

APPENDIX A

MEMORANDUM

TO: Mayor and City Council

FROM: Bruce Henderson, Chair
Transportation Board

DATE: November 24, 2003

RE: 2003 Master Transportation Plan Recommendation

At its November meeting the Transportation Board unanimously recommended the City Council adopt the revised 2003 Master Transportation Plan. The Board has reviewed and critiqued the Plan almost monthly as it was developed over the last 2 years. We would like to extend our kudos to the Transportation Staff & consultants for the creation of such a comprehensive and forward looking document.

The Board calls attention to two central issues facing any community with rapidly growing travel demand. There is an urgent need to get more funding for capital projects and for implementing our transit plan. Secondly, we have real constraints on adding capacity. How will the city support or improve the mobility of its citizens while maintaining their access to the community and maintaining the character of that community?

The Master Transportation Plan does an excellent job of highlighting this issue in Fort Collins. The Plan examined what our lane capacity needs would be with the use of an unconstrained model maintaining at least LOS E. This model dramatically reveals the destructive impact on College Ave. in the central business core. Expanding College Ave. to 8 or 10 lanes will negatively impact many businesses, cost tremendous amount of money, and still leave us with a congested roadway.

This plan outlines practical, multimodal choices to ensure mobility within the city while it protects the essential character of our business core and other neighborhoods.

There are some outstanding concepts in this plan that the Board would like to highlight. They deserve an additional attention and should be utilized in the design of future projects.

- Enhanced Travel Corridors
- Pedestrian Zones and Pedestrian Porosity Plan
- Context Sensitive Design
- Intersection Geometry

The Transportation Board would also like to comment on some specific areas of the plan.

- The overall transportation system is a key element for maintaining business vitality in the city. For that reason, the Board believes the Master Transportation Plan can be an aid to the city's plans to improve the overall economic health of Fort Collins.
- The Fiscally Constrained Plan describes what can be done with the limited funding available for capital projects. The Enhanced Fiscally Constrained Plan is a concept for identifying the most likely projects if additional funding streams become available.
- Table 7.6, Parking Projects Funding, is not clear. There is a total of \$51M required for downtown parking projects. The Board understands that this parking capital would be paid by downtown developers from a new fund for parking which would operate like the street oversizing fund. The Board recommends it be placed at the bottom of the funding priorities list for receiving public tax dollars.
- In table 7.19, the Board would like to see more emphasis on pedestrian improvements funding over funding for parking improvements.
- The Mason Transportation Corridor Bike Trail projects have been consolidated into a single group. This group should be the number 1 funding priority of any Mason Transportation projects that are included in an Enhanced Fiscally Constrained funding scenario.
- Due to the sheer amount of information included in the Master Transportation Plan, it is important that a hyperlinked html version of the document be made available on the web for reference.

The Board wants to highlight some concerns with the Master Street Plan (MSP) as presented in this report.

- Streets and arterials outside of the growth management area are shown for contextual purposes only, and to remind the Council that they are not part of our Master Street Plan.
- The Board recognizes that Carpenter may require 6 lanes from the demand models but that it may be constrained to no more than 4 lanes because of the Natural Areas through which it passes.

Future Action Items

Beyond the scope of this Master Transportation Plan revision, the Board recommends consideration for the following items.

- Safety in all modes of travel is paramount. Enforcement of traffic laws needs far greater emphasis.
- Develop a citywide map identifying favorable sites for grade separating bicyclists and pedestrians from automobile traffic in order to achieve better levels of service and safety for all modes. The cost of such improvements can be reduced by combining them with other utilities work.
- Develop a future plan for the Fort Collins/Loveland Municipal Airport. The plan should identify all long term costs and benefits to the City.

Planning and Zoning Board Minutes
October 30, 2003
6:30 p.m.

Council Liaison: Karen Weitkunat

Staff Liaison: Cameron Gloss

Chairperson: Mikal Torgerson
Vice Chair: Jerry Gavaldon

Phone: (W) 416-7435
Phone: (H) 484-2034

Project: Recommendation to City Council on the Transportation Master Plan Update.

Project Description: Recommendation to City Council for adoption of update of the Transportation Master Plan.

Hearing Testimony, Written Comments and Other Evidence.

Mark Jackson, Director of Transportation Planning Services, and Consultant R.A. Plummer gave the staff presentation. They said the updated Transportation Master Plan (TMP) final draft document is the result of two years of work, and has been developed in close collaboration with the City Plan Update, especially in the areas of goals, principles and policies. Staff and consultants have also worked with the P&Z Board in study sessions to shape the document. It is also an analytical and forecasting document, a long-range vision document, and an implementation document that deals with the City's Master Street Plan and develops a fiscally constrained capital improvements plan. Some parts are an update, some have been completely rewritten, and some items are completely new since the original document was adopted in 1997, including traffic signals and the traffic management system. It's a comprehensive look at transportation in Fort Collins, both within the City and how we connect to the rest of the region. Included as an intellectual exercise is the Enhanced Fiscal Capital Improvement Plan, which looks beyond the stark picture presented by our current financial situation to ask "What if?" It outlines what hypothetical additional funding would buy. This will be moved to an appendix in the final document. Current fiscal restraints have limited the number of projects that can be considered now. The document is definitely a step up from the 1997 document, especially in the way we document and account for capital needs. Director Jackson asked the Board to recommend adoption of the document to City Council.

PUBLIC INPUT

None.

PUBLIC INPUT CLOSED

Member Craig asked about follow-up on her question from a prior study session on Characteristic TR-7, which recommends the City promote a local transit system. She did not feel that the principles and policies adequately support this.

Director Jackson had discussed this issue with Transfort management and staff. Promotion currently consists of implementation of the Transfort Strategic Operating Plan adopted a year and a half ago. It reflected a profound philosophical shift in the way public transportation is provided to the City of Fort Collins. It identified a series of four phases to be implemented, and has remained as true as possible to that as fiscal constraints allow. The first phase is currently being implemented, but it may be impossible to implement them all, given the current funding available. Transfort is also working with SmartTrips and employers to manage transportation demand and future commuter demand. Director Jackson's department also promotes transit through the Development Review Process, especially along the four identified Enhanced Travel Corridors, requiring projects to allow for adequate anticipated transit facilities and ensuring what we do today does not preclude transit options in the future.

Member Criag asked about the long-term vision of the TMP and the Master Street Plan. Right now, we're looking at the constrained version, but we need to go above and beyond, she said.

Member Craig moved to recommend that City Council direct staff to enhance the Transportation Master Plan to include a principle or policy that states the City of Fort Collins will promote a local transit system, similar to Characteristic TR-7 in City Plan. Member Schmidt seconded.

Member Gavaldon said he was not a fan of the Transfort "experiment" underway since 1973. There are empty buses, and he's worried that CSU students may get tired of paying for the service and not support it. Transfort should pay for itself. He supports a transit system, but we should look at Transfort and decide if we want to support it all the way or not; it has to work or we have to do something different. He supports studying RTA concepts and linking it up with our local transit. We can build infrastructure and reduce our tax base through trade-offs. Transfort should go where the public wants to go, not where Transfort wants to go. Any statement should include the idea that if it doesn't work, we should look at other alternatives.

Member Carpenter clarified that the motion was in support of a local transit system, not specifically Transfort.

The motion was approved 5-2, with Members Meyer and Gavaldon voting in the negative.

Member Schmidt felt that she could not support the proposal in the Master Street Plan for expansion of Prospect and Carpenter Roads to six lanes. Her concern was that when the six lanes merge into fewer lanes, major bottlenecks will occur. She would prefer both roads improved to four lanes and develop transit opportunities along those routes, since we will have build-out either way.

Member Craig asked for clarification that six lanes on Prospect would extend from Lemay Ave. to I-25. Director Jackson said the intent was to have six lanes at a minimum between the interstate and Timberline Road. On the current Master Street Plan, Prospect is designated as a four-lane arterial from the highway west to College Ave. and beyond. To accommodate anticipated increased intensity of land use, the new Master Street Plan calls for it to be upgraded to six lanes. Forecast models suggest that there will be severe strain on all of Fort Collins' primary gateways, and this is a response to that. Director Jackson also clarified that this did not imply that road construction would begin immediately, just that the City could secure rights-of-way proactively, a major tool of the Master Street Plan. If such demand occurs, funding would be part of the street oversizing and developer impact fees.

Member Craig pointed out that in the developed area between Lemay and Timberline, rights-of-way would have to be purchased anyway. That brings up the question of the cost/benefit of adding the two additional lanes that we might not need for 20 years, and all the associated costs, and whether analysis still showed it was worth it. She suggested Prospect would be a better candidate for context-sensitive design solutions, because of the constraints and costs, and construction and environmental feasibility issues involved.

Director Jackson explained context-sensitive design is a concept that says full design requirements may not be most appropriate in all situations, and design must be sensitive to the surroundings while still accomplishing its purpose. He agreed that elements of the Prospect Corridor are particularly well-suited to such solutions and strategies to minimize the footprint in some areas. Level of service for intersections and their linkages are forecast for the worst-case scenario of usage, usually the afternoon peak period. Member Craig shared figures that showed traffic counts from Sharp Point Drive east on Prospect are currently about 20,000 cars per day, while the Master Street Plan is anticipating 60,000. She asked what percentage of growth was used in the modeling for the traffic increases.

Consultant Plummer referred to the table in the TMP that showed population growth from 1995 to 2001 as 3.1 percent, which was then translated into growth of households and employment for transportation distribution purposes. Different land use intensities generate different traffic demands. Director Jackson reminded the Board that in the future, as the entire Northern Colorado region grows, Prospect will become a major corridor in and out of the community of Fort Collins. The development pressures around the Prospect/I-25 interchange are mounting daily, and the model looks 20 years into the future. Anticipated growth in all communities in the region as well as interaction with the Denver metro area is part of the reason Mulberry St. and Harmony Road are already designated travel corridors. Member Craig pointed out Mulberry and Harmony are state roads, and those are the roads she would prefer to maximize through partnerships with CDOT. She asked if I-25 will be widened to accommodate all the anticipated traffic in 20 years, and what about the Prospect interchange? Director Jackson said there are not extra lanes in the Fort Collins Corridor on the CDOT long-range plans, based on 1999 figures. Now that CDOT is into the environmental impact phase of the TAFFS study, it may re-examine the benefits of widening I-25, as well as east-west roads in the region that feed into the highway. Surrounding communities and counties are also planning for increased traffic capacities and all will play a part. In that case, Member Craig asked, why not take College Ave. to eight lanes? Director Jackson said that would not be acceptable to the community because of the effects it would have on an already constrained corridor. Member Craig felt that widening Carpenter and Prospect to six lanes would also be a community statement, and she would hate to see roads the only thing we think about. She was also concerned that such plans would be setting the City up for financial failure, since we can't afford to pay for four lanes now. Director Jackson clarified that the incremental increase from four to six lanes would be funded by street oversizing fees. Member Gavaldon said his concern was that if Prospect is upgraded to six lanes, motorists will use Summitview as a shortcut between Timberline and Lemay, which may occur even at four lanes. Two houses would have to be removed at the corner of Prospect and Welch to accommodate the expansion, and a lot of other properties, parks, and environmental areas would have to be taken out between Lemay and Timberline. Then there's the question of whether CSU would be willing to give up some land for the additional lanes. There are serious constraints in the area. There are opportunities on Carpenter east of Ziegler, but on the west, there are a number of homeowners and a new church that will be upset. Where else do six lanes go other than interstate, he asked. He felt Harmony and Mulberry were the best roads to handle the traffic but Prospect makes him nervous. He also asked how far Carpenter will be six lanes. If we leave these two at four lanes, could we do something different? Director Jackson replied that if we leave the roads at four lanes, we will be forced to do something

different to accommodate the demand. Overflow will be forced onto other roads in the system, how far will depend on how badly drivers want to get around the congestion.

Member Colton questioned whether street oversizing fees will actually pay for improvements over natural areas, although he would like to see them included. Director Jackson pointed out that street oversizing fees are not project-specific, but go into a more general pot of funds to be used for those types of improvements. Member Colton asked what happens to all the traffic funneled into the city through the six lanes. Won't that increase the pressure within the constrained areas in the middle of town? Director Jackson reminded the Board that the Master Street Plan represents the ultimate vision of the system, not just dumping all the projected traffic onto current streets. The plan calls for that connection to be made to the ultimate capacity design of the rest of the system. Consultant Plummer added that the traffic runs both ways, so the plan looks at outflow as well as inflow. Member Colton questioned whether more roads encourage commuting by allowing people to live further away while driving the same amount of time. Director Jackson replied that the issue is more complex, and that people choose to live where they live for many reasons. As we grow as a region, there will be more choice. We have to think about the choices our people make to work or shop outside Fort Collins, as well as people who chose to come into our community. Member Schmidt clarified that the design is a whole package, and we won't be having big funnels coming down into little cups, that the other parts of the system will be built to work together. If College Avenue is already built out north of Carpenter, will it be able to handle the increased load? Consultant Plummer pointed out that the east-west gateways feed the entire system, and Harmony and Mulberry are feeling additional pressure because Prospect is constrained. Director Jackson reiterated a key assumption of the Master Street Plan is that there will be a built-out, fully functioning, full-grid transit system bolstering it. If we don't have that, a whole other set of assumptions comes into play. Member Schmidt asked if six lanes refers only to traffic, and other lanes for acceleration and deceleration, exit ramps and such, will also be required, increasing the footprint. Director Jackson replied that specific designs depend on CDOT design standards for state roads, and/or Land Use Code requirements for city streets, which brings us back to the concept of context-sensitive solutions.

Chairman Torgerson asked about rerouting Vine Drive. Director Jackson said that is on the current Master Street Plan and was originally planned to reroute truck traffic around the Mountain Vista subdivision, and came about through the Mountain Vista Subarea Plan process. What is has more to do with is to provide a safe crossing of the Lemay/Vine intersection by elevating it and not requiring a

wide span on the grade separation over the railroad tracks. It also protects some of the neighborhoods that are out there. The Mountain Vista Subarea Plan is being revisited now, and consideration is being given to taking the alignment out even further for cost savings and more safety. Chairman Torgerson asked if it would be appropriate to comment on these two projects, specifically the need for grade-separated crossings, given that they are not part of the recommendation for an update. Director Jackson welcomed all comments, but pointed out that the northeast quadrant contains the last area of developable land within the City's GMA, and given the decision to limit the GMA, intensity of development will increase significantly in that area. The railroad forms a significant barrier to ultimate capacity and demand, as well as posing significant safety concerns. The Public Utilities Commission is very reticent to grant at-grade crossings, and this area is not only a crossing but a switching location as well.

Member Craig moved to recommend to City Council that the proposed widening of Prospect Street and Carpenter Roads return to four lanes, not six. Member Schmidt seconded the motion.

There was no further discussion.

The motion was approved 4-3, with Chairman Torgerson and Members Carpenter and Meyer voting in the negative.

Member Colton felt the language in Policy T1.9 -- The City will encourage partnerships among CDOT, the FHA and private interests to build and/or improve existing interchanges, overpasses and underpasses on I-25 to increase mobility. Note: this policy does not commit the City to financial participation in the interchange improvements.-- was not strong enough.

Member Colton moved to recommend that Policy T1.9 be rewritten to state: The City will not use City monies, including tax increment financing, to fund interstate interchange improvements. Member Craig seconded.

Member Colton said during the City Plan process, it was clear the community felt such improvements are the responsibility of the state and federal government and the city should not be using limited finances to fix a highway interchange.

Member Schmidt asked for clarification that special improvement districts are not the same as tax increment financing. Member Colton felt tax increment financing was not appropriate or fair to existing taxpayers. Member Gavaldon asked for clarification that this motion would not allow the City to contribute to Park 'n Rides, landscaping, lane improvements and other facilities not directly connected

with the interchange but contributing to it. His concern was by not doing those things, private interests and the state would do them and the City would have no input. He felt that would be shortchanging the City. Member Carpenter agreed, and said the original wording leaves it open for the City to do the things we want but not pay for the interchange, which would be unimaginable if the federal government is already paying for it. Member Craig suggested what we want to avoid is the tax increment financing, which the City Manager seems to be looking at without a public process. She would like to close that loophole.

Member Meyer pointed out the lateness of the hour and her continued reluctance to wordsmith the document at this point in the process. Make a note of the issue, but don't rewrite it now.

Chairman Torgerson disagreed with the whole concept, saying that tax increment financing could be a valid way to fund the kinds of improvements we're going to have to have anyway. If we're talking about a shopping center at Prospect and I-25, we're going to gather a lot of sales tax and if we can use that to fund an improvement we're going to need in the future, he'd hate to see the city limit themselves in that way, and couldn't support this.

Member Carpenter said she would need more information about it before voting for it. If it is being considered, we should have a public process. We shouldn't preclude options for the future.

Director Jackson clarified that, despite recent articles in the newspaper, the City is not considering financial participation in the Prospect interchange improvements. It is looking at sponsoring a preliminary study by CDOT to enter in into the process of making improvements to the Prospect interchange. An independent developer needs a municipal sponsor to do that. Sponsorship does not mean there are funds attached; the City is not financially participating.

Member Colton offered a friendly amendment to his motion excepting improvements similar to those made at the Harmony Park 'n Ride. Member Craig accepted the amendment. The motion carried 4-3, with Chairman Torgerson and Members Carpenter and Meyer voting in the negative.

Member Colton asked how the City can ensure the provision of adequate facilities, as required in Policy T1.4, if there is no money in the budget to do so. He suggested wording similar to that contained in Policy GM 4.1 of City Plan should be included in the TMP as well.

Member Colton moved to recommend adding to the beginning of Policy T1.4 -- Adequate Public Facilities, the phrase: Recognizing the limits of the City's financial resources, and retain the wording of the rest of the policy. Chairman Torgerson seconded.

Member Meyer asked if the City can't provide adequate public facilities, does that preclude us from doing anything? In other places in the document, we require adequate public facilities to be in place before development can occur. This could be pivotal. She was concerned this motion could result in hamstringing ourselves..

The motion carried unanimously.

Member Gavaldon moved to recommend City Council adopt the Transportation Master Plan Update, to include the votes on particular items submitted by the Planning and Zoning Board and also the comments of members of the Planning and Zoning Board to be forwarded to City Council for their consideration as these are our inputs. Member Schmidt seconded.

Member Carpenter asked for clarification that a vote for the motion was a vote for the TMP as submitted or as amended through discussion and action by the Board tonight. The motion refers to the plan as amended, with all comments and results of votes also forwarded to Council.

Member Craig thanked staff and consultants for the wonderful process and excellent plan. She particularly praised the amount of information contained in the plan and way the information was presented, which made the plan very accessible. Member Gavaldon agreed with Member Craig, and he particularly liked the work session updates, which made the process go very smoothly, considering the amount of information in the plan. He suggested both the Transportation and City Plan Update team deserved a letter of commendation. Member Colton also thanked the Board for its thoughtful consideration and discussion. He thought the TMP was a great improvement over the previous plan and praised the comprehensiveness of the plan. Chairman Torgerson added his commendation for making a not-very-sexy topic understandable. He added that at some point in the future, the City has to revisit the realignment of Lemay and Vine, however.

The motion carried unanimously.

Chairman Torgerson asked that any specific wording changes be sent to him for discussion at the next meeting, before the packet is forwarded to Council.

Member Colton asked the secretary for a summary of the actions taken so he could comment appropriately.

Other Business:

Member Gavaldon asked Director Gloss about the timing of the Fall Land Use Update, currently on the Nov. 14 agenda.. He asked for additional time for research and comment. Director Gloss said the only other major item on the Nov. 14 agenda is the CSU master planning efforts, which will take about an hour. The Land Use Update includes three or four main items, and the biggest one, changes to the Natural Habitat Buffer Standards, has already been moved to the spring. The rest are relatively minor, and staff would like to highlight the couple that could be controversial. Attorney Eckman urged the Board not to postpone, to keep the process disciplined so fall changes can go into the Land Use Code by the first of the year and the spring changes by the first of July. Member Gavaldon asked for longer lead time from the team in the future to give Board members more time to digest the information.

Meeting adjourned at 11 p.m.

Respectfully submitted by
Kate Jeracki
November 26, 2003

**CITY OF FORT COLLINS
AIR QUALITY ADVISORY BOARD
Memorandum to City Council**

DATE: December 8, 2003

TO: Mayor Martinez and City Council Members
John Fischbach, City Manager

FROM: Linda Stanley, Chair, and the Air Quality Advisory Board

SUBJECT: Transportation Master Plan

On November 20, 2003, the Air Quality Advisory Board passed the following motion:

The Air Quality Advisory Board recommends approval of the Transportation Master Plan with some serious concerns about the lack of funding for alternative modes of transportation and thus the continued emphasis on the auto.

Overall, the Board likes the way the plan has gone in terms of principles and policies. Its emphasis on a multi-modal transportation system that offers people choices is extremely important. This is ultimately the only chance we have to improve traffic congestion in Fort Collins. In addition, the board applauds the comprehensiveness of the plan and the inclusion of priorities and costs of projects.

As Mark Jackson stated in the presentation to our board, no growing community has had success trying to build their way out of congestion. It is important to educate people about this likely outcome, the cost of building, expanding, and maintaining our roads, and other negative effects of auto dependence (e.g., climate change and health effects of poor air quality). Through this education, citizens can better understand the tradeoffs in spending our limited transportation resources.

Overall, this plan is a step in the right direction. In addition, the public process has been commendable.

Members:	Linda Stanley, Chair	Katie Walters, Vice Chair
	Everett Bacon	Jim Dennison
	John Long	Ken Moore
	Mandar Sunthakar	Cherie Trine
	Nancy York	

**MEMORANDUM
FROM THE CITY OF FORT COLLINS
NATURAL RESOURCES ADVISORY BOARD**

DATE: December 10, 2003
TO: Mayor and Council Members
FROM: Randy Fischer on Behalf of the Natural Resources Advisory Board
SUBJECT: NRAB Recommendation – Transportation Master Plan Update

The Natural Resources Advisory Board is very pleased with the content of Chapter 6 Transportation Master Plan, "Environmental Considerations." We applaud staff for the focus given to the environment in this section.

We believe, however, that two very significant proposed amendments to the Master Streets Plan violate the use of "context sensitive design/solutions," as described in Chapter 6. The proposal to upgrade Prospect and Carpenter Roads from four-lane to six-lane arterial roads is both unnecessary and unwise. The Board believes the proposal is unwise because both these roads run through natural areas and widening them to six lanes would have adverse impacts on the areas. Upgrading these roads to six lanes is unnecessary because they run through City and County owned open spaces with limited access points that generate very little cross traffic. The Board strongly recommends against widening Prospect and Carpenter Roads to six-lane arterial roads.

The NRAB also recommends that context sensitive design standards be applied to roadways within City and County owned natural areas and open spaces. The Board recommends Council adoption of a separate set of standards for roadways such as Prospect Road east of the Poudre River. Specifically, we recommend eliminating design elements that are inappropriate for natural areas, such as detached concrete sidewalks, curbs and gutters, street lighting, and irrigated landscaping. Among other things, the NRAB recommends side walks be replaced with a single appropriately placed bike, pedestrian, and equestrian trail. Lighting should be reduced to prevent disruption of wildlife. Landscaping should consist of non-irrigated native plantings.

As always, please feel free to contact me with any comments or questions regarding our recommendations.

Yours truly,

Randy Fischer, Chair
Natural Resources Advisory Board
226-5383, e-mail: karand@frii.com

cc: John Fischbach, John Stokes, Mark Jackson

RESOLUTION REGARDING FORT COLLINS TRANSPORTATION MASTER PLAN 2004

Whereas, in 1997 *City Plan* and the *Transportation Master Plan (TMP)* developed a vision, goals, principles and policies for how transportation and land use planning should occur in the city of Fort Collins, and

Whereas, the City of Fort Collins has completed an update of the *TMP* that, as a result of significant changes and additions to numerous areas, has essentially become a new plan, and

Whereas, *Fort Collins Transportation Master Plan 2004 (Plan)* is a vision document that defines the long-term transportation system that Fort Collins needs in the future, and

Whereas, the *Plan* also provides policy direction for how decisions regarding the implementation of the transportation system should occur, and

Whereas, the *Plan* is a framework document that serves as a comprehensive reference guide regarding transportation issues in Fort Collins, and

Whereas, the *Plan* provides priorities for implementing projects to meet short-term deficiencies while working towards the ultimate transportation system the City is trying to achieve while identifying transportation issues that need to be resolved as part of the next plan update or under specific department work plans, and

Whereas, the *Plan* provides a look at existing conditions, changes since 1997 and what the future may look like based on current practices, and

Whereas, a travel demand model was used to evaluate existing conditions, existing and committed conditions and the current Master Street Plan that serves as a vision plan for the City, and

Whereas, the Plan Development Process included a review of the existing transportation planning related documents, projections of future land use, populations and employment census from the State Demographer and Colorado Department of Local Affairs and the development of conceptual modeling scenarios that included existing conditions, existing and committed conditions and a vision plan, and

Whereas, a list of transportation system deficiencies including street, bicycle, pedestrian, transit, rail crossing, parking and signal system facilities was developed to show improvements necessary to achieve the vision set forth in the Master Street Plan and the City's unfunded capital improvement plan, and

RESOLUTION REGARDING FORT COLLINS TRANSPORTATION MASTER PLAN 2004

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Whereas, the process to develop prioritized capital improvement lists included in the *Plan* utilized an objective system that used available data to represent immediate versus future needs and ultimately provided a system that leaves some flexibility for some subjectivity while eliminating the potential for the process to become a more political activity, and

Whereas, the *Plan* also includes the development of a fiscally constrained Capital Improvement Plan and financial analysis of forecast funding levels through the year 2025 based on existing and anticipated revenue streams for capital projects, and

Whereas, an efficient road system provides for improved air quality while allowing for citizen choice in modality, and

Whereas, the *Plan* reaffirms the City's commitment to providing a multi-modal transportation system while recognizing that private automobiles will continue to be an important means of transportation.

THEREFORE BE IT RESOLVED THAT, the Fort Collins Area Chamber of Commerce is generally in support of the *Fort Collins Transportation Master Plan*, and

Be it further resolved that, this support extends to the Master Street Plan and the upgrade of Carpenter Road, I-25 to College Avenue, from a planned four-lane arterial to a six-lane arterial street as a means of protecting right-of-way for possible future growth of the community, and

Be it further resolved that, regional planning continues to be an important element in addressing our transportation needs and must remain a priority in current and future plans, and

Be it further resolved that, as decisions are made on transportation expenditures, priority investments should be made on the Fort Collins transportation infrastructure which will provide the largest economic return for the community, and

Finally, Be it resolved that, long term transportation capital funding remains a priority for the continued viability of the City of Fort Collins and alternate funding streams must be explored in order to meet the critical transportation needs identified by the *Fort Collins Transportation Master Plan 2004*.

Adopted by the Fort Collins Area Chamber of Commerce this 20th day of February, A.D. 2004.

Sharie Grant

Chairman, Local Legislative Affairs Committee