to start in future years, so only O&M costs starting after the completion of each phase are included.

Transit CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Existing Service			O&M, Vehicle Replacement, Bus Stop Improvements, Bus Stop Signage, Service Vehicles/ Pool Vehicles	1	6	5	5	3	2	2	15.2	Medium	\$ 45.5
-	TSP Phase I			Vehicles, Local Service O&M, South Transit Center (Includes Mason BRT and other benefits)	1	6	5	5	2	4	4	15.6	Medium	\$ 66.5

Transit CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	TSP Phase II			Vehicles, Local Service O&M , Regional Service Vehicles, Regional Service O&M, Maintenance Facility Expansion, Proposed PVH Harmony Campus Transit Center, Mason Corridor	3	6	4	3	0	2	2	8.4	Low	\$ 113.0
-	TSP Phase III			Vehicles, Local Service O&M , Regional Service Vehicles, Regional Service O&M	3	5	0	4	0	0	3	6.0	Low	\$ 128.0

Consolidated Projects Detail

The following tables grouped by type show the detail of consolidated projects from the CIP list.

Bicycle Projects

Three programs of bicycle projects based on priority and need were scored on the 'program level'. The following list of individual bicycle projects compiled from the 2004 CIP list and the hot list from the 2008 Bicycle Plan make up these three categories.

Bicycle Projects					
Project ID	Program	Location	From	To	Description/Facility Type
B2	1	Horsetooth	College	Stover	Add bicycle lanes
B4	1	Laurel	Howes	Remington	Add bicycle lanes
B1	1	Citywide			Actuation at signals
B5	1	Mason Trail	Harmony		Grade Separated Crossing
B6	1	Mason Trail	Horsetooth		Grade Separated Crossing
B7	1	Mason Trail	Troutman/BNSF		Grade Separated Crossing
B8	1	Mason Trail	Prospect	Lake	Mason Trail Extension
B9	1	Mountain	Meldrum	Riverside	Shared lane restriping
B11	1	Trilby	Lemay	Timberline	Add Bicycle lanes
B10	1	Poudre River Trail			Access to Timnath under I-25
B3	1	LaPorte	Overland	College	Add Bicycle Lanes
B14	2	Off Street Trail	Lions Park	Spring Canyon Park	Bicycle trail parallel to Overland (inc ROW)
B15	2	Poudre River Trail			Pave bicycle path to Environmental Learning Center and Drake Road
B18	2	Shields	Laurel	Poudre River Trail	
B16	2	Prospect	Shields	Centre/Mason Trail	Add bicycle lanes
B13	2	Mason Trail	Drake		Grade Separated Crossing
B12	2	Conifer	College	Lemay	Resurface bicycle Lanes
B17	2	Riverside	Prospect	Mountain	Add bicycle lanes
B24	3	College	Poudre River	State Highway 1	Add Bicycle lanes
B46	3	Jefferson Street	Mountain	College	Add bicycle lanes
B35	3	Elizabeth	Overland Trail	Taft Hill	Add bicycle lanes

Bicycle Projects					
Project ID	Program	Location	From	To	Description/Facility Type
B54	3	Mason	Prospect	Laurel	Add bicycle lanes/sidewalks
B55	3	Mason	Laurel	Cherry	Add bicycle lanes/sidewalks
B53	3	Mason	NRRC Employment/CSU Vet Campus		Grade Separated Crossing
B65	3	Prospect	Shields	Timberline	Add bicycle lanes
B33	3	Drake	College	Stover	Add bicycle lanes
B50	3	Lincoln	12th	Summit View	Add bicycle lanes
B78	3	Trilby	Lynn	Constellation	Add bicycle lanes
B79	3	Vine	Overland Trail	Taft Hill	Add bicycle lanes
B25	3	College	Laurel		Street crossing improvements
B49	3	Lemay	Horsetooth	Riverside	Widen bicycle lanes
B48	3	Timberline Road/Power Trail	Keenland		Grade Separated Crossing
B38	3	Timberline Road/Power Trail	Harmony		Grade Separated Crossing
B39	3	Timberline Road/Power Trail	Horsetooth		Grade Separated Crossing
B34	3	Timberline Road/Power Trail	Drake		Grade Separated Crossing
B22	3	Carpenter	College	Timberline	Add bicycle lanes
B66	3	Prospect	Poudre River Trail	GMA	Add bicycle lanes
B80	3	Vine	Lemay	Timberline	Add bicycle lanes or off-road path
B60	3	Mulberry	Jackson	Mason	Add bicycle lanes
B26	3	College	Woodlawn		Grade Separated Crossing
B67	3	Prospect	Whitcomb		Intersection improvement
B74	3	Taft Hill	Prospect	Mulberry	Widen on-street bicycle lanes
B30	3	Cooper Slough	Mulberry		Underpass
B27	3	College	Canal #2		Bicycle/pedestrian underpass, connection to Foothills Mall
B36	3	Elizabeth	Stover	Lemay	Add bicycle lanes
B59	3	Mountain Vista	I-25 Frontage Road	GMA	Add bicycle lanes
B71	3	Shields	Poudre River	Douglas	Add bicycle lanes
B68	3	Riverside Path	Prospect	Mulberry	Add bicycle path
B69	3	Riverside Path	Mulberry	Lincoln	Add bicycle path

Bicycle Projects					
Project ID	Program	Location	From	To	Description/Facility Type
B61	3	Mulberry	Mason	Riverside	Add bicycle lanes
B64	3	Oak	Sherwood	Mason Street	Improve/add bicycle lanes
B62	3	Mulberry frontage roads	Lemay	I-25	Add bicycle lanes/off street path south side of street
B63	3	Mulberry frontage roads	Lemay	I-25	Add bicycle lanes/off street path north side of street
B75	3	New bicycle trail	Mountain Vista	Richards Lake	Construct new off-street bicycle trail
B52	3	Magnolia	Canyon	Riverside	East-west bicycle connection
B31	3	Country Club Rd	Turnberry	State Highway 1	Add bicycle lanes
B42	3	I-25 Frontage Road	Carpenter	Harmony	Add bicycle lanes west side of I-25
B43	3	I-25 Frontage Road	Carpenter	Harmony	Add bicycle lanes east side of I-25
B44	3	I-25 Frontage Road	Mulberry	Vine	Add bicycle lanes west side of I-25
B45	3	I-25 Frontage Road	Mulberry	Vine	Add bicycle lanes east side of I-25
B32	3	Turnberry	Mountain Vista	Douglas	Add bicycle lanes
B47	3	Kechter	Strauss Cabin	I-25	Add bicycle lanes
B72	3	Strauss Cabin	Kechter	Harmony	Add bicycle lanes
B40	3	Horsetooth	Ziegler	Strauss Cabin	Add bicycle lanes
B73	3	Summit View	Prospect	Lincoln	Add bicycle lanes
B37	3	Gregory Rd	Country Club Rd	State Highway 1	Add bicycle lanes
B19	3	Bikestation	North Transit Center		Bicycle parking and commuter facilities
B20	3	Bikestation	South Transit Center		Bicycle parking and commuter facilities
B21	3	Canal #2	CSU Vet Hospital	Centre	Construct new off-street bicycle trail
B23	3	Castlerock	Prospect	Springfield	Add bicycle lanes
B28	3	College	Cherry		Grade Separated Crossing
B81	3	Zeigler	Trilby	Kechter	Add bicycle lanes
B29	3	Constitution	Prospect	Elizabeth	Add bicycle lanes
B51	3	Lynnwood	Prospect	Springfield	Add bicycle lanes
B77	3	Trail Connection	BNSF	Taft Hill	Grade Separated Crossing and add bicycle path

Bridge Projects

Bridges were consolidated into one program consisting of all structurally deficient, functionally obsolete, and scour vulnerable bridges. This program was scored on the vision level based on the following projects. Projects were scored and ranked based on engineering criteria related to safety and quality infrastructure and take into account structural ratings.

Bridge Projects				
Project ID	On	Nearest Cross Street	Bridge Structure	Category
BR3	Mountain	Whitcomb	MOUNTAN-WHTCOM	Structurally Deficient
BR4	Canyon	Mulberry	CANYON-MULBERR	Structurally Deficient
BR5	Olive	Loomis	OLIVE-LOOMIS	Structurally Deficient
BR6	Myrtle	Sherwood	MYRTLE-SHERWOD	Structurally Deficient
BR7	Bryan	Mulberry	FCBRYN-0.2-MULB	Structurally Deficient
BR8	Oak	Whitcomb	OAKST-WHTCOM	Structurally Deficient
BR9	Riverside	Prospect	FCRVSD-S.2PRST	Structurally Deficient
BR10	Lincoln	Willow	FCLINC-0.0-WLLW	Functionally Obsolete
BR11	LaPorte	Grandview	LAPORTE-GRANDVW	Functionally Obsolete
BR12	Vine	Summit View	FCVINE-W.5-SUMV	Functionally Obsolete
BR13	Mulberry	Overland	FCMULB-0.1-OVLD	Functionally Obsolete
BR14	LaPorte	Taft Hill	FCLAPT-0.1-TFTH	Functionally Obsolete
BR15	Lemay	Vine	LEMAY-VINE	Functionally Obsolete
BR16	Elizabeth	Bryan	FCELIZ-0.1-BRYN	Functionally Obsolete
BR17	Crestmore	Bryan	FCCRST-0.1-BRYN	Functionally Obsolete
BR18	Monroe	College	FCMNR-0.0-CLGE	Functionally Obsolete
BR19	Mulberry	Crestmore	MULBERR-CRSTMRE	Functionally Obsolete
BR20	Plum	City Park	FCPLM-W0.1-CTYP	Functionally Obsolete
BR21	Lemay	Vine	FCLMY-1.2-VINE	Functionally Obsolete
BR22	Prospect	Centre	PROSPCT-CNTRAVE	Functionally Obsolete
BR23	Shields	Hill Pond	FCSHLD-0.1-HLPD	Functionally Obsolete
BR24	Cemetery	Park Shop Maintenance	CEMETRD-PARKSPS	Functionally Obsolete
BR25	Lemay	Stuart	FCLMY-0.1-STUT	Functionally Obsolete
BR26	Cemetery	Mountain	CEMETRD-MOUNTAN	Functionally Obsolete
BR27	Lincoln	Willow	FCLINC-0.0-WLLW	Scour Vulnerable
BR28	Elizabeth	Bryan	FCELIZ-0.1-BRYN	Scour Vulnerable
BR29	Horsetooth	College	FCHTH-W0.1-CLGE	Scour Vulnerable
BR30	Lemay	Southridge Greens	FCLMY-0.2-SRGB	Scour Vulnerable
BR31	Lemay	Trilby	FCLMY-0.2-TRILB	Scour Vulnerable
BR32	Linden	Willow	FCLIND-0.1-WLLW	Scour Vulnerable
BR33	Morseman	Rocky Mountain	FCMRSN-0.0-RYMT	Scour Vulnerable
BR34	Timberline	Mulberry	FCTMB-0.1-MULB	Scour Vulnerable

Intersection Improvements

Funding for intersection improvements were categorized into three programs. A separate and more detailed intersection prioritization process is in process to ensure that individual intersections are prioritized into the appropriate program. This listing of individual intersections is sorted alphabetically.

Intersection Projects		
Project ID	Location	Description
I30	College and Monroe	Intersection improvements
I29	College and Boardwalk	Intersection improvements
I40	College and Carpenter	Intersection improvements
I7	College and Harmony	Intersection improvements
I12	College and Mulberry	Intersection improvements
I3	College and Prospect	Intersection improvements
I25	College and Skyway	Intersection improvements
I19	College and Swallow	Intersection improvements
I9	College and Willox	Intersection improvements
I35	Elizabeth and McHugh	Intersection improvements
I4	Harmony and Mason	Intersection improvements
I11	Harmony and Ziegler	Intersection improvements
I41	Horsetooth and McClelland	Intersection improvements
I37	Jefferson and Chestnut	Intersection improvements
I26	Jefferson and Linden	Intersection improvements
I36	Jefferson and Pine	Intersection improvements
I15	John F Kennedy and Troutman	Intersection improvements
I31	LaPorte and College	Intersection improvements
I24	Laurel and College	Intersection improvements
I21	Lemay and Carpenter	Intersection improvements
I6	Lemay and Drake	Intersection improvements
I13	Lemay and Harmony	Intersection improvements
I10	Lemay and Horsetooth	Intersection improvements
I18	Lemay and Riverside	Intersection improvements
I22	Lemay and Trilby	Intersection improvements
I38	Mulberry and Canyon	Intersection improvements
I20	Mulberry and Summit View	Intersection improvements
I44	Overland and Country Road 42C	Intersection improvements
I27	Overland and Drake	Intersection improvements
I34	Overland and Elizabeth	Intersection improvements
I42	Overland and LaPorte	Intersection improvements
I46	Overland and Mulberry	Intersection improvements
I47	Overland and Vine	Intersection improvements

Intersection Projects		
Project ID	Location	Description
I14	Prospect and Lemay	Intersection improvements
I33	Prospect and Overland	Intersection improvements
I1	Shields and Elizabeth	Intersection improvements
I16	Shields and LaPorte	Intersection improvements
I23	Shields and Mulberry	Intersection improvements
I39	Shields and Trilby	Intersection improvements
I51	Shields and US 287	Intersection improvements
I43	Shields and Vine	Intersection improvements
I48	Shields and Willox	Intersection improvements
I2	Taft Hill and Elizabeth	Intersection improvements
I5	Taft Hill and Horsetooth	Intersection improvements
I17	Taft Hill and Mulberry	Intersection improvements
I8	Taft Hill and LaPorte	Intersection improvements
I32	Trilby and College	Intersection improvements
I49	Timberline and Carpenter	Intersection improvements
I28	Timberline and Horsetooth	Intersection improvements
I50	Timberline and Kechter	Intersection improvements
I45	Timberline and Trilby	Intersection improvements

Pedestrian Projects

Pedestrian projects were categorized as existing sidewalk projects, existing pedestrian crossings, existing path/trails, forecasted sidewalk projects, forecasted pedestrian crossings, and forecasted path/trails. Projects with N/A in the CIP Tier column are funded through other types such as transit, ATMS or Parks and Recreation.

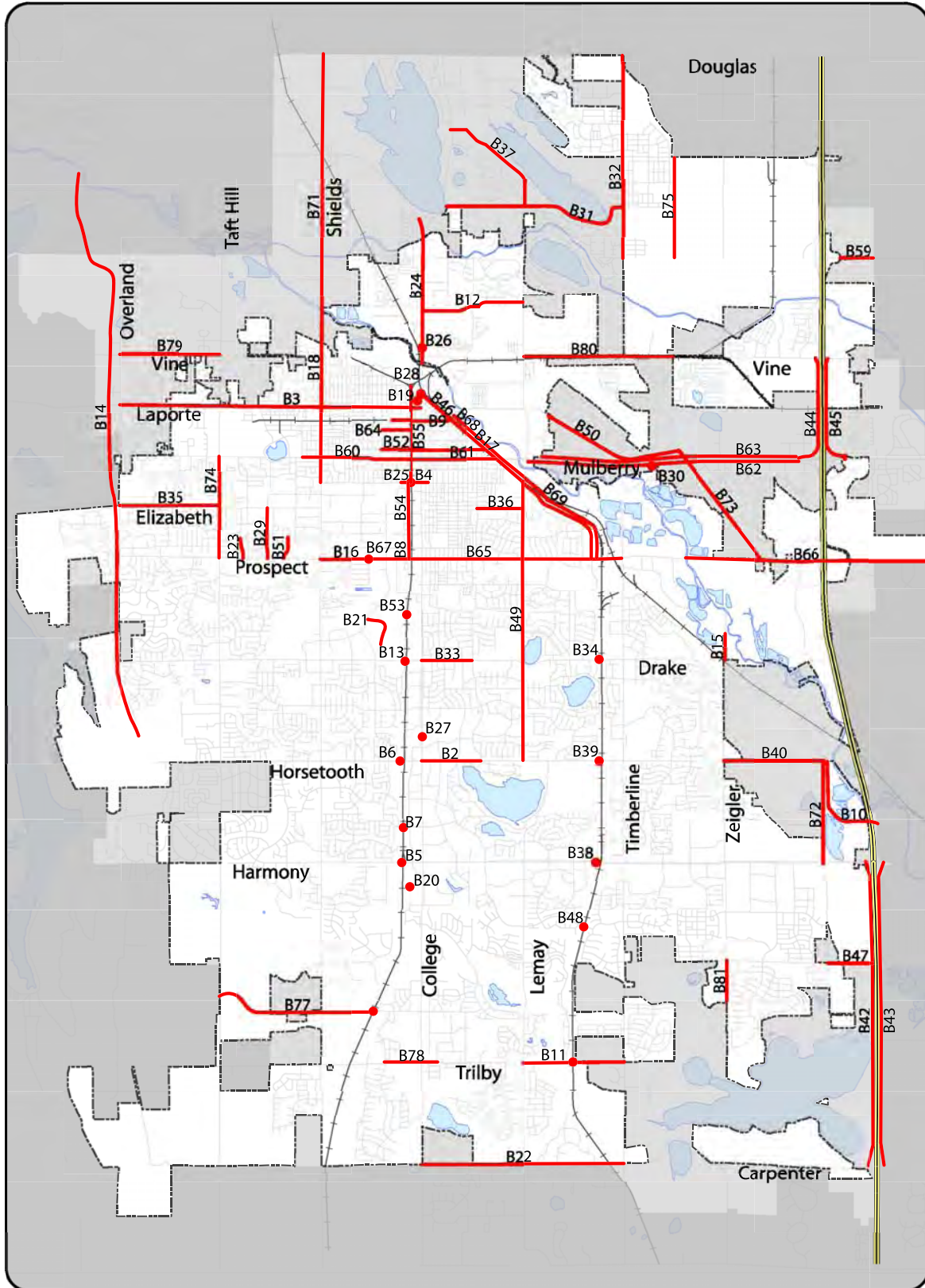
Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD1	1	Sidewalk	Lincoln	Riverside	Lemay	Discontinuous/Non Existent
PD2	1	Sidewalk	Linden	Jefferson	Poudre River Trail	Discontinuous sidewalk
PD3	1	Sidewalk	College	Hickory	Willox	Discontinuous/Non Existent
PD5	1	Sidewalk	Willow	Lincoln	College	Discontinuous/Non Existent
PD6	1	Sidewalk	College	Conifer	Hickory	Discontinuous/Non Existent
PD9	1	Sidewalk	Vine	Linden	Lemay	Non-Existent
PD10	1	Sidewalk	Linden	Poudre River Trail	Linden Center	Needs sidewalks both sides
PD11	1	Sidewalk	College	Foothills	Monroe	Discontinuous sidewalk
PD12	1	GSC	MasonTrail/NRRC			Grade separated trail crossing of BNSF
PD13	1	ADA Ramp Improvements	Fort Collins (citywide)			Annual Pedestrian Plan/ADA Ramps & Crossing Improvements
PD14	1	Sidewalk	LaPorte	Shields	Bryan	Non-Existent/Narrow
PD16	1	Sidewalk	Vine	Linden	College	Non-Existent
PD18	1	Sidewalk	Myrtle	Howes	Washington	Needs sidewalk, discontinuous sidewalks, Pedestrians Must Walk in Street/Lawns
PD25	1	Sidewalk	Alta Vista Neighborhood	Vine	Lemay	Needs sidewalk connections to transit stops
PD26	1	Sidewalk	Lemay	Lincoln	Buckingham	Discontinuous sidewalk
PD27	1	Sidewalk	Cherry	Howes	College	Needs sidewalk, 1 side continuous
PD29	1	Sidewalk	Mulberry	Remington	Riverside	Discontinuous sidewalks and missing intersection ramps
PD30	1	Sidewalk	Prospect	Stover	Lemay	Needs sidewalk, discontinuous
PD31	1	Sidewalk	Horsetooth	Taft Hill	Shields	Discontinuous sidewalks
PD34	1	Sidewalk	John F Kennedy	Bockman	Horsetooth	Needs sidewalk, discontinuous
PD35	1	Sidewalk	College Frontage Road	Drake	Harvar	Install sidewalk along East Frontage Rd along S. College, between Harvard/1 block north.

Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD37	1	Sidewalk	1st	Buckingham	Lincoln	Discontinuous sidewalk
PD38	1	Sidewalk	John F Kennedy	Boardwalk	Bockman	Discontinuous sidewalk
PD39	1	Sidewalk	Mulberry	Shields	City Park	Missing sidewalks, and increase width of attached walks
PD40	1	Sidewalk	Buckingham	Linden	Lemay	Discontinuous/Non-Existent
PD42	1	Sidewalk	Lemay /Lincoln			Connection needed between sidewalks in back of Walmart and Buffalo Run Apartments to the North. Currently barricaded and prohibits travel.
PD43	1	Sidewalk	Lemay	Vine	Willox	Non-Existent
PD49	1	Sidewalk	Timberline	Kechter	Zephyr	Non-Existent
PD50	1	Sidewalk	Riverside	EPIC Center	Erin	Discontinuous sidewalk
PD51	1	Sidewalk	Vine	Lemay	Timberline	Non-Existent
PD55	1	Sidewalk	Lemay	Buckingham	Vine	Needs Sidewalks on both sides of Lemay Ave
PD73	1	Sidewalk	Harmony & Taft Hill			Missing sidewalk
PD24	2	Sidewalk	College	Carpenter	Trilby	Non-Existent
PD33	2	Sidewalk	College	Trilby Rd	Skyway	Non-Existent
PD44	2	Sidewalk	Mulberry	Lemay	I-25	Discontinuous sidewalk
PD46	2	Sidewalk	College	Skyway	Fossil Creek	No pedestrian facilities between transit stop and Foothills Gateway Center
PD59	2	Sidewalk	Vine	Elgin	Waterglen	Non-Existent
PD61	2	Sidewalk	Trilby	College	Timberline	Discontinuous sidewalks
PD7	3	Sidewalk	Prospect	Shields	College	Narrow/missing sidewalk
PD8	3	GSC	Mason Trail/Troutman			Grade Separated trail Crossing (GSC) of BNSF and Troutman Pkwy.

Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD17	3	Sidewalk	Lemay	Lincoln	Mulberry	Needs sidewalk on west side of Lemay Ave, and connection to Transit Stop across from Walmart.
PD19	3	Sidewalk	Shields	Laurel	Mulberry	Widen & Improve Sidewalk, narrow attached sidewalks
PD21	3	Sidewalk	College	Wilcox	State Highway 1	Non-Existent
PD22	3	Sidewalk	Prospect & Whitcomb			Narrow sidewalks near intersection of Prospect and Whitcomb. Whitcomb is a main route to CSU
PD28	3	Sidewalk	Lake	Shields	Center	Needs sidewalk and widen sidewalk
PD32	3	Sidewalk	Harmony Rd	Timberline	McMurry	Needs sidewalk, missing sidewalk on north side
PD36	3	Sidewalk	LaPorte	Sunset	Taft Hill	Non-Existent
PD45	3	Sidewalk	LaPorte	Taft Hill	Bryan	Narrow to Non-Existent
PD47	3	Sidewalk	Prospect	Stover	College	Widen & Grade Sidewalk, narrow sidewalk
PD48	3	Sidewalk	College	Harmony	Fossil Creek	Discontinuous sidewalk
PD52	3	Sidewalk	Skyway	Gateway Center	College	Non-Existent
PD53	3	Sidewalk	Rutgers	Mathews	College	Narrow attached sidewalks
PD54	3	Sidewalk	Taft Hill	Mulberry	LaPorte	Discontinuous sidewalk
PD56	3	Sidewalk	Shields	Vine	Poudre River Trail	Non-Existent
PD57	3	Multi-use Path	Overland	Spring Creek Trail	Poudre River Trail	Multi-use path adjacent to and on west side of Overland Tr.
PD58	3	Sidewalk	Riverside	Rivendale	Mulberry	Discontinuous sidewalk
PD60	3	Sidewalk	Hickory	Soft Gold Park	Hickory Spur Trail	Needs path connection to link trail to park along Hickory St.
PD62	3	Sidewalk	Lemay	Linden Lake	Country Club	Non-Existent

Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD63	3	Sidewalk	Mulberry	Riverside	Lemay	Needs Sidewalk, needs pedestrian connection on north side of Mulberry
PD64	3	Sidewalk	Lemay	Stuart	Comanche	Widen Sidewalk, narrow Sidewalk
PD65	3	Sidewalk	Horsetooth	Landings	Stover	Discontinuous sidewalk
PD66	3	Sidewalk	Vine	Taft Hill	Lyons	Non-Existent
PD67	3	Sidewalk	Tavelli Elementary Path	Belmont	Treemont	Missing sidewalks connecting to school
PD68	3	Sidewalk	Lemay	Kirkwood	Rosewood	Needs sidewalk, discontinuous/Limited markings
PD69	3	Sidewalk	Trilby & UPRR bridge			Need pedestrian facilities under RR bridge to access park, Non-Existent/No Shoulder
PD70	3	Sidewalk	Laurel	Stover	Endicott	Discontinuous
PD71	3	Sidewalk	Manhattan	Horsetooth	Troutman	Discontinuous sidewalk/narrow sidewalk
PD72	3	Sidewalk	Riverside	Mulberry	Mountain	Missing and discontinuous sidewalks
PD4	N/A	Pedestrian X-ing	Citywide			High Priority Pedestrian Crossing - Installations/Enhancements
PD15	N/A	Sidewalk	College	Vine	Conifer	Discontinuous sidewalk
PD20	N/A	Transit Stop Improvements	Citywide			Transit stop improvements including ramp, pads, shelters, and sidewalk access covered by Transit Capital Improvement Program
PD23	N/A	Intersection Pushbutton Access	Citywide			Provide and Improve Intersection Signal Pushbutton Accessibility
PD41	N/A	Pedestrian X-ing	Citywide			Long-Term Priority Pedestrian Crossing - Installations/Enhancements
PD74	N/A	GSC	Mountain Vista	Timberline	Mountain Vista	Grade separated trail crossing and connection from Community park to Community Commercial District

Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD75	N/A	GSC	Timberline/Power Trail	Caribou		Grade Separated trial crossing at Power Trail/Caribou and Connection to Timberline Road on east side.
PD76	N/A	GSC	Timberline/Power Trail	Keenland		Grade separated power trail crossing of UPRR and Keenland Dr.
PD77	N/A	GSC	Timberline/Power Trail	Horsetooth		Grade separated power trail crossing of UPRR and Horsetooth Rd.
PD78	N/A	GSC	Timberline/Power Trail	Harmony		Grade separated power trail crossing of UPRR and Harmony Rd.
PD79	N/A	GSC	Timberline/Power Trail	Drake		Grade separated power trail crossing of UPRR and Drake Rd.
PD80	N/A	GSC	CO RD 38E			Grade separated Spring Creek trail crossing of CORD 38E
PD81	N/A	GSC	Fairway Seven	Timberline	Power Trail/UPRR	Grade separated trail crossing and connection to Timberline Rd.



Grade-Separated Crossing / Intersection
Improvements



On-Street / Trail Improvements



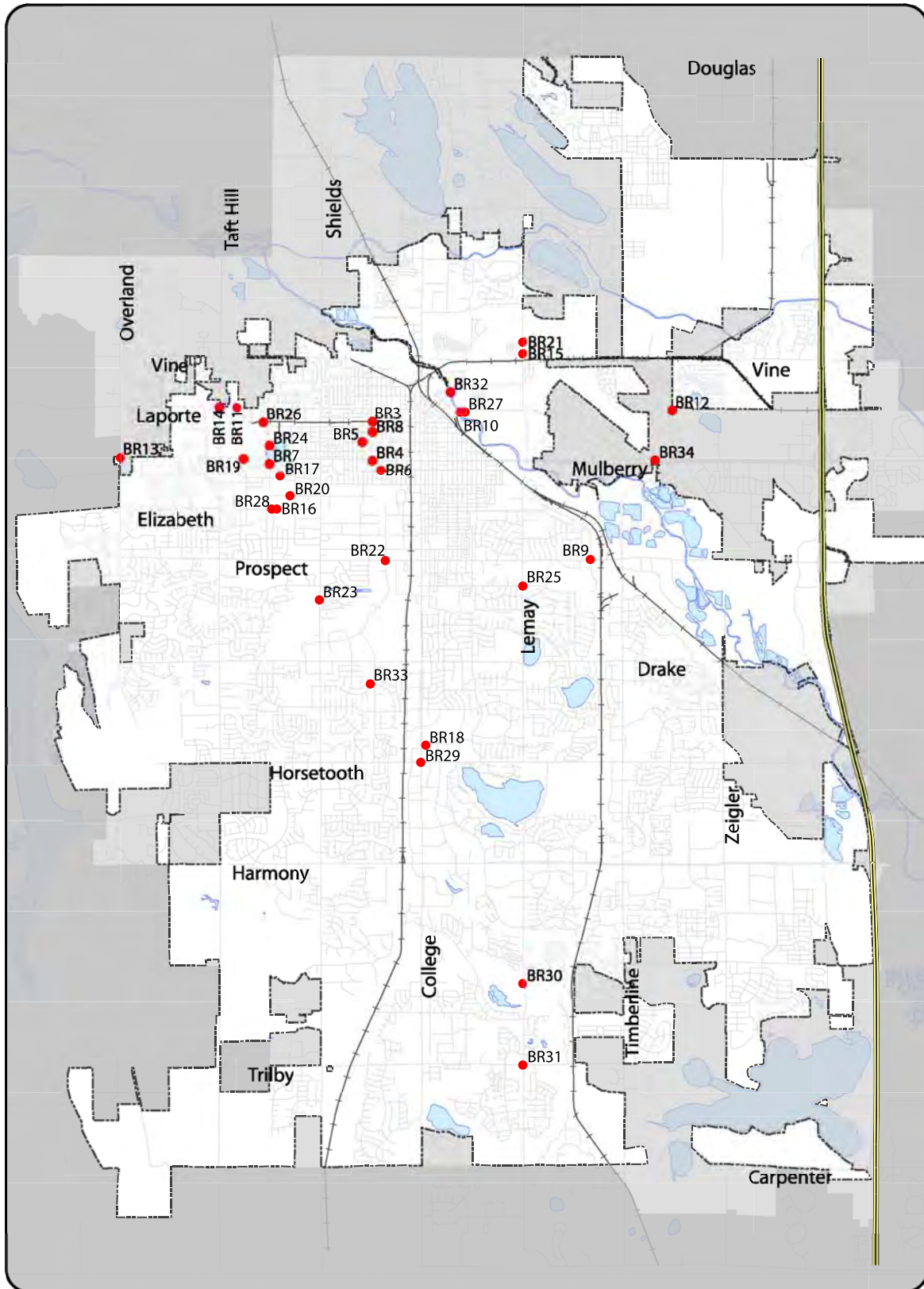
Unincorporated Areas within
Growth Management Area



Outside Growth Management
Area



City Limits



Bridge Improvements



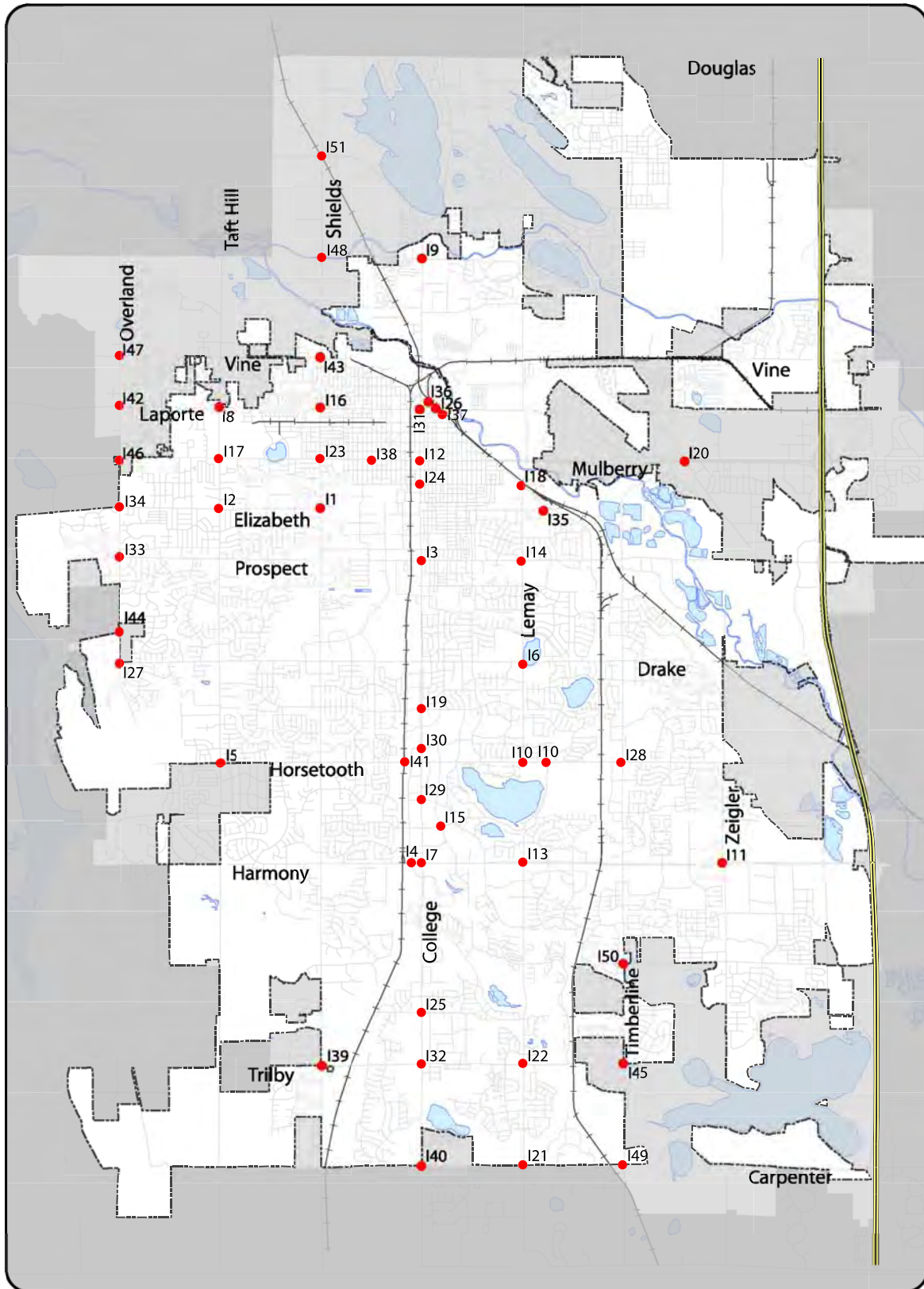
City Limits



Unincorporated Areas within
Growth Management Area



Outside Growth Management
Area



Intersection Improvements



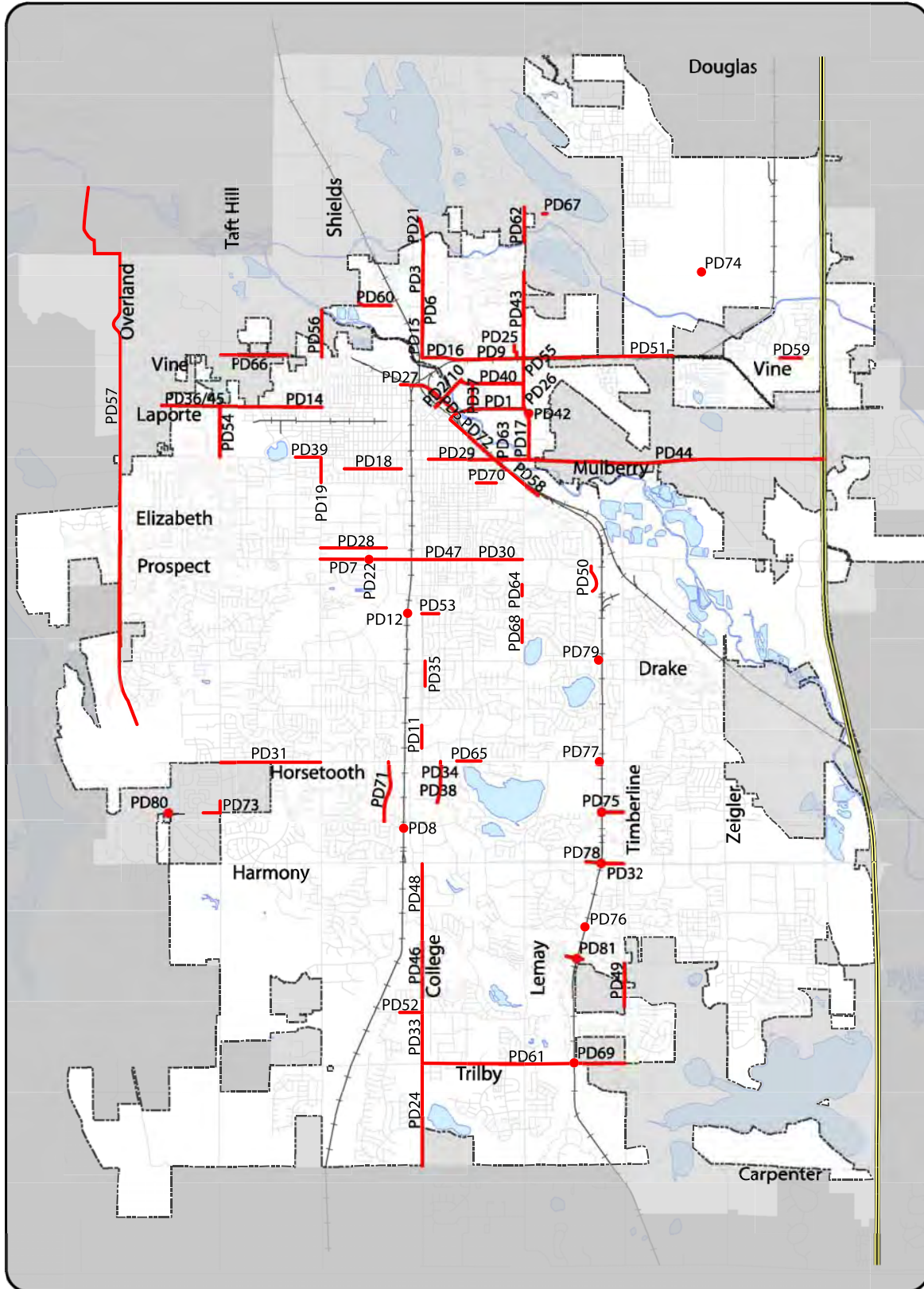
City Limits



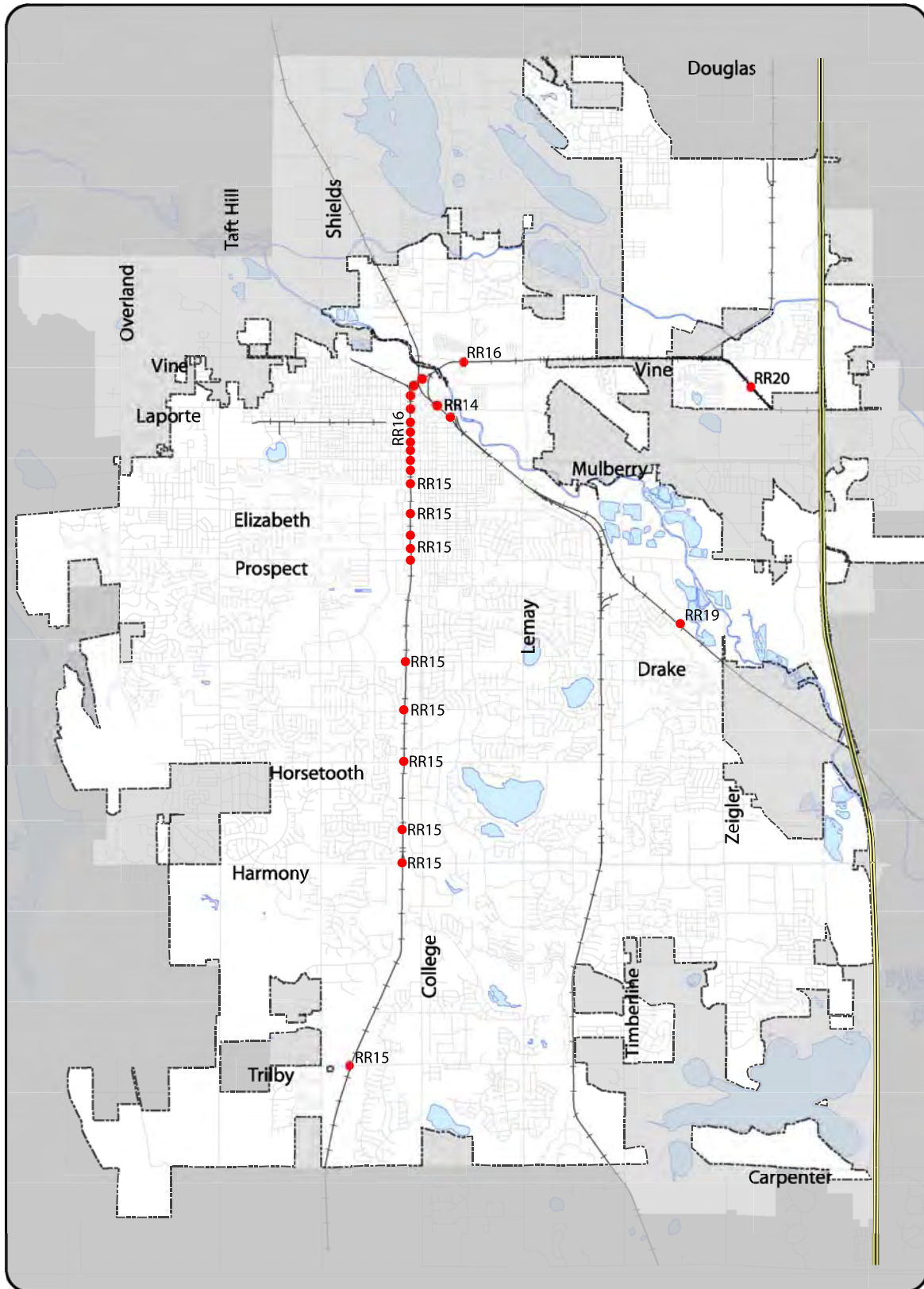
Unincorporated Areas within
Growth Management Area



Outside Growth Management
Area



- Grade-Separated Crossing / Intersection Improvements
- Sidewalk / Trail Improvements
- Unincorporated Areas within Growth Management Area
- Outside Growth Management Area
- City Limits



Railroad Crossing Improvements



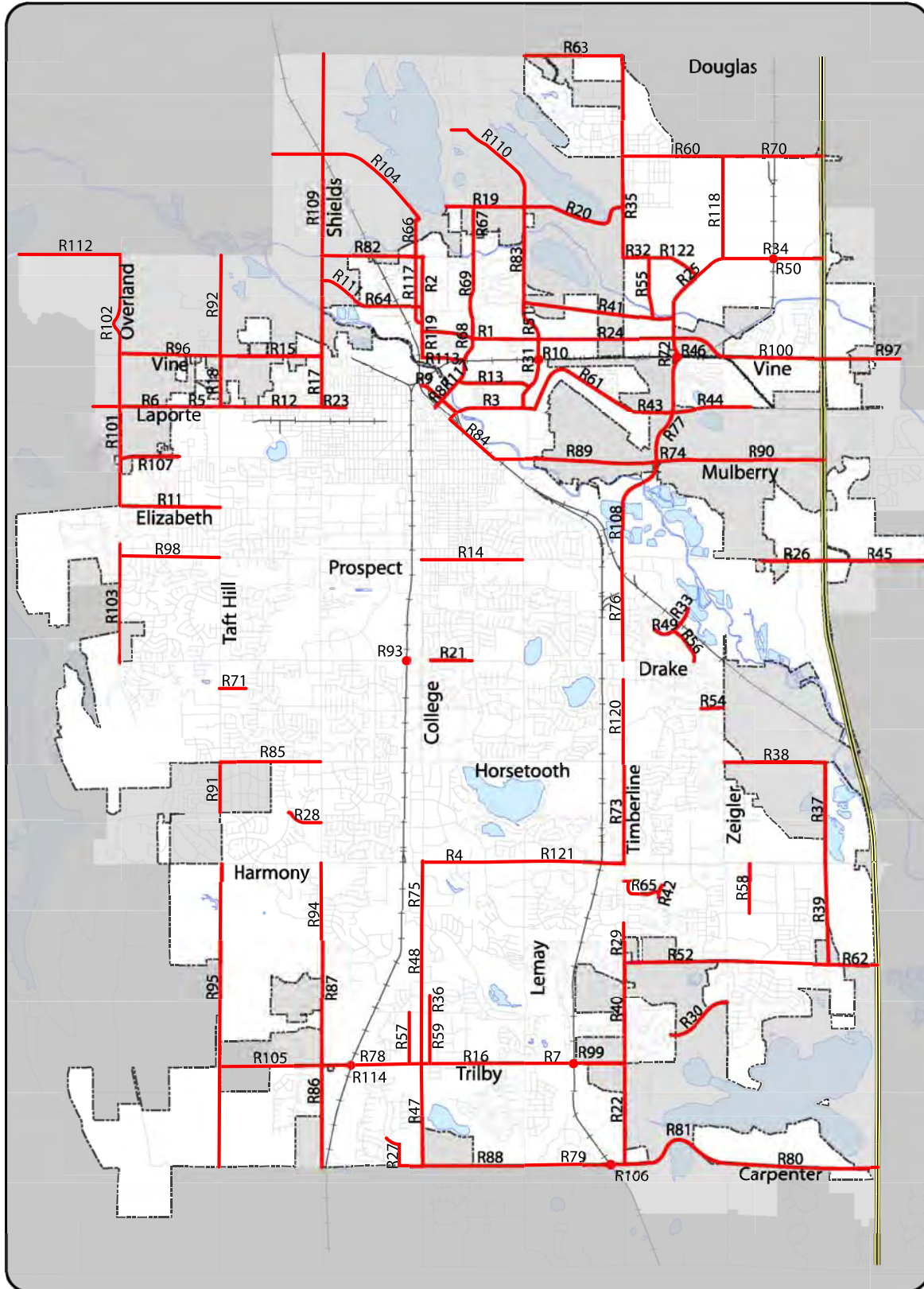
City Limits



Unincorporated Areas within
Growth Management Area



Outside Growth Management
Area



● Grade-Separated Crossings

— Roadway Improvements

Unincorporated Areas within
Growth Management Area

Outside Growth Management
Area

--- City Limits

Appendix G

Transportation Financing Resources

SOURCES OF TRANSPORTATION FINANCE – CITY OF FORT COLLINS

INTRODUCTION

This report is intended to provide a general overview and serve as a resource document for further study of transportation finance strategies. There are not any financial recommendations included in the TMP.

The City strives to be an effective steward of the public funds provided through various local, state, and federal sources. However, all of the existing funding sources will not be able to provide sustainable, long-term financial resources needed to support the capital and ongoing operations/maintenance costs for the multi-modal transportation system envisioned in the TMP. The City and community partners should continue work together to identify opportunities for supplemental financing strategies to achieve the long-term transportation vision.

The following information describes how the City currently finances transportation services and improvements. It introduces some supplemental sources of finance that might be considered by the City of Fort Collins in the future to address the goal of securing more sustainable funding source(s) over the long-term in order to achieve the vision of the Transportation Master Plan. It is presented in four sections:

- 1: Summary: Finance Practices, Perspective and New Tools
- 2: Transportation Financing by Fund
- 3: Transportation Financing by Budgeting for Outcome (BFO) Results Categories
- 4: Financing Multi-BFO Results Projects

SECTION 1: SUMMARY: FINANCE PRACTICES, PERSPECTIVE AND NEW TOOLS

1.1 Key Characteristics of Current Transportation Finance Sources of Funding

This section summarizes key characteristics of the City's current transportation finance practices. A more detailed description is presented in Section 2, Transportation Financing by Fund, and Section 3, Transportation Finance by Budgeting for Outcomes Results categories.

Capital Improvements. Street, bicycle and pedestrian capital improvements for projects that correct existing deficiencies or enhance livability are financed primarily by a series of voter-approved sales and use tax initiatives on a cash or pay-as-you-go basis and supplemented with federal and State formula and competitive matching grants. The sales and use tax initiatives include:

The 0.25% Building-on-Basics (BOB) sales and use tax revenues, which extend from January 2006 through December 2015. This source is a continuation of the Building Community Choices tax that extended from 1997 through 2005 to fund a variety of citywide capital improvements and provide matching funds to leverage federal grants.

A new, voter approved sales tax measure was approved by the Fort Collins voters in 2010 – “Measure 2B”. A portion of the funds generated from Measure 2B is intended to address transportation needs such as street maintenance as well as other improvements and services needed to maintain the quality of the community's transportation system.

Capital improvements that are required to serve new development are constructed by the developer generating demand or financed with Street Oversizing (SOS) Fees which are paid by new development. There is also a General Fund contribution to the SOS fund that covers non-development related background traffic capital improvement needs.

Transit capital improvements for fixed route service are financed with substantial support from Federal Transit Authority grants and some 0.25% BOB revenues. Demand-responsive services (Dial-A-Ride) are largely funded locally and supported through partnerships with Larimer County and participating state and federal agencies.

Operations and Maintenance (O&M) Improvements. O&M expenditures for roads, bicycle and pedestrian services are funded with Transportation Fund revenues; primary sources of revenue are the State Highway User Tax Fund, County Road and Bridge Fund, motor vehicle registration, and transfers from the General Fund. Specific sources include:

- The 0.25% Streets and Transportation sales and use tax revenues, specifically for street maintenance, which extend from January 2006 through December 2015.
- A portion of the new 2B funds will add an estimated \$6.1 M each year for maintenance.

General Fund Support. The General Fund provides a substantial subsidy to transportation. Using 2009 as an illustration, the General Fund comprised 18% of the Transportation Fund revenues, 57% of the Transit Services Fund revenues and 32% of the Street Oversizing Fund revenues.

Federal Grant Support. Fort Collins has successfully and consistently applied for and received federal grants for projects that address roadway, bicycle, pedestrian, and transit needs.

Debt. The City has been conservative with respect to transportation-related debt. Currently, there is one outstanding issuance of debt for the street maintenance building and one transportation project lease obligation for the Civic Center and parking structure.

1.2 Transportation Finance Considerations Moving Forward

Leadership. Fort Collins has pioneered several successful transportation finance initiatives. For example, the City was among the first to develop intergovernmental agreements to plan streets outside of its municipal boundaries. In 1979, it was among the first Colorado municipalities to impose a transportation impact fee (Street Oversizing Impact Fee). In the mid-1980s, the City pioneered the concept of a transportation utility for street maintenance. However, the City decided not to move forward with that funding mechanism. In addition, since the mid 1990s, Fort Collins voters have repeatedly approved sales and use tax increases for capital projects and street maintenance. These successful experiences bode well as a supplemental set of transportation finance revenue sources might be helpful on a moving forward basis.

Dependence on Sales and Use Tax Revenues. Transportation is heavily dependent on sales and use tax revenues in a direct way, through the voter-approved initiatives, and in an indirect way, as a major portion of General Fund revenues. This is a challenging situation because these tax revenues are dependent on local economic spending patterns and inflation; these are factors that do not directly correlate with transportation needs. While the 2.25% sales and use tax revenues that flow to the General Fund do not sunset, two voter-approved sales and use tax initiatives sunset in the next five years.

Dependence on Sales and Use Tax Initiatives that Sunset. The City relies upon two voter-initiated sales and use tax programs (0.25% BOB for capital projects plus related planning costs and as a source for some federal grants that require local matching funds and 0.25% for street maintenance). That said, Fort Collins is one of

very few cities that have a designated source of local government revenue to finance intersection, bicycle, and pedestrian projects through 2015.

Dedicated Sources of Transportation Revenue. While the passing of the voter approved Measure 2B funds are very helpful, particularly to address the maintenance of existing facilities, these sources of revenue alone are insufficient to fully fund the City's capital and long term operations and maintenance needs. Consistent reliance on General Fund transfers is not ideal as these funds are vulnerable to competition from other core City services. On-going operations and maintenance services have been underfunded in recent years; the cumulative effects of underfunding are increasingly obvious and troublesome, since there is City support to sustain and increase its commitment to efficient transportation services.

Transit does have a few dedicated sources of funding, such as farebox revenues, advertising, and a contract with CSU. However, these dedicated sources comprise about 14% of operations revenues.

Dependence on Federal Grants. For the last 30 years, federal funding authorization for transportation has been approved by Congress in 6-year increments. The multi-year authorization enables states and local governments to plan ahead for projects that take more than a single year to implement.

Reauthorization for federal transportation funding expired in September 30, 2009. The proposed Surface Transportation Authorization Act of 2009 has not been approved by Congress; reauthorization is not imminent. Congress has passed a series of short-term emergency funding measures; the latest will expire February 28, 2011. One reason the multi-year reauthorization is held up is that motor fuel tax revenues, the underlying source of federal funding, may be insufficient without an increase in the rate. It is likely that the federal reauthorization process will continued to be delayed due to the challenging national political climate and significant difficulties associated with addressing the magnitude of the federal funding gap.

What's New? In addition to providing transportation services at current levels, the City may initiate additional transportation services that increase livability and enhance sustainability. These include:

1. Renewed focus on infill development that achieves triple-bottom objectives.
2. Initiatives to reshape streets and enhance transportation corridors (Context Sensitive Design).

What's Needed?

1. A sustainable, reliable source of local revenue to continue to fund transportation capital projects when the voter-approved sales and use tax initiatives sunset in 2015.
2. A dedicated source of local revenue to fund annual operations and maintenance of streets, transit, bikeways and pedestrian improvements.
3. Continued state and federal funding support for infrastructure improvements (bicycle, pedestrian, transit, and street) such as enhanced corridors and other travel services

1.3 Supplemental Finance Tools

For each targeted BFO results area, this section lists current finance tools and practices that Fort Collins uses. The context in which these tools are applied is described in Sections 2 and 3. The tables also list supplemental sources of finance for consideration. Each supplemental tool is then presented in further detail. Note that new revenue from Measure 2B can be applied as appropriate to various BFO results areas in the future as determined through the budgeting for outcomes process.

TRAFFIC FLOW	
<i>(Traffic Operations, Snowplowing, Street Sweeping, Traffic Signal Maintenance, Intersections, Signs and Pavement Markings)</i>	
CURRENT PRIMARY SOURCES OF FINANCE	SUPPLEMENTAL SOURCES OF FINANCE FOR CONSIDERATION
Capital: <ul style="list-style-type: none"> • 0.25% BOB funds • 0.25% Streets and Transportation funds • State & Federal Grants Operations & Maintenance: <ul style="list-style-type: none"> • Transportation Services Fund 	Capital: <ul style="list-style-type: none"> • Voter-approved sales and use tax revenues (2016 +) Operations & Maintenance: <ul style="list-style-type: none"> • Transportation Utility Fee

QUALITY TRAVEL SURFACES AND INFRASTRUCTURE	
<i>(Street Maintenance, Pavement Management, Local, Collector and Arterial Streets, Bridge and Railroad Replacement Projects, Safety and Efficiency Improvements, Communication Infrastructure)</i>	
CURRENT PRIMARY SOURCES OF FINANCE	SUPPLEMENTAL SOURCES OF FINANCE FOR CONSIDERATION
Capital: <ul style="list-style-type: none"> • Developers – through exaction process • Street Oversizing Fee • Capital Projects Fund, via General Fund Transfer • State & Federal Grants O&M: <ul style="list-style-type: none"> • Transportation Services Fund 	Capital: <ul style="list-style-type: none"> • State FASTER Grants • Restructured Street Oversizing Fee • Restructured developer exactions • Regional Improvements Property Tax • Special and General Improvement Districts Operations & Maintenance: <ul style="list-style-type: none"> • Transportation Utility Fee

INTEGRATED TRANSPORTATION AND LAND USE PLANNING	
<i>(Transportation Master Plan, Partnerships and Collaboration, Participation with MPO,)</i>	
CURRENT PRIMARY SOURCES OF FINANCE	SUPPLEMENTAL SOURCES OF FINANCE FOR CONSIDERATION
<ul style="list-style-type: none"> • Federal & State Grants • Transportation Services Fund • General Fund • 0.25% BOB revenues • 0.25% Streets and Transportation revenues 	<ul style="list-style-type: none"> • (Federal) Transportation, Community and System Preservation Program (TCSP) Grants • Federal - Livable Communities Act Grants (proposed) • Transportation Management Association

TRAVEL MODE OPTIONS	
<i>(Transit, Bicycle, Pedestrian, Travel Demand Management, Parking)</i>	
CURRENT PRIMARY SOURCES OF FINANCE	SUPPLEMENTAL SOURCES OF FINANCE FOR CONSIDERATION
<p>Capital:</p> <ul style="list-style-type: none"> • Federal & State Grants • Street Oversizing Fund • 0.25% BOB funds • 0.25% Streets and Transportation funds <p>Operations & Maintenance:</p> <ul style="list-style-type: none"> • Funding from Larimer County, Loveland, Berthoud for demand-responsive transit • Farebox revenues and advertising on busses • General Fund • Transportation Services Fund • Transit Services Fund • Parking fees 	<p>Capital:</p> <ul style="list-style-type: none"> • Federal - Livable Communities Act Grants (proposed) • Federal TE Grants – Recovery Act Supplement • State – FASTER Grants • State – Transit and Rail Division Grants • General Improvement District • Special Improvement District • Tax Increment Financing <p>Capital and Operations and Maintenance:</p> <ul style="list-style-type: none"> • Dedicated (Permanent) Sales Tax for Alternative Modes • Continuation of Voter Approved Sales Tax Initiatives with Sunset Provisions • Regional Service Authority • Regional Transportation Authority <p>Operations & Maintenance:</p> <ul style="list-style-type: none"> • Business Improvement District • Motor Vehicle Fine Surcharge • Transportation Management Association

Increase Awareness	
<i>(Outreach and Education related to reduction in vehicle miles traveled and mobile source emissions)</i>	
CURRENT PRIMARY SOURCES OF FINANCE	SUPPLEMENTAL SOURCES OF FINANCE FOR CONSIDERATION
<ul style="list-style-type: none"> • State & Federal Grants 	<ul style="list-style-type: none"> • Partnerships with Poudre Valley School District • Federal - Transportation, Community and System Preservation (TCSP) Grants • Transportation Management Association

Description of Supplemental Transportation Finance Tools for Consideration

The following supplemental finance tools include only those that have not been used in Fort Collins, have been used infrequently, could be expanded or have expired.

Federal

- Transportation Enhancement Grants – Recovery Act Supplemental Allocation
- Transportation, Community and System Preservation (TCSP) Grants
- Transportation Investments Generating Economic Recovery (TIGER)
- Livable Communities Act Grants (proposed)

State

- Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Grants
- Transit and Rail Division Grants (FASTER Funds)

Local Taxes & Fees

- Sales Tax Dedicated to Transportation
- Transportation Utility Fee
- Regional Improvements Tax
- Public Improvement Fee – Add-On
- Public Improvement Fee – Credit and City Waiver
- Specific Occupation Tax
- Moving Violation Surcharge
- Fixed Fee Pass for Transit Service

Districts, Authorities, Utilities

- Transportation Utility
- Business Improvement District
- General Improvement District
- Special Improvement District
- Regional Service Authority
- Regional Transportation Authority
- Regional Overlay District
- Urban Renewal Authority /TIF
- Regional Transit District

Private Nonprofit Organizations

- 63-20 Corporations
- Private Non-Profit Foundation
- Transportation Corporation
- Homeowners Associations
- Transportation Management Association

Developers and Property Owners

- Amendments to Street Oversizing Fee
- Expansion of Development Exactions

FEDERAL GRANTS. These grants are primarily from the Surface Transportation Act the American Reinvestment and Recovery Act of 2009, and proposed programs.

Tool:	TRANSPORTATION ENHANCEMENT (TE) GRANTS – AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SUPPLEMENTAL ALLOCATION
Description	<p>Ten percent of federal FHWA Surface Transportation Program (STP) funds must be used for Transportation Enhancements (TE) Grants. Eligible TE activities are community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.</p> <p>Recently, the US DOT added a requirement that states spend 3% of their Recovery Act funding allocation through the Transportation Enhancement program.</p> <p>Funds are apportioned to States, which determine the selection procedures, policies regarding matching funds, etc. In FY 2009, \$12 million was apportioned to Colorado. CDOT allocates its TE grant revenues among its six geographic regions. Each region conducts its own competitive process.</p>

Tool:	TRANSPORTATION ENHANCEMENT (TE) GRANTS – AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SUPPLEMENTAL ALLOCATION
Applicability	TE projects must be one of 12 eligible activities and must relate to surface transportation. For example, projects can include creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access.
Benefits and Limitations	+ – The Federal local match of 80/20 is a minimum requirement. .
Legal and Administrative Considerations	CDOT manages its Transportation Enhancement apportionment through coordinators in its six CDOT regions. Funds are sub-allocated to the six geographical regions; a competitive process occurs within each region.
Applied Elsewhere	Fort Collins has received three Transportation Enhancement Grants in the last five years: 2009 – Linden Street sidewalk landscape; 2007 for improvements to the Fort Collins historic Trolley track.

Tool:	TRANSPORTATION, COMMUNITY AND SYSTEM PRESERVATION (TCSP) PROGRAM GRANTS SECTION 1117 OF THE FEDERAL TRANSPORTATION ACT (SAFETEA-LU, PUBLIC LAW 109-203)
Description	This is a Federal Highway Administration managed program with support from the FTA, EPA and other federal agencies. The TCSP program provides funding for comprehensive planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation plans and practices.
Applicability	This grant might be most appropriate for a future catalytic project that embraces the City's commitment achieving triple bottom line objectives. Projects that include land use, transit-oriented development, multiple modes and environmental efficiencies rank high.
Benefits and Limitations	+ This grant program funds complex multi-disciplinary research and planning programs. – It is highly competitive at the national level.
Legal and Administrative Considerations	Competitive grants are awarded at the national level. In FY 2010, only \$60.7 million was appropriated and awarded to 106 projects in 34 states.
Applied Elsewhere	Since 2000, nine communities in Colorado have received TCSP grants for projects in Arapahoe County, Arvada, Denver, Estes Park, Frisco, and Littleton. The federal funding amount ranged from \$175,000 to \$1.98 million. Fort Collins has not received a grant award.

Tool:	SAFE ROUTES TO SCHOOL (SRTS)
Description	This is a federal program was created by Section 1401 of the federal transportation bill. Funds are available to make school routes safe for children walking and bicycling. Funds are apportioned to each state; Colorado received \$2.6 million in FY 2009. States structure their programs to meet their needs. Colorado makes funds available for K-8 grades. Grants are awarded through a competitive process and in proportion to the geographic distribution of students in grades K-8.
Applicability	Cities, schools, school districts may apply. There is no local match requirement. Infrastructure funds may be for installing bicycle parking, street striping, off-street bicycle and pedestrian facilities, installing or improving sidewalks, and installing signs. Non-infrastructure grants may be for teaching pedestrian and bicycle education, implementing a

Tool:	SAFE ROUTES TO SCHOOL (SRTS)
	public awareness campaign, completing a bicycle or pedestrian audit, teaching traffic safety, etc.
Benefits and Limitations	<ul style="list-style-type: none"> – Between 70% and 90% of infrastructure grants must relate directly to a specific school. + No matching funds are required.
Legal and Administrative Considerations	Applications are due December 4, 2010 for infrastructure and non-infrastructure (education) grants. Non-infrastructure grants have a minimum of \$3,500; 10% to 30% of funds are for these purposes; the remainder is Infrastructure grants range between \$50,000 and \$250,000.
Applied Elsewhere	A number of cities have won STRS grants in prior years. Fort Collins has received a small infrastructure grant in 2006 for sidewalk improvements (\$33,123) and a small non-infrastructure grant in 2007 for SRTS Education and Encouragement (\$22,208).

Tool:	TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY (TIGER) GRANTS
Description	TIGER grants are offered pursuant to the American Recovery and Reinvestment Act of 2009. They are competitive discretionary grants for capital improvements or planning projects that are awarded directly by the US Department of Transportation.
Applicability	The emphasis for TIGER II projects is long-term economic development; other primary criteria included livability, environmental sustainability and safety. ; TIGER I focused on short-term job creation.
Benefits and Limitations	<ul style="list-style-type: none"> – Two rounds of grants have been made available. It is unclear whether a third round of grants will become available. – The local match amount is flexible; up to 100% federal share is acceptable. – Competition is national and strong.
Legal and Administrative Considerations	\$600 million was available in the TIGER II discretionary grant program; \$1.5 billion was awarded in the first round (TIGER I).
Applied Elsewhere	51 grants were awarded in the first round of grants; funding amounts ranged from \$3.1 million to \$105 million. One grant was awarded in Colorado, US 36 Bus Rapid Transit (\$10 million).

Tool:	THE LIVABLE COMMUNITIES ACT OF 2009 (Proposed – S1619; HR 3734)
Description	If passed by Congress, this act would fund planning and implementation grants that demonstrate a “commitment to integrated planning and sustainable development” and incorporate transportation, housing, community, economic development and environmental needs.
Applicability	Grant requirements have not been developed. However, topics to be funded include transit-oriented development, pedestrian and bicycle thoroughfares, affordable housing, and economic development.
Benefits and Limitations	<ul style="list-style-type: none"> + If funded, \$400 million in planning grants would be available over four years and \$3.75 billion in implementation grants would be available over three years. – This act and related funding has not been approved by Congress. – Competition would be at the national level.
Legal and Administrative Considerations	The US Departments of Housing and Urban development and Transportation and the Environmental Protection agency are involved through an “Interagency Council on Sustainable Communities” which will be housed in the executive branch.
Applied Elsewhere	This is a new proposed program.

STATE: These two grant programs are from supplemental revenues made available through the 2009 voter-approved FASTER grant program.

Tool:	FUNDING ADVANCEMENTS FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER)
Description	In 2009, the Colorado legislature passed the FASTER Bill (SB 09-108) which imposed a motor vehicle registration fee surcharge and imposes a daily car rental fee and established how these additional revenues must be spent. The legislation credits revenues to the highway users tax fund and allocates 18% to municipalities using an existing motor fuel tax allocation formula; these funds are for road safety projects.
Applicability	
Benefits and Limitations	
Legal and Administrative Considerations	
Applied Elsewhere	This is unique to Colorado.

Tool:	STATE TRANSIT AND BRIDGE FUND (THROUGH FASTER REVENUES)
Description	Approximately \$5 million in FASTER revenues will be allocated to the State Transit and Bridge Fund for grants to local transit projects. These funds will be made available through a competitive grant process in each CDOT region.
Applicability	Eligibility requirements should be announced shortly.
Benefits and Limitations	
Legal and Administrative Considerations	The CDOT Commission approved the guidance for the Statewide FASTER funds in mid-September 2010 and is responsible for administering the project selection process..
Applied Elsewhere	Funds will be available for the first time in fall 2010.

LOCAL TAXES & FEES: This section describes taxes and fees that are available to the city, districts or private developers. Generally, any increase in a “tax” or a multi-year commitment of a tax resource requires voter approval; the imposition of a fee that is based on benefits received does not require voter approval.

Tool:	SALES AND USE TAX DEDICATED TO TRANSPORTATION
Description	Voters approved Measure 2B in 2010.
Applicability	A portion of 2B funds can be used for transportation maintenance and other uses as approved through the budgeting for outcomes process.
Benefits and Limitations	Ten year funding program.
Legal and Administrative Considerations	
Applied	

Tool:	SALES AND USE TAX DEDICATED TO TRANSPORTATION
Elsewhere	

Tool:	TRANSPORTATION UTILITY FEE (Also known as a road user fee, street utility fee and street maintenance fee)
Description	Transportation utility fees are a financing mechanism that treats the street network as a utility and bills properties in proportion to their use, similar to the manner in which the City bills for water, sewer and electric service. In communities with a transportation utility fee, developed properties are charged a user fee for road maintenance as a service in the same way that they are charged for water, sewer, and trash collection.
Applicability	<p>This fee is applicable to maintenance of transportation improvements rather than to constructing capital projects. This type of fee could cover costs associated with street, sidewalk, and bicycle maintenance, snowplowing, street sweeping, signal and lighting maintenance. Revenues generated by this fee could free up other existing revenues currently used for street maintenance, snow plowing, street sweeping, and related activities.</p> <p>Most cities with street maintenance fees impose the fee on the basis of trips, converted into square feet of building, students/members, or screens. Some communities have made adjustments to trip generation figures including downward adjustments for “by-pass trips,” capping traffic generation factors for commercial uses, local, arterial and collector roads, truck traffic volume, and trip length.</p>
Benefits and Limitations	<ul style="list-style-type: none"> + May an equitable technique to pay for street maintenance costs. + Fees can be structured to recognize the shorter trip lengths in infill locations relative to suburban locations, thereby encouraging infill. + Some communities use the fee as a tool to include tax-exempt properties , since all built properties generate traffic. + Would not require a popular vote, since it is a fee and not a tax. – May be time-consuming to impose fee. The fee would need to be structured to share costs equitably among land uses. The 1984 Fort Collins fee schedule was based on land use and trip generation and was imposed on developed properties on a per front foot basis.
Legal and Administrative Considerations	<p>Cities have the authority to create, franchise or license utilities under § 31-21-101 CRS. While this statute is typically used to franchise electric, gas and telephone services, it was used by the City of Fort Collins to create a street utility for street maintenance.</p> <p>The Fort Collins utility was tested in the Colorado Supreme Court. The Court ruled that the fee was a form of special services fee and the fee schedule reasonably correlated with use and was appropriately imposed. The Fort Collins City Attorney did not believe that it was necessary to create a transportation utility to impose this fee.</p>
Applied Elsewhere	<p>In Colorado, Loveland imposed a transportation utility fee in 2001. Boulder and Aurora have considered imposing a transportation utility fee but neither elected to move forward.</p> <p>Fort Collins is recognized as the first city to impose a transportation utility fee. The fee was imposed in 1984 and was based on trips generated by land use and imposed on developed properties on a front foot basis. The fee was subsequently rescinded in 1992 because it was replaced by the voter approved 0.25% sales and use tax in November 1991.</p> <p>Cities in other states with transportation utility fees include Austin and Beaumont (Texas) and multiple cities in Oregon. Fees have also been imposed in Florida and Idaho, but were overturned in court challenges.</p>

Tool:	REGIONAL IMPROVEMENTS PROPERTY TAX (NEW DEVELOPMENT)
Description	This is a property tax imposed on new development by metropolitan districts. The requirement to impose this tax is typically determined during annexation negotiations. Revenues would be available for regional transportation improvements.
Applicability	This is most applicable to larger proposed developments that seek to annex and form a metropolitan district.
Benefits and Limitations	+ / –While revenues might be quite small in the early years of development, they can be substantial and development transpires.
Legal and Administrative Considerations	+ Typically, these requirements are imposed during the annexation negotiation process. The terms become part of an IGA between the City and the metropolitan district. + No votes are required. – Revenues are limited in the early years of development.
Applied Elsewhere	Aurora has maintained a practice of imposing graduated regional mill levy on new development with metropolitan districts for decades; revenues will be substantial over the new few decades. Lone Tree required a 1 mill levy be imposed on metropolitan districts associated with a a single annexed property, which, at build-out, will be substantially larger than the existing City.

Tool:	PUBLIC IMPROVEMENT FEE - ADD-ON (Add-on PIF)
Description	An Add-On PIF is a private fee imposed by developers and building owners on tenants who lease commercial property. The fee functions like an additional sales tax in that it is most often a small percentage of a sales transaction. It is imposed by the tenant (typically a retailer) on the customer at the time of the sales transaction. The requirement to charge a PIF is in the landlord/tenant lease.
Applicability	This is most applicable to improvements triggered by new retail development.
Benefits and Limitations	+ Requires no vote. – Imposed privately. – The fee may hamper retail sales among price-sensitive customers if it is perceived to be too high. – Some anchor retailers limit the amount of add-on public improvements fees allowed.
Legal and Administrative Considerations	This is a private transaction between the developer, the owner of leased property and commercial tenants. No voter approval is required.
Applied Elsewhere	Some examples are Park Meadows (Lone Tree), Flatirons Shopping Center, Prairie Center (Brighton), Firestone, Aspen Grove (Littleton), Colorado Mills and Belmar (Lakewood).

Tool:	PUBLIC IMPROVEMENT FEE – CREDIT - (Credit PIF with City Sales Tax Waiver)
Description	<p>A Credit PIF and a City Sales Tax Waiver are counterbalancing finance tools.</p> <p>The Credit PIF functions just like an Add-on PIF. The City Sales Tax Waiver is an equal downward adjustment in the sales tax rate so the net impact of the Credit PIF and the Sales Tax Waiver counterbalance each other, with a minor exception.</p> <p>These tools are most typically applied to a particular retail development; revenues are used to finance project-related improvements.</p> <p>The most typical application is in conjunction with sales tax but credit PIFs have also been used in</p>

Tool:	PUBLIC IMPROVEMENT FEE – CREDIT - (Credit PIF with City Sales Tax Waiver)
	conjunction with use tax, real estate transfer tax and lodging tax.
Applicability	A credit PIF can be the public sector's share of a needed improvement.
Benefits and Limitations	<p>+ There are equity benefits in that fee revenues are tied directly to the need for the improvement.</p> <p>+ / – The City may see this as revenues that the City would relinquish. The counter argument is that the retail development and sales tax revenue might not occur without the incentive provided by the Credit PIF.</p>
Legal and Administrative Considerations	<p>This may be enacted by ordinance or IGA. If this were an annual City appropriation, then there would be no vote.</p> <p>Although the flow of revenue is identical, there are legal benefits to the City and metropolitan district to a sales tax credit in lieu of a waiver of tax revenues.</p> <p>If a sales tax credit were a multiple year commitment, then voter approval may be needed.</p>
Applied Elsewhere	Some examples are Village at Avon (Avon) , Park Meadows Mall (Lone Tree), Prairie Center (Brighton) , Belmar (Lakewood) and Larkridge (Thornton).

Tool:	SPECIFIC OCCUPATION TAX (Excise Tax) for Gas Stations
Description	This would be a specific occupation tax (excise tax) imposed on transportation-generating businesses, such as gas stations. It might be based on gallons of fuel sold, or the value of fuel sales.
Applicability	This tool might be applicable for road improvements rather than alternative modes.
Benefits and Limitations	<p>+ The tax would be imposed directly on major contributors to the need for road improvements.</p> <p>+ Residents, visitors, and businesses would all pay the tax.</p> <p>+ The tax may particularly impact businesses in the delivery business</p>
Legal and Administrative Considerations	<p>+ Home rule cities have the authority to impose a specific occupation tax.</p> <p>– Requires voter approval since it would be a tax increase.</p>
Applied Elsewhere	This tax has been considered by several municipalities in Colorado but has not been applied.

Tool:	MOVING VEHICLE FINE SURCHARGE
Description	This is a surcharge imposed by the City on moving vehicle violations. Using the Portland example, additional funds could be used to increase awareness of pedestrian and bicycle safety and safe routes to school.
Applicability	
Benefits and Limitations	+ Programs that increase pedestrian and bicycle safety can engage many segments of the community including neighborhood organizations, major employers, CSU, the DDA and Poudre Valley Schools.
Legal and Administrative Considerations	The City can adjust its schedule of fines by ordinance.
Applied Elsewhere	In Oregon, traffic fines are imposed at the state level and transferred to each jurisdiction. Portland receives \$1 million in traffic fine revenues annually and dedicates a portion of funds to bicycle and

Tool:	MOVING VEHICLE FINE SURCHARGE
	safety campaigns.

Tool:	FIXED FEE MONTHLY PASSES FOR TRANSIT SERVICE
Description	This is a fixed monthly fee for transit service for eligible users.
Applicability	This fee arrangement could be used in lieu of the current negotiated agreement with the Associated Students of CSU. It could also be offered to students of Front Range Community College, Poudre Valley School District, local government and major private-sector employers, businesses with targeted areas such as the DDA.
Benefits and Limitations	+ This is a simple tool that might generate additional revenue for Transfort. + This tool fosters use of transit service in lieu of single-occupancy vehicles.
Legal and Administrative Considerations	This fee could be introduced by Transfort. No vote of the electorate is required.
Applied Elsewhere	Many transit providers offer a fixed-fee monthly pass. For example, The Regional Transportation District offers an “eco-pass” to major governments and companies. Monthly pass fee arrangements are negotiated on the basis of size of organization, etc.

DISTRICTS, AUTHORITIES, UTILITIES AND PROGRAMS: There are several types of districts, authorities or utilities that can be formed to finance transportation improvements. The discussion below describes each type and highlights the differences. The discussion above, Taxes and Fees, outlines some revenue tools that can be used by these organizations.

Tool:	TRANSPORTATION UTILITY CRS § 31-21-101+ and §40-2-108
Description	(Local Government Utility) Cities may create, franchise or license utilities (§31-21-101+ CRS). This statute was used by the City of Fort Collins for street maintenance. (PUC Regulated Utility) Under the Public Utilities Commission, local governments must become a “transportation utility” when it provides service outside of its corporate boundaries and does not have an IGA with the jurisdiction receiving service. (§40-2-108 CRS)
Applicability	This could fund street, bikeway, sidewalk, signage and signal maintenance, plus snow plowing, street sweeping and related services through a transportation utility. It is not necessary to form a transportation utility to impose a transportation utility fee.
Benefits and Limitations	If the City established a transportation utility and fee structure to provide road maintenance services, then this could relieve the General Fund, making its revenues more available for other purposes.
Legal and Administrative Considerations	There are upfront legal and administrative costs associated with establishing fees that are consistent with user benefits.
Applied Elsewhere	Fort Collins formed a transportation utility in 1984. (See earlier discussion under Transportation Utility Fee.) The only PUC-regulated utility providing transportation services at this time is Avon.

Tool:	BUSINESS IMPROVEMENT DISTRICT (BID) (CRS § 31-25-1201 +)
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Tool:	BUSINESS IMPROVEMENT DISTRICT (BID) (CRS § 31-25-1201 +)
Description	<p>Cities may create business improvement districts to build, maintain, own and operate improvements and issue debt. BIDs may also plan and manage economic development activities such as promotion, marketing, and events.</p> <p>Sources of revenue may be property taxes, fees, charges and assessments.</p>
Applicability	<p>A BID is most applicable when the commercial properties generate the need for building or maintaining an improvement.</p> <p>In Fort Collins, this tool could be used to maintain enhanced improvements along selected corridors, such as Mason Street. Another application might be for enhancements associated with the micro-brewery initiative.</p>
Benefits and Limitations	<p>+ This is a good tool in commercial areas because residential properties are exempt from fees.</p> <p>+ It is a good tool for on-going maintenance and operations of a facility.</p>
Legal and Administrative Considerations	<p>BIDs are organized by petition of property owners owning 50% of the assessed value and 50% of the acreage. Only commercial properties are charged the relevant fee, tax or assessment; residential properties may voluntarily elect to participate.</p> <p>Tenants are given a vote in decisions.</p>
Applied Elsewhere	<p>There are about 40 BIDs in Colorado. Two of larger BIDs that provide transportation services are in Denver. The Downtown Denver's BID provides enhanced maintenance of its 16th Street Pedestrian and Transit corridor. In addition to management and promotional services, the Cherry Creek North BID provides streetscape, sidewalk and signage amenities plus bicycle improvements.</p>

Tool:	SPECIAL IMPROVEMENT DISTRICTS (SID) (CRS § 31-25-501+)
Description	<p>Cities may create special improvement districts (SIDs). These districts are financing tools only; they are not new governments and have no power to make contracts or levy taxes.</p> <p>Most often, SIDs use a per property assessment based on benefit to finance improvements.</p>
Applicability	<p>These districts are most applicable for localized improvements where a substantial portion of the benefit is attributable to properties physically near the improvement. Districts have also been used for projects with larger benefit areas if local government shares in costs.</p> <p>These districts might be applicable for improvements along enhanced travel corridors like Mason, North College, Harmony and others.</p>
Benefits and Limitations	<p>+/- Since SIDs are not separate governments, they may not enter into IGAs.</p> <p>+ A SID has a fixed life which corresponds to financing specific improvements.</p>
Legal and Administrative Considerations	<p>SIDs may be established by petition from property owners or by ordinance or resolution of the city. If established by resolution, more than 50% of the property owners affected may halt the formation.</p> <p>A benefit study may be necessary to develop a cost sharing formula, based on benefit.</p> <p>City councils govern SIDs.</p>
Applied Elsewhere	<p>There is one active SID in Fort Collins. In 2003, the City formed a special improvement district to finance intersection improvements at Timberline and Prospect.</p> <p>Historically, SIDs were used on a more regular basis but problems collecting assessments in the</p>

Tool:	SPECIAL IMPROVEMENT DISTRICTS (SID) (CRS § 31-25-501+)
	<p>1980s slowed their usage.</p> <p>Since the mid-1950s, Aurora has consistently used SIDs to finance road improvements. Often, the City funds a portion of costs associated with through traffic.</p> <p>The Portland Office of Transportation has used their version of SIDs (local improvement districts) to fund numerous pedestrian-related streetscape improvements. Most often these LIDs are formed in business districts.</p>

Tool:	GENERAL IMPROVEMENT DISTRICT (GID) (CRS § 31-25-601+)
Description	Cities may create general improvement districts (GIDs) which may impose a property tax as well as fees, fines, tolls and charges and may also issue debt to pay for district costs. GIDs may provide any service that the governing body may provide and may also operate and maintain improvements.
Applicability	GIDs may be useful in financing smaller transportation projects that benefit a defined area. GIDs may acquire, construct and install streets, parking facilities and drainage improvements. A GID has been considered to finance a portion of the Mason Corridor Improvements.
Benefits and Limitations	<ul style="list-style-type: none"> + No benefit study is needed if only property taxes are to be used for repayment of district obligations. + These districts are not new governmental entities, since the city governs the GID with the City Council as the ex-officio board. + GID may enter into an IGA with a city or county. + In addition to property taxes, GIDs may impose fees, rates, tolls and charges and issue debt.
Legal and Administrative Considerations	<p>GIDs can be created by the City in response to a petition signed by a majority of electors owning property in the district. The local government adopts an ordinance or resolution creating the district.</p> <p>A GID requires some upfront legal and administrative costs.</p> <p>Since a GID is a governmental entity, it may enter into contracts such as an IGA.</p> <p>City councils govern GIDs.</p>
Applied Elsewhere	<p>In Fort Collins, there are two active GIDs in the City. One was formed in 1976 to fund parking, streetscape and sidewalk improvements in the downtown area. The other is Skyview South which was assumed by the City in the southwest annexation area.</p> <p>The City of Boulder has used GIDs to finance and manage parking improvements in the downtown and University Hills areas for many years. Aurora considered a GID overlay in newly developing areas to finance regional scale improvements.</p>

Tool:	REGIONAL TRANSPORTATION AUTHORITY (HB 97-1273; HB 09-1034; CRS § 43-4-601+)
Description	<p>A regional transportation authority may be formed by 2 or more cities, 2+ counties or a city and a county. .</p> <p>RTAs may finance, construct and operate highways, roads, bikeways, bridges or mass transit; impose a sales and use tax up to 1.0%, a property tax of up to 5 mills, a motor vehicle registration fee, other fees, rates and charges and; enter into IGAs with other entities.</p>
Applicability	An RTA might be useful to fund regional transportation improvements.
Benefits and Limitations	+ Pending voter approval, RTAs have access to some substantial revenue tools such as a sales tax up to 1%, property tax mill levy up to 5 mills, motor vehicle registration fee and accommodations

Tool:	REGIONAL TRANSPORTATION AUTHORITY (HB 97-1273; HB 09-1034; CRS § 43-4-601+)
	<p>tax.</p> <ul style="list-style-type: none"> + RTAs may be used to fund not only roads, but transit, bike, and pedestrian improvements. – Requires voter approval of residents in the proposed RTA area to form the authority and to authorize specific funding applications. + Revenues can be used to leverage state or federal funding. + RTA boundaries can be expanded over time to include additional jurisdictions.
Legal and Administrative Considerations	<p>Voters in the proposed area must approve the formation and the taxing tools.</p> <p>Directors must be elected officials.</p> <p>An IGA with participating local governments would be appropriate, since an RTA might assume services currently provided by local governments.</p>
Applied Elsewhere	<p>There are five RTAs in Colorado that impose a sales/use tax: Roaring Fork Valley (Eagle, Garfield, Pitkin), Pikes Peak (El Paso County), Gunnison Valley (Gunnison County), Baptist Road (El Paso County), and the South Platte Valley (Logan County). Sales and use tax rates range from 0.1% to 1.0%.</p> <p>The feasibility of a geographically large RTA was explored through the North Front Range Transportation and Air Quality Planning Council in 2001.</p>

Tool:	REGIONAL SERVICE AUTHORITY (CRS § 32-7-101+)
Description	<p>The primary purpose of this authority is to provide services that extend beyond local government boundaries. Boundaries must include at least all of one county and may include other counties as long as they are outside of the Denver metro area.</p> <p>Services may include “public surface” transportation and several other non-transportation services. The authority may levy property taxes, rates, fees, fines and assessments and issue debt.</p>
Applicability	This authority could be helpful for road improvements at the edge of the City’s boundaries along I-25 or for transit service that extends to other jurisdictions.
Benefits and Limitations	+ / - With voter approval, this tool can levy property taxes above 5 mills but cannot levy a sales tax.
Legal and Administrative Considerations	<p>An organizational commission may be formed by resolution of the local governments. The commission proposes services and the maximum mill levy.</p> <p>A popular vote is required for formation and election of the board of directors.</p>
Applied Elsewhere	<p>There is one regional service authority in Colorado; it provides health care services.</p> <p>The 2009 Transfort Strategic Plan suggested consideration of this tool. The concept was also suggested for transit service between Fort Collins and Loveland.</p>

Tool:	REGIONAL OVERLAY DISTRICT (Using a GID or Metropolitan District)
Description	This is a concept, not a new organization. It could be applied using a metropolitan district or a general improvement district. It typically covers a large area that may contain other districts and exists to finance the community’s share of regional improvements.
Applicability	Regional districts or district overlays are most helpful in financing large-scale regional improvements. A regional mill levy could be imposed to fund the new community’s share.
Benefits and Limitations	<ul style="list-style-type: none"> + This tool can spread the financial burden of infrastructure among developing properties. + A overlay district would not create a new government; revenues would increase with growth. – An election would be required in the overlay district within participating metropolitan districts.

Tool:	REGIONAL OVERLAY DISTRICT (Using a GID or Metropolitan District)
	This may be challenging in situations where there is existing development.
Legal and Administrative Considerations	An overlay district may be imposed on property that also have a metropolitan district as long as the services provided are different. Intergovernmental agreements between the regional overlay district, other districts and the city would be needed
Applied Elsewhere	The Denver / Gateway (DIA) area created a regional overlay among its metropolitan districts to help pay for the developer's share of arterial road improvements in this large developing area. The property owner/ developers initiated the formation.

Tool:	URBAN RENEWAL AUTHORITY (TAX INCREMENT FINANCING) (CRS § 31-25-10+)
Description	Though the creation of an urban renewal authority and after the finding of blight, the City can establish a project area and pledge "incremental" sales and property tax revenues for a 25-year pledged revenue period. Incremental revenues may include local sales and use tax, and property tax collected by any source.
Applicability	The City has established an urban renewal authority; City Council functions as its board.
Benefits and Limitations	+ URAs do not impose additional taxes. Tax increment financing is a reallocation of tax revenues for improvements within a defined project area. + Establishing a new URA project area does not require a popular vote; it does require City Council to declare a finding of "blight." – Other governments that collect property taxes within TIF project areas are impacted during the pledged revenue period. Project-specific negotiations can mitigate potential impacts where needed.
Legal and Administrative Considerations	The City has created an urban renewal authority, designating City Council as its governing board. Additional project areas can be established by developing project-area blight analyses and a plan to remove blight, and holding a public hearing. No election is required.
Applied Elsewhere	The Fort Collins Downtown Development Authority also has tax increment financing authorities and has used its authorities and revenues to finance parking, sidewalk and streetscape improvements. A number of other municipalities such as Westminster, Broomfield, Boulder, Loveland and Wheat Ridge use URAs to finance transportation improvements.

PRIVATE NONPROFIT ORGANIZATIONS: There are several types of nonprofit organizations that have been successful in providing transportation services. These entities are typically formed to used to organize private resources, seek private or tax-exempt funding and partner with local governments.

Tool:	Transportation Management Organization (TMA)
Description	TMAs are public private partnerships designed to address traffic congestion, mobility and air quality problems in specific geographic areas. The idea emerged in the early 1980s. No two TMAs are exactly alike. They are typically private nonprofit, member-controlled organizations that function within a particular area such as a commercial district, medical center or enhanced transportation corridor.
Applicability	Broadly, TMAs function to help existing resources work better together. They advocate,

Tool:	Transportation Management Organization (TMA)
	coordinate, educate and facilitate. For example, TMAs might facilitate education or awareness of alternative modes, advocate for enhanced transportation investments, manage parking resources and shuttle bus services.
Benefits and Limitations	<ul style="list-style-type: none"> – It's important to avoid duplicating services provided by existing organizations. + TMAs can leverage City initiatives by focusing private and non-profit sector energy on commonly desired outcomes.
Legal and Administrative Considerations	Typically, TMAs are independent, non-profit organizations funded by key stakeholders, such as employers, developers, educational institutions, and government entities. Often governments provide seed funding and then reduce their support as other stakeholder revenues kick in.
Applied Elsewhere	<p>Some examples in Colorado include the Fitzsimons Transportation Management Association (www.fitzsimonstma.org), 36 Commuting Solutions (www.36commutingsolutions.org), the Boulder East Community Transportation Options (http://boundereast.typepad.com), and the Stapleton TMA (www.sntma.org) and Transportation Solutions in the Cherry Creek and Glendale areas of Denver (http://transolutions.org).</p> <p>The City completed a TMA Feasibility Study in 2006. At that time, the conclusion was forming a TMA was premature but a number of ideas emerged that could be incorporated into existing organizations such as the Downtown Development Authority.</p>

Tool:	63-20 CORPORATION (IRS Ruling 63-20)
Description	This is a non-profit corporation that meets the following requirements of IRS Ruling 63-20. (a) Engaged in activities that are essentially public. (b) Income does not inure to the benefit of any private person. (c) State or political subdivision has a beneficial interest in the corporation and obtains title to bond-financed property; (d) State or political subdivision has approved the corporation and bonds to be issued, if any.
Applicability	The use of 63-20 Corporations (nonprofit corporations) can be a way to preserve the ability to use tax-exempt bond financing while maintaining benefits for both public and private participants.
Benefits and Limitations	<ul style="list-style-type: none"> + These corporations may have public and private sector board representation. + They transfer risk to the private sector while using tax exempt financing. + They can receive and use government grants or loan proceeds. + They can combine strengths of the public sector with the private sector's efficiencies.
Legal and Administrative Considerations	Extensive legal and administrative work would probably be needed.
Applied Elsewhere	<p>A 63-20 Corporation has been under consideration in the Central Platte Valley. The Commons PUD is required to adopt a comprehensive Transportation Demand Management Plan. The 6302-corporation would finance the acquisition, construction, equipping and improving of parking facilities in The Commons PUD area.</p> <p>On a larger scale, to finance toll roads, 63-20 corporations have been used in South Carolina and Virginia and for the Northwest Parkway in Denver metro area. These projects enabled the private sector to build transportation improvements using tax-exempt financing. Each met financing challenges; no single entity was responsible for curing the financial challenge.</p>

Tool:	PRIVATE NON-PROFIT ORGANIZATIONS AND FOUNDATIONS
Description	Private non-profit organizations and foundations are approved by the IRS under 501(c)(3)

Tool:	PRIVATE NON-PROFIT ORGANIZATIONS AND FOUNDATIONS
	<p>regulations. They may be dedicated to any charitable purpose approved by the IRS. There is no legal differentiation between a foundation and a nonprofit charitable organization. However, those that use the word “foundation” in their title are often grant-giving entities.</p> <p>A TMA can be a type of private non-profit organization.</p>
Applicability	Relative to transportation projects, these entities might be dedicated to constructing and/or maintaining gateway monuments, high-image landscaping, bike and pedestrian paths, or enhancing use of alternative modes
Benefits and Limitations	<p>+ There are successful examples of foundations supporting high-image improvements that generate civic pride. The tool is not attractive for utilitarian transportation improvements.</p> <p>– Success is typically dependent on the interest and support of key individuals and is unpredictable in advance.</p>
Legal and Administrative Considerations	While there are private legal costs associated with the creation of private-non-profit organizations and foundations, these costs are not the burden of local governments.
Examples	Denver B-cycle is a bike sharing program that was organized and is managed by Denver B-cycle, LLC and Denver Bike Sharing, a private 501(c) 3. Funding is from several family foundations, the University of Denver, the Downtown Denver Partnership, LiveWell, several corporate station sponsors, and a number of “community partners” including six City and County of Denver departments. Inaugural year funds were provided from the Energy Efficiency and Conservation Block Grant. It was initiated “at the behest” of the Denver mayor.

Tool:	TRANSPORTATION CORPORATION
Description	These are private non-profit organizations that are established to implement specific public improvements. This is a relatively new concept in Colorado.
Applicability	This tool may be useful if components of a transportation project become highly complex, or multi-jurisdictional.
Benefits and Limitations	The strength of a private nonprofit transportation corporation is its ability to coordinate public and private sector activities in a cost-effective and streamlined manner.
Legal and Administrative Considerations	In some cases, transportation corporations are originated by private parties; in other cases they are originated by one or several local governments.
Applied Elsewhere	One example is in Denver, where a private non-profit corporation was established to facilitate construction of the proposed multi-modal facility at Denver Union Station. These tools are more common in Texas than elsewhere in the country.

Tool:	HOMEOWNERS ASSOCIATIONS
Description	HOAs are created to maintain the physical condition of commonly owned property within a community.
Applicability	HOAs most typically maintain landscaping, bikeways or pedestrian improvements that traverse or abut their development.
Benefits and Limitations	+ This is most applicable where the improvements or services add value to the houses in the community.
Legal and	There are some administrative and/or legal costs associated with establishing agreements and

Tool:	HOMEOWNERS ASSOCIATIONS
Administrative Considerations	monitoring success
Applied Elsewhere	Homeowners associations in larger seniors' development have provided transit services for their residents.

Tool:	ADJUSTMENTS TO STREET OVERSIZING FEE
Description	<p>Currently, the City imposes a street oversizing fee on new development to pay the new development's share of capacity improvements that it creates.</p> <p>Infill development does not generate the same amount of demand for street capacity improvements that greenfield development generates. Potential adjustments in the fee schedule to align street oversizing requirements for infill projects may be appropriate.</p>
Applicability	This would apply to all new development in infill locations.
Benefits and Limitations	+ Adjusting the street oversizing fee for infill development will foster other city sustainability objectives.
Legal and Administrative Considerations	A benefits analysis would be necessary to insure that the adjusted fee schedule for development on infill sites is consistent with benefits received.
Applied Elsewhere	<p>The City of Atlanta reduces its impact fees for properties within one-quarter mile of a mass transit station, based on assumed higher transit usage.</p> <p>Jefferson County imposed higher fees on single-family units with 3+ car garages.</p> <p>Loveland reduces impact fees by 25% for mixed use projects that meet certain criteria.</p>

SECTION 2: TRANSPORTATION FINANCING BY FUND

The City uses six funds to provide transportation improvements and services.

- Four funds deliver transportation improvements or services directly. These are the Transportation Services Fund, the Transit Services Fund, the Capital Projects Fund and the Street Oversizing Fund.
- Three funds are intermediary conduits in that they collect and transfer revenues to other funds that provide projects and services. These are the General Fund, the Sales and Use Tax Fund and the Urban Renewal Authority Fund.

The illustrations below summarize the primary revenues that each fund receives and the types of transportation improvements or programs that it funds.

FORT COLLINS - PRIMARY TRANSPORTATION FUNDS

Receives These Revenues:
 County Road & Bridge Property Tax
 State Highway Users Tax Fund
 Auto Specific Ownership
 Motor Vehicle Registration Fees
 Charges for Services
 Federal CMAQ Grant
 Transfer from General Fund
 Transfer from Capital Projects Fund
 Transfer from Sales & Use Tax Fund

TRANSPORTATION SERVICES FUND

This fund manages and maintains all transportation services (roads, bikeways, pedestrian paths) but transit and provides engineering and planning services.

Provides These Services:

- Transportation Administration
- Pavement Management
- Street Maintenance
- Engineering, Planning
- Parking
- Traffic, Signals
- Bicycles and Pedestrian
- Transfers to Debt Service Fund

Receives These Revenues:
 Bus Fares
 Advertising Fees
 Contract - Assoc. Students of CSU
 FTA Operating and Capital Grants
 Federal Support for Medicaid Clients
 Transfer from General Fund
 Transfer from Sales and Use Tax Fund

TRANSIT SERVICES FUND

This fund provides fixed route bus and demand responsive (Dial-A-Ride) services in the Fort Collins Urban Growth Area

Provides These Transit Services:

- Delivers bus and para-transit services
- Encourages use of alternative modes
- Transfer to Capital Projects

Receives These Revenues:
 Transfer from Sales & Use Tax Fund
 Transfer from General Fund
 Transfer from Capital Expansion Fund
 Transfer from Transit Services Fund
 Transfer from Street Oversizing Fund

CAPITAL PROJECTS FUND

This fund accounts for major capital projects and related planning. Revenues are either from fund transfers or proceeds from the issuance of debt.

Provides These Transportation Services:

- Street Improvements
- Traffic Signal Improvements
- Street Oversizing Projects
- Bicycle Plan improvements
- Pedestrian Accessibility Improvements

Receives These Revenues:
 Street Oversizing Fees
 Other Operating Revenues
 Transfers from General Fund

STREET OVERSIZING FUND

This fund collects street oversizing fees from new development to finance new growth's share of arterials and collectors, plus some capacity improvements and traffic signals.

Provides These Services:

- Funds growth-related portion of streets and related pedestrian and bicycle improvements

The table below summarizes the near term (2011-2016) revenue projection by fund.

Sales Tax Revenue Projections as of 7/9/2010

	2011-2016
Building On Basics (BOB) tax revenue¹	\$19,115,889
Pavement Mgmt tax revenue²	\$29,615,287
2B - Resourcing Our Future tax revenue³	\$59,418,851
Transportation Services Fund - 292⁴	\$93,271,859
Transit Services Fund - 290⁵	\$58,821,621
Street Oversizing Fund - 291⁶	\$23,269,393
Total	\$283,512,900

Sources:

Finance Staff, Street OS Program Manager, PDT Financial Coordination Team, Transfort Management

Notes:

¹ This tax expires December 31, 2015. The revenue through 2016 includes the tax collected in December 2015 and received by the City in January 2016; Amounts reflect only BOB funds allocated to transportation & transit projects;

² This tax expires December 31, 2015. The revenue through 2016 includes the tax collected in December 2015 and received by the City in January 2016.

³ This tax expires December 31, 2021; Amounts reflect only the percent dedicated to street maintenance and transportation (50%); Fund Projections as of 12/31/2011

⁴ Includes an assumed ongoing General Fund support of Pavement Management Program of approx. \$1.87M per year through 2015; There is no guarantee of continued General Fund support; There is no way to accurately forecast changes in federal and state revenue sources and mechanisms for a long term planning horizon. These numbers are for contextual comparison and planning purposes only.

⁵ Assumes current service levels; No additional funding has been identified although Council has adopted a Transfort (transit) Strategic Plan; Assumes no increase in General Fund except for one-time increase of \$714,268 when MAX service begins in 2014; Federal Capital funding is based on uncertain Section 5309 earmarks; Other Federal Grant Programs - 2011 & 2012 CMAQ funding for FLEX; Unknown funding source after 2012; Assumes an 11.5% one-time increase in fares & fees with the start-up of MAX service; an 1.5% annual increase in fares and fees beyond; Since Transfort projects operational expenditures to increase each year, we anticipate that the projected flat revenues will not support continuing service at current levels.

⁶ Based on linear regression trend analysis from 1993 through 2030.

OTHER FUNDS: CONDUITS THAT SUPPORT TRANSPORTATION SERVICES

Receives These Primary Revenues:

Property Tax Revenues
Lodging Tax Revenues
Franchise Fees
Charges for Services
Building and Development Fees
Fines and Forfeitures
Transfer from Sales & Use Tax Fund

GENERAL FUND

This is the City's primary operating fund. It includes all revenues not restricted to a specific use and provides general government services.

Provides These Transportation Services:

Local match for some federal grants, median improvements, some bridge and road replacements plus some planning services through:
• Transfer to Capital Projects Fund
• Transfer to Street Oversizing Fund
• Transfer to Transit Services Fund
• Transfer to Transportation Services Fund

Receives These Tax Revenues:

2.25% General Sales and Use Taxes
0.25% BCC: Streets and Transportation
0.25% BOB - Building on Basics

SALES AND USE TAX FUND

This fund is a conduit; it receives all City sales and use tax revenues and transfers to the General Fund, Special Revenue Funds,

Provides These Transportation Services:

Capital improvements and street maintenance through:
• Transfer to Transportation Services

0.25% BCC: Natural Areas

Debt Service Fund and the Capital Projects Funds.

Fund

- Transfer to General Fund
- Transfer to Capital Projects Funds

Receives These Revenues:

Property Tax Increment
Sales Tax Increment

**URBAN RENEWAL AUTHORITY
ADMINISTRATION & DEBT SERVICE FUNDS**

Provides These Transportation Services:

- Potential funding of improvements in urban renewal project areas

SECTION 3: TRANSPORTATION FINANCING RESOURCES BY BFO OUTCOME

For each Budgeting For Outcome Target, this section summarizes the types of transportation services and improvements that support the outcome, how these services and improvements are currently financed, some financial issues and funding outlook considerations as well as triple-bottom line considerations, and lists some supplemental sources of finance that might be considered in the Master Transportation Plan. The supplemental sources of finance are discussed in Section 2.

BFO Outcome:	TRAFFIC FLOW	
Illustrative Examples	Traffic Operations Snowplowing & Street Sweeping Traffic Signal Maintenance	Intersection Improvements Signs and Pavement Markings Routes and Zones
Current Finance Methods	<p><u>Capital:</u> Capital projects related to traffic flow are funded through the Capital Projects Fund, which receives revenues from 0.25% for Transportation and Streets and 0.25 % (BOB). Some signal timing projects, including FCTrip, have been funded with Federal Congestion Mitigation and Air Quality (CMAQ) funds.</p> <p><u>Operations & Maintenance:</u> All traffic flow O&M services are funded through the Transportation Services Fund.</p>	
Finance Issues and Funding Outlook	<p><u>Capital:</u> The primary source of traffic flow capital improvements are two voter-approved sales tax revenues that will sunset in December 2015 without a reauthorization by voters.</p> <p><u>Operations & Maintenance:</u> The Transportation Services Fund, which provides O&M traffic flow services, receives direct revenues from the State Highway Users Tax, motor vehicle registration fees, and County Road and Bridge Fund; these sources have been declining due to general economic downturn. Other Transportation Services Fund revenue sources are transfers from the General Fund, which are primarily property and sales tax revenues.</p>	
Triple-Bottom Line Considerations	As the City continues to introduce environmentally sustainable objectives to improve traffic flow not only for vehicles but also for pedestrians, bicyclists, wheelchair-bound residents, and storm water.	
Supplemental Finance Sources	Transportation Utility Fee Reauthorization of Sales and Use Tax Revenues for Transportation Purposes	

BFO Outcome:	QUALITY TRAVEL SURFACES & INFRASTRUCTURE	
Illustrative Examples	<u>Capital:</u> Local, Collector and Arterial Streets Bridge and Railroad Replacement Projects Safety and Efficiency Improvements Communication Infrastructure	<u>Operations & Maintenance:</u> Street Maintenance Pavement Management
Current Finance Methods	<p><u>Capital Projects:</u> <i>New Local Streets:</i> To serve new growth, developers are required to construct all local streets within their development.</p> <p><u>Collector and Arterial Streets to Serve New Growth:</u></p> <ul style="list-style-type: none"> - Developers dedicate one-half of a local street right of way (25.5') that abuts their property, regardless of any existing right of way. When a property abuts a collector or arterial, then the 	

BFO Outcome:	QUALITY TRAVEL SURFACES & INFRASTRUCTURE
	<p>Street Oversizing Fund pays for any additional right of way needed over 25.5".</p> <ul style="list-style-type: none"> - The first two travel lanes are financed by abutting property owners, including a 13' travel lane, curb, gutter, 4.5' sidewalk, and parkway landscaping; - Additional travel lanes are financed by the Street Oversizing Fee. - The General Fund pays for median improvements through a transfer to the Street Oversizing Fund; - Street improvements needed due to "leapfrogging" are constructed by the "leapfrogging" developer who builds two travel lanes and two bike lanes in the existing right of way without reimbursement. - When developers are asked to construct more than their exaction requirement, the Street Oversizing Fund reimburses the developer upon completion. <p><i>Bridge and Street Major Maintenance and Replacement Projects.</i> Bridge and street replacement projects that correct existing deficiencies are financed from a General Fund transfer to the Capital Projects Fund.</p> <p><i>Capacity and Safety Improvements in Existing Areas.</i> The Capital Projects fund finances these improvements. When available, some improvements have been partially funded with Federal grants and matched with local revenues from a General Fund transfer to the Capital Projects Fund.</p> <p><u>Operations & Maintenance:</u> <i>Street Maintenance and Pavement Management.</i> The Pavement Management Program and street maintenance are funded through the Transportation Services Fund. Revenue sources for this fund are described above.</p>
Finance Issues and Funding Outlook	<p><i>Pavement Management.</i> Due to competing pressures for General Fund revenues, the City has underfunded pavement management for a number of years. At the same time, demand for additional pavement management services has increased with annexations and new development.</p> <p><i>Street Oversizing Fee.</i> Fee revenues vary with the amount of new construction improvements. Revenues also vary year over year depending on general fund allocations. These have been reduced significantly in the last five years and may be supplemented with 2B funds. However the use of Street Oversizing funds need to correlate with the impacts associated with new development and are not intended to cover general transportation expenditures.</p> <p><i>Bridge and Street Major Maintenance and Replacement Projects and Capacity and Safety Improvements.</i> Funding for these improvements is provided by a General Fund transfer of dollars to the Capital Projects Fund. Primary General Fund revenues, sales and property taxes, have slowed in recent years due to the economic downturn. Consistent repairs have been scaled back in recent years making the need for replacement more likely in the future. Funding for replacement of bridges on state highway routes is becoming available through FASTER revenues, a supplemental source of revenues approved in 2009.</p> <p><i>Capital Equipment Replacement.</i> In recent years, the City has underfunded its capital equipment replacement program for street sweepers, snow plows, trucks and related equipment.</p>
Triple-Bottom Line Considerations	<p>Infill development may achieve more triple bottom line objectives than greenfield development. Also, infill might not generate the same need for street oversizing that greenfield development generates. As the city refines its development practices relative to infill, it may be appropriate to align its exaction and fee requirements more closely to incremental need.</p>

BFO Outcome:	QUALITY TRAVEL SURFACES & INFRASTRUCTURE	
Supplemental Finance Sources	<u>Capital:</u> State FASTER Funds Regional Improvements Property Tax General and Special Improvement Districts Restructured Street Oversizing Fee Amended Developer Exactions	<u>Operations & Maintenance:</u> Transportation Utility Fee

BFO Outcome:	INTEGRATED LAND USE & TRANSPORTATION PLANNING	
Illustrative Examples	Transportation Master Plan Partnerships and Collaboration Partnership with the MPO Engineering and capital improvement management	
Current Finance Methods	<p>These activities are of citywide benefit and have been funded through a variety of sources. Some planning activities, like working with the MPO, are continuing costs; other activities, such as updates to the Transportation Master Plan, the Bicycle and Pedestrian Plans are occasional costs. Still others, such as the Mason Transportation Corridor, are one-time costs.</p> <ul style="list-style-type: none"> - Generally, transportation planning is funded through the Transportation Services Fund. - Some planning functions, such as services provided by Advanced Planning, are funded by the General Fund. - Some planning costs that directly relate to future projects, such as the Mason Transportation Corridor, have been funded with 0.25% Street and Transportation revenues. Other planning tasks, such as the Bicycle Plan coordination, have been funded with 0.25% BOB revenues. 	
Finance Issues And Financial Funding Outlook	<p>The City has a particularly strong history of developing master plans for major multi-modal transportation initiatives that integrate land use considerations. A number of these major planning initiatives have been funded with voter-approved sales tax revenues which will sunset in December 2015.</p> <p>On-going implementation management and integration of the Transportation Master Plan, Pedestrian Plan, Major Streets Plan, Bicycle Plan and Pedestrian Plan are funded with Transportation Services and General Fund revenues, both of which have experienced recent revenue declines. Also, these planning functions complete with other core city services such as police, planning, and parks.</p>	
Triple-Bottom Line Considerations	It is the integration among plans that brings forth benefits to the triple bottom line.	
Supplemental Finance Sources	Federal Transportation, Community and System Preservation Program (TCSP) Grants - Federal Livable Communities Act Grants (A proposed program)	
	Nearly all of the recently-prepared major transportation master plans, the concept of partnerships and collaborations with the private sector are mentioned.	

BFO Outcome	TRAVEL MODE OPTIONS	
Illustrative	Transit (fixed-route and Dial-A-Ride)	Transportation Demand Management

BFO Outcome	TRAVEL MODE OPTIONS
Examples	<div>Bicycling</div> <div>Pedestrian and ADA Improvements</div> <div>Parking Lots and Parking Structures</div>
Current Finance Methods	<p><u>Transit - Fixed-Route Service.</u> Transfort, a transit service provided by the City, operates the fixed route service in the city plus one regional route (FLEX) connecting to Loveland, Berthoud, and Longmont, where it connects to RTD.</p> <p><i>(Capital and Planning)</i> Through Transfort, capital improvements such as new buses and transit centers have historically been financed with two Federal Transit Authority (FTA) grants: Urbanized Area Formula (Section 5307) grants, which have been used for smaller capital investments and O&M and competitive Capital Investment Program (Section 5309) grants for major, multi-year projects and bus replacements. Section 5307 grants require a local match.</p> <p>Transit bus replacement is one of fifteen 0.25% BOB projects. Transfort also seeks federal grant funding to leverage local funds for bus replacement purposes.</p> <p>In FY 2009, the City received a Small Starts (Section 5309) grant allocation for initial Mason Corridor bus rapid transit (BRT) improvements; this 80% grant was matched with local General Fund revenues. It is anticipated that the City will continue to receive Section 5309 funding as it moves into preliminary engineering, design and construction. It also received an ARRA Grant.</p> <p>The Street Oversizing Fund pays for minor costs such as bus shelters, turnouts on collectors and arterials needed for new growth. A two-year pilot program to provide service between Fort Collins and Longmont is fully funded with CMAQ grant, fares, and partnership contributions from Berthoud, Longmont, Loveland, Larimer and Boulder Counties.</p> <p>Planning costs have been funded with 0.25% Streets and Transportation revenues.</p> <p><i>(Operations & Maintenance)</i> Transfort operations and maintenance costs are funded from farebox revenue, a contract with the Associated Students of CSU, advertising, formula-based FTA (Section 5307) funding, and a General Fund Transfer. Loveland and Larimer County help fund the Fox Trot service between Fort Collins and Loveland. The operating budget is funded with Transfort revenues (37%) and a transfer from the General Fund (63%). O&M costs will increase with service along the Mason Corridor BRT route.</p> <p><u>Transit – Demand-Responsive (Dial-A-Ride) Services.</u> Transfort administers this federally-mandated demand-responsive door-to-door (Dial-A-Ride) service on behalf of a number of agencies for their pre-qualified clients within a service area adjacent to Transfort fixed route service. The Office on Aging, Larimer County and the Medicaid contribute funds to the program. In addition, Transfort collects \$2.50 per one-way trip? In 2011, the City plans to assume rural transit service within Larimer County (the Larimer Lift) and coordination with Berthoud and Loveland. This addition is cost-neutral.</p> <p><u>Bicycling and Bikeways.</u> Bikeway additions and improvements are proposed in the 2008 Bikeway Plan “Hot Lists.” These lists help prioritize capital projects. Bikeways along existing corridors are funded primarily through the Capital Projects Fund, and, historically, occasionally funded with Federal CMAQ and Transportation Enhancement grants. Local matching funds have been provided from the General Fund, 0.25% Streets and Transportation or the 0.25% Natural Areas revenues. Bikeways that are part of new collectors or arterial street extensions are funded by the Street Oversizing Fee and a transfer from the General Fund. Some bikeway improvements that are part of a larger project, such as North College, might be funded with tax increment financing in future years.</p> <p>Portions of the bikeway along the Mason Street Corridor were funded with 0.25% BCC-Community Enhancement funding, which expired in 2005. Additional improvements might be funded as part of</p>

BFO Outcome	TRAVEL MODE OPTIONS
	<p>the FTA Section 5309 New Starts funding package.</p> <p>One of the fifteen 0.25% BOB projects is funding Bicycle Plan improvements; these funds have been used consistently since 2006. Federal CMAQ funding, funded a substantial portion of the FC Bike Library, a 2-year pilot bike lending program and administration of FC Bikes, which implements the Bicycle Plan. The General Fund provided local match revenues that leveraged CMAQ funds and helped fund the City Bicycle Coordinator position. The Transportation Services Fund provides revenue for on-going operations and maintenance costs related to bikeways.</p> <p><u>Pedestrian Plan and ADA Improvements.</u> Pedestrian Plan improvements are one of the fifteen 0.25% BOB projects; about \$300,000 in BOB revenues have been allocated each year since 2006. Some improvements have also been funded with 0.25% Streets and Transportation revenues; one recent grant was received from the Federal Transportation Enhancement program. Pedestrian improvements associated with local streets and arterial and collector street extensions are primarily funded by abutting developers.</p> <p>0.25% BOB revenues also fund between \$15,000 and \$35,000 annually in operations and maintenance. Other O&M costs are funded by the Transportation Services Fund.</p> <p><u>Parking Structures.</u> The Parking Services Division of Public Works manages the City's two parking structures: Civic Center and Old Town.</p> <ul style="list-style-type: none"> - The Civic Center structure is financed with certificates of participation (COPs); the City, County and DDA share financial responsibilities. COP debt expires in 2018. Operations and maintenance services are provided by the DDA and financed with parking fees. The City and County will backstop O&M costs, if needed. - The Old Town structure was financed with tax increment bonds issued by the DDA; these bonds matured in 2005. The City receives parking revenues and provides O&M services. The City General Fund subsidizes O&M costs not covered with parking fees. <p><u>On-Street Parking and Off-Street Parking Lots.</u> The Transportation Services Fund finances on-going operations and maintenance costs. Revenues from parking permits and hourly charges help fund these services; these revenues are supplemented with other Transportation Services Fund revenues.</p> <p><u>Travel Demand Management</u> program activities are limited to FC Bikes, the City's bicycle program.</p>
Finance Issues and Funding Outlook	<p>With the exception of farebox revenues, there are no dedicated sources of funding for alternative travel modes capital projects that will extend beyond 2015.</p> <ul style="list-style-type: none"> - The 0.25% BOB revenues will expire in December 2015. Three of the fifteen projects are for alternative mode transportation projects. Over the last ten years, these revenues have funded a substantial portion of bikeway and pedestrian improvements plus a sustained bus replacement program. - The 0.25% Streets and Transportation revenues have funded matching revenues for competitive CMAQ and Section 5309 grants from the federal government. These revenues will also expire in 2015. <p>The General Fund has also provided some matching funds for competitive federal grant programs. All core city services compete for General Fund revenues.</p> <p>Funding for FTA formula grants (Section 5307), and competitive FTA (Section 5309) and CMAQ grants is primarily from national motor fuel taxes; these revenues may decline in future years if national economic conditions do not improve. In addition, Section 5309 funds are awarded on a competitive</p>

BFO Outcome	TRAVEL MODE OPTIONS	
	<p>basis; success is not guaranteed and a 20% local match is required.</p> <p>The CDOT Transit and Rail Division Grants will be available starting in fall 2010. These grants will use revenues from the 2009 voter-approved FASTER initiative.</p>	
Triple-Bottom Line Considerations	The City has an increasingly pervasive commitment to alternative modes since these improvements reduce greenhouse gas emissions and facilitate the type of mixed use infill development that the City encourages.	
Supplemental Finance Sources	<u>Capital:</u> Federal TIGER Grants Federal – TE Grants - Recovery Allocation State – FASTER Grants State – Transit and Rail Division Grants Special and General Improvement Districts Dedicated Sales Tax for Alternative Modes Continuation of Voter-Approved Sales Tax Initiatives for Transportation Tax Increment Financing - URA	<u>Operations & Maintenance:</u> - Business Improvement District - Motor Vehicle Fine Surcharge - Transportation Management Association - Transportation Utility Fee <u>Capital and Operations and Maintenance:</u> Regional Transportation Authority Regional Service Authority Private, nonprofit organization

BFO Outcome	INCREASE AWARENESS
Illustrative Examples	Outreach and education related to reduction in vehicle miles traveled and reduction in mobile source emissions.
Current Finance Methods	The City has outreach and education components into its Bicycle, Pedestrian, and Transit plans as well as Air Quality Plan. Staff seeks State and Federal grant funding to support these encouragement and education programs.
Finance Issues and Funding Outlook	Difficulty in securing on-going programmatic funding from State and Federal grants to support initiatives over time.
Triple-Bottom Line Considerations	Promoting an increased awareness of the availability of alternative transportation choices and providing safety education programs to support the use of bicycling and walking are important elements to reach people of all ages, physical abilities, and socio-economic levels as well as to support our local economy and reach our environmental stewardship goals.
Supplemental Finance Sources	Federal – Transportation, Community and System Preservation (TSCP) Grants Transportation Management Associations

SECTION 4: FINANCING MAJOR, MULTIPLE BFO OUTCOME INITIATIVES

Fort Collins has a strong and successful history of pursuing large-scale transportation initiatives that cross cut BFO Outcomes and modes, and correlate in complex ways with adjacent land uses. This section discusses current and new financing tools around three types of initiatives: Reshaping Streets, Enhanced Travel Corridors, and Multi-Purpose Trails.

Multiple BFO Outcomes:	RESHAPE STREETS
	Reshape streets is a concept where the travel corridor is improved through one or a combination projects that broaden its usage. Projects might include roadway and intersection upgrades, and/or pedestrian and bicycle pathways, landscaping and lighting, utility upgrades, stormwater management, etc.
Illustrative Examples	Proposed Project to Reshape Streets: LaPorte Avenue “Road Diet” between Wood Street and Howes Street. Other locations for future consideration could include wide collector streets, streets within the Downtown area such as Magnolia, Canyon, Willow, Lincoln, and others within activity centers throughout the community.
Current Finance Methods	LaPorte Road Diet project is funded through Traffic Operations Neighborhood Traffic Calming funds.
Continuing and Proposed Finance Methods for Transportation Components	<u>New funding from Measure 2B.</u> State and Federal Grant opportunities through the MPO, CDOT, the Colorado Department of Local Affairs are also possible but unpredictable because the magnitude of funds available is trending down and competition is trending up.
Additional Finance and Implementation Options and Innovations	“Complete Streets” is a national moniker applied to the set of improvements similar to the Fort Collins “Reshape Streets” initiative. In addition to Fort Collins, Boulder, Charlotte, Chicago, Dallas, Seattle, Sacramento, San Francisco, and Washington, DC are other national leaders in the “Complete Streets” initiative. Federal funding through Congestion Mitigation and Air Quality (CMAQ), Safe Routes to School, and Transportation Enhancement (TE) have been applied successfully to these initiatives that reshape streets.

Multiple BFO Outcomes:	ENHANCED TRAVEL CORRIDORS (ETC)
Description	Enhanced Travel Corridors provide multi-modal connections between two or more major activity centers. In addition to the roadway, these corridors include high frequency transit service, bicycle and pedestrian facilities.
Illustrative Examples	<u>Featured Current Example: Mason Corridor.</u> This is a 5.5 mile corridor which includes the roadway and the Burlington Northern rail line. It will contain a Bus Rapid Transit (BRT) line and an off-street pedestrian/bike trail system. The initiative was first envisioned in 1996 and became one of 14 projects that comprised the 1997-2005 Building Community Choices, funded with sales and use tax revenues. The project was further described in the <i>2000 Mason Street Transportation Corridor Master Plan</i> .

Multiple BFO Outcomes:	ENHANCED TRAVEL CORRIDORS (ETC)
	<u>Other Proposed ETCs:</u> Harmony Road Corridor, Mountain Vista/North College Corridor, Timberline / Power Trail Corridor, Prospect Road Corridor
Current Finance Methods	<p>Total capital costs are estimated to be \$80 million, with up to 80% of the revenues coming from matching grants from the Federal Transit Authority.</p> <p><u>Mason Corridor - Bus Rapid Transit.</u> In 2009, the City was awarded an \$11.2 million FTA Section 5309 Small Starts Grant to begin right of way acquisition, design/engineering, and other technical work. Subsequent federal funding is anticipated as the City moves through preliminary engineering and final design and construction. The 20% match for FTA grants will come from local sources and the Colorado Department of Transportation has pledged \$8.5 million in SB-1 funds and the Fort Collins DDA has pledged \$600,000.</p> <p><u>Mason Trail – Pedestrian and Bicycle Improvements.</u> The City committed about \$7 million from the 1997-2005 0.25% BCC revenues for corridor master planning as well as the construction of the bike and pedestrian trail improvements from Prospect to south of Harmony; this local funding was used to leverage state and federal grant funding received through the NRFMP and Great Outdoors Colorado.</p> <p><u>Mason Corridor – Operations and Maintenance.</u> The BRT will be managed by Transfort; bicycle and pedestrian O&M will be managed by the Streets department. Funding to provide these services are or will be incorporated through the annual budgeting process. .</p>
Finance Issues and Funding Outlook	- The O&M costs are challenging to fund since grant funding is typically only available for capital costs and not for on-going O&M.
Additional Finance and Implementation Options and Innovations	<p><u>Tax-Increment Financing.</u> Based on an additional 3 million square feet in new construction, the City estimates that growth in the corridor might generate up to \$12 million per year in property and sales tax increment. A portion of these revenues could be used for Mason Corridor enhancements such as grade-separated bikeways, landscaping, and lighting and become a local match for federal funds.</p> <p><u>General Improvement District.</u> The Master Plan suggests consideration of a GID which would levy a property tax on corridor properties. Projected development in the corridor (3 million square feet) could generate \$500,000 to \$1 million in property tax revenues.</p> <p><u>Business Improvement District (BID).</u> A BID might be suitable to help fund management, maintenance and marketing activities. Typically BIDs are funding with assessments on commercial property based on land area or frontage.</p> <p><u>Local Maintenance District.</u> Similar to a BID, a local maintenance district could be formed to fund maintenance only. It could levy an assessment on both commercial and residential property.</p>

SUMMARY

This report provides a general overview and serves as a resource document for further study of transportation finance strategies. Recommendations are not included in the TMP. The City strives to be effective stewards of the public funds provided through various local, state, and federal sources. However, all of the existing funding sources will not be able to provide sustainable, long-term financial resources needed to support the capital and on-going operations/maintenance costs for the multimodal transportation system envisioned in the TMP. The City and community partners should continue work together to identify opportunities for supplemental financing strategies to achieve the long-term transportation vision.