EXECUTIVE SUMMARY

October 2014

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

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

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

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

- Frontage roads improvements: $20-25 million
- Infrastructure modernization: $16-20 million
- Intersection improvements: $12-15 million
- Traffic flow improvements: $10-13 million
- Median and streetscape upgrades: $8-10 million
- Multi-use path construction: $7-10 million
- Art, signage and way-finding: $3-5 million

State & Federal 60%
Private 20%
Fl. Collins 20%

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

8 South Fort Collins Business Association

The full plan documents can be found at: www.fcgov.com/advanceplanning/midtowninmotion.php

EXISTING CONDITIONS
Character
Driving
College Avenue is used primarily for commuter traffic with:
- only 20% pass through trips
- nearly 50,000 vehicles every day
- several high accident intersections
- congestion during peak travel times

Bicycling
Despite the bicycling potential on College Avenue, bicyclists are discouraged:
- On sidewalks
- Using frontage roads
- For everyday trips

Walking
Walking College Avenue is an improvement opportunity due to:
- Missing, narrow and disconnected sidewalks
- Need to walk close to traffic
- Lack of walking connections to businesses and neighborhoods

Existing conditions not consistent with the Midtown Plan which includes:
- High quality streetscape and area identity
- Safe pedestrian
- Walkable
- Improved way-finding

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

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preferred alternative

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

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

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

**DESIGN VISION**

**INTERSECTIONS**

Commercial Frontage Road Intersections

Major Intersections

**UPPER DISTRICT TYPICAL CROSS-SECTION**

**CENTER DISTRICT TYPICAL CROSS-SECTION**

**NEIGHBORHOOD DISTRICT TYPICAL CROSS-SECTION**

**SOUTH DISTRICT TYPICAL CROSS SECTION**