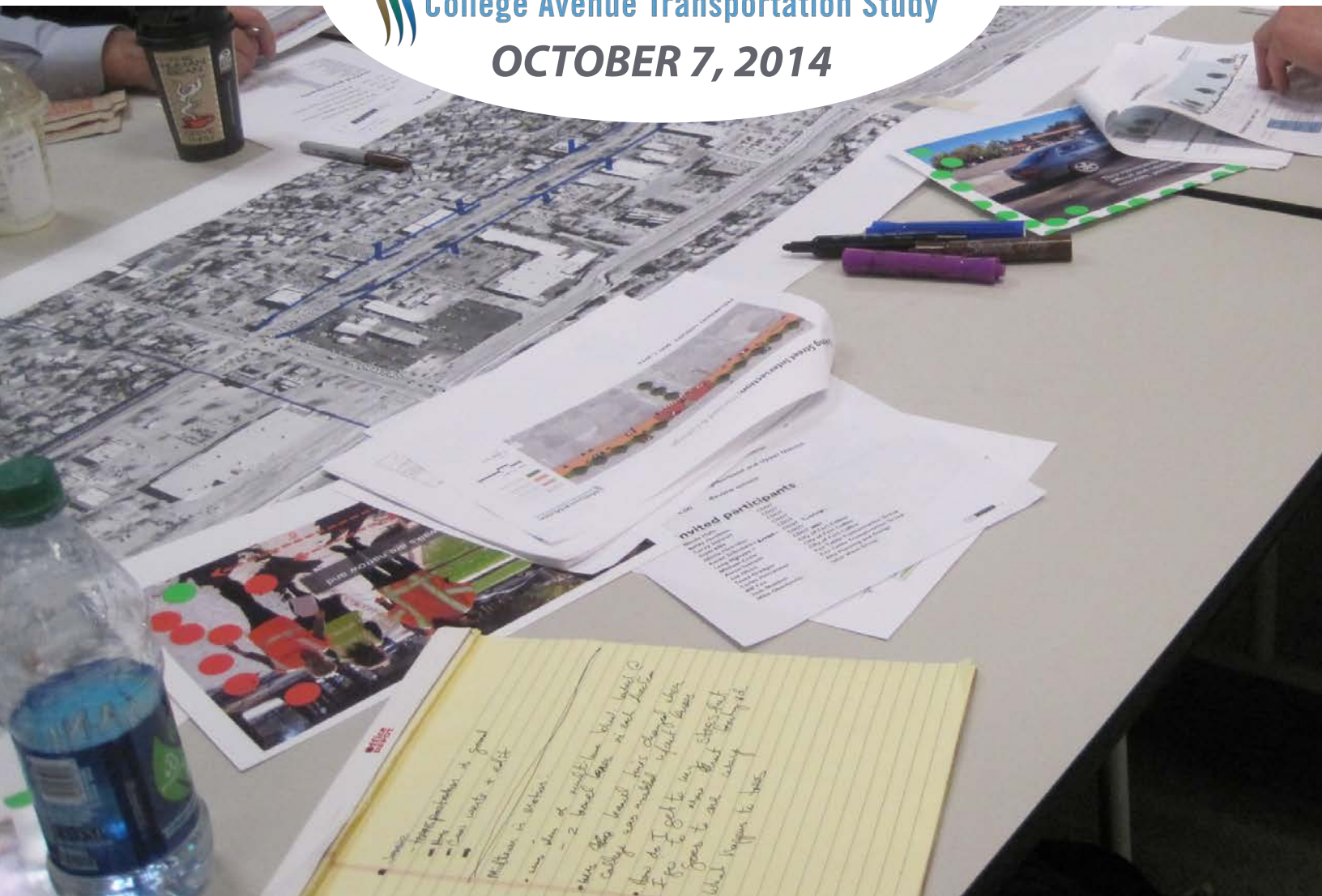




**Midtown in Motion**  
College Avenue Transportation Study  
**OCTOBER 7, 2014**





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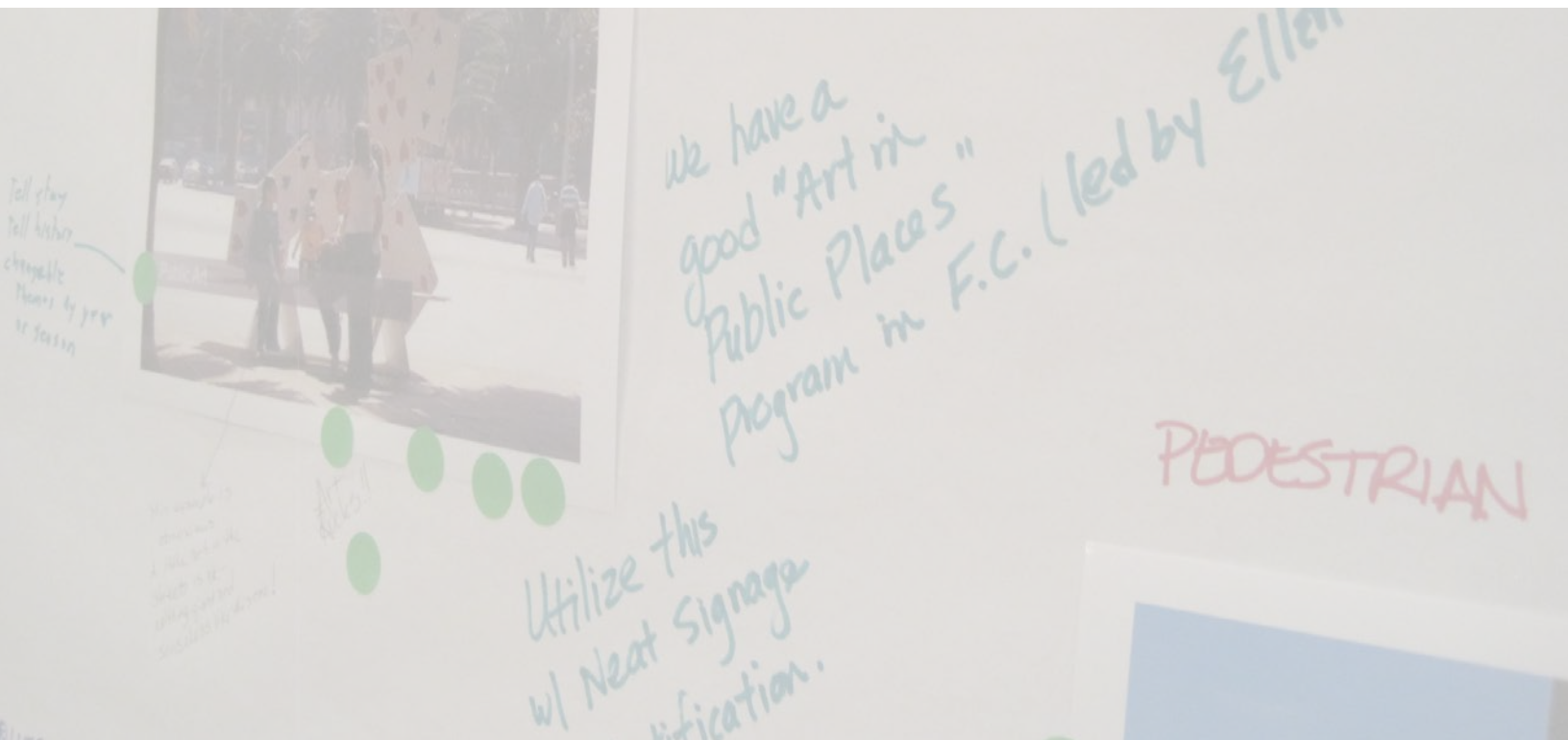
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## \*technical appendices

The technical appendices are stand alone documents available at  
[www.fcgov.com/advanceplanning/midtowninmotion.php](http://www.fcgov.com/advanceplanning/midtowninmotion.php)

APPENDIX A: 10% CORRIDOR PLAN SHEETS
APPENDIX B: EAST/WEST/MINOR STREET DESIGN GUIDELINES
APPENDIX C: DETAILED COST ESTIMATE SPREADSHEETS
APPENDIX D: PUBLIC INPUT SUMMARY
APPENDIX E: EXISTING CONDITIONS
Pedestrian Experience Maps
Bicycle First and Final Mile Maps
Travel Patterns Analysis
APPENDIX F: TRIPLE BOTTOM LINE ANALYSIS SUMMARY
APPENDIX G: PROPOSED ROUTING AND PROPERTY ACCESS







## 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**



# 1 introduction

## PROJECT OVERVIEW

The City of Fort Collins has completed this design plan for College Avenue called **Midtown in Motion**. The limits of this plan are College Avenue from Prospect Road to Harmony Road. The design plan addresses College Avenue, the adjacent frontage roads, and connections to the Mason Bus Rapid Transit (BRT) stations. **Midtown in Motion** is an implementation item stemming from the City of Fort Collins' *Transportation Master Plan* and the *Midtown Plan*. The *Midtown Plan* includes high-level concepts for College Avenue and establishes a vision for a mixed-use multimodal corridor. **Midtown in Motion** used those concepts and visions to produce a preferred design concept for College Avenue. A project team that included city staff, CDOT, FHWA, residents, and corridor landowners have studied the following:

- » Improving safety for all modes of travel
- » Providing bicycle circulation options
- » Enhancing pedestrian circulation across College Avenue and to MAX BRT
- » Ensuring mobility and accessibility for people of all ages and abilities
- » Utilizing the frontage roads to provide business access
- » Creating a beautiful, identifiable, and unique design
- » Identifying funding and building partnerships
- » Integrating with the planned repaving of College Avenue in 2015 by CDOT

## PROJECT PURPOSE & NEED

While College Avenue is the most important north-south roadway corridor in Fort Collins, it lacks the “world class” character identified in the *Midtown Plan*. **Midtown in Motion** was necessary to support the land use and transportation changes identified in the *Midtown Plan* and starting to occur in the corridor, including the need for safe connections to the citywide pedestrian, bicycle, MAX, and automobile network. **Midtown in Motion** has developed a preferred design alternative for College Avenue that is sustainable and “world class”.







## DOCUMENTING EXISTING CONDITIONS

The traditional methods for documenting multimodal travel in corridor studies under-represent multimodal travel activity and provide a limited amount of information about conditions experienced by users making multimodal trips. This includes short walking and bicycling trips from homes, connections to land uses to/from transit stations, and walking between multiple destinations after parking an automobile in commercial areas. Likewise, traditional methods of collecting traffic counts only indicate “traffic” at one point in the corridor or movements through an intersection. Both methods are inconclusive regarding travel patterns, potential for a motor vehicle trip to occur by a different mode of travel, how vehicle trips are linked together, the actual travel time of a trip, potential safety issues when making the trip, and perceptions from the traveling public.

**Midtown in Motion** used the vision in the *Midtown Plan* to guide existing conditions data collection for the project. This included a detailed inventory of conditions that relate to the vision, experiencing the corridor from different modes of travel, and documenting conditions that are critical to implementing the *Midtown Plan* vision. The existing conditions collected provided the basis for the alternatives that were prepared.

The data collection method and existing condition documentation used a format that is highly visual and allowed different stakeholders to experience the multimodal travel conditions in the corridor. The purpose of this documentation was to allow stakeholders and travelers with different perspectives to visually understand how the corridor currently functions. As an example, bicyclists who frequently ride in the corridor could understand how drivers experience the corridor at peak travel time. Likewise, motorists who frequently drive in the corridor could experience how neighborhood residents walk to and from retail destinations along the corridor. There was also visual reporting of existing infrastructure conditions that included documentation of the unique travel patterns in the corridor, the casual bicycling that occurs on College Avenue, and the walking conditions encountered along the corridor.

The data was presented in technical maps, charts, and visual slideshows. The information provided a quantitative and qualitative basis of the existing conditions that were used to develop design alternatives in Phase 2 of the project. Included in this information was a summary of community perceptions about existing conditions and how future changes might address safety, economics, and mobility in the corridor. This information did not provide a single answer or direct an immediate outcome. It was collected to understand a series of choices the community could make to implement the vision identified in the *Midtown Plan*.



# EXISTING CONDITIONS SUMMARY

## Motor Vehicle

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”. For additional information see the following in the on-line technical appendix:

- » Traffic Volume Maps
- » Through Traffic Study Maps
- » Existing Conditions slides of traffic conditions
- » Phase 1 Summary slides of traffic conditions
- » Roadway safety and design questions from survey







## Walking and Bicycling

In the fall of 2014 an audit of the College Avenue corridor was conducted using field evaluation tools and GIS data. The audit was based on best practices from the Colorado Department of Transportation (CDOT), National Center for Walking and Bicycling (bikewalk.org) and the Federal Highway Administration (FHWA). The evaluation tools and survey methods provided a detailed assessment of the existing conditions pedestrians and bicyclists encounter when traveling in the College Avenue corridor. This included conditions for those who might have limited mobility, a disability, or walk with children. The audit also accounted for bicyclists who are novices, children, or those who are riding for non-recreational purposes (commuting, shopping, schools, etc).

Members of the project team collected digital photos and measurements during peak and off-peak travel times to document the existing conditions for all users. This data was augmented with field data collected by city staff for other planning efforts. The team also observed pedestrian and bicycle travel between destinations and conducted informal conversations with people walking and bicycling in the corridor. The audit also noted existing land uses within a 2-minute walk or bicycle ride of the corridor. This information provided the basis for existing walking and bicycle travel in the corridor for populations underrepresented in traditional corridor studies. For additional information see the following in the on-line technical appendix:

- » Pedestrian Experience Maps
- » Bicycle First and Final Mile Maps
- » Existing Conditions slides of bicycle and pedestrian conditions
- » Phase 1 Summary slides of bicycle and pedestrian traffic conditions
- » Bicycle and pedestrian design questions from survey



## 2 alternatives

The following alternatives show potential design options considered for College Avenue. They were prepared with input from community members, project stakeholders, CDOT staff, and city staff. Each alternative supports the vision identified in the *Midtown Plan* and provides improvements for walking, bicycling, and driving in the College Avenue corridor. The alternatives were presented and feedback was obtained at three interactive meetings with the public at various venues in the Midtown area. The input from the meetings was used to evaluate each of the alternatives. A preliminary alternative was identified and presented to Fort Collins City Council at a Study Session in March 2014. Their input and guidance was used to prepare the preferred alternative found in the next section. A summary of each alternative, the evaluation criteria, and the final scoring are shown in this section.

**2** *Community workshops*

**2** *Team meeting with CDOT Staff*

**5** *Meetings with SFCBA*

**40** *Planners and Engineers worked on the Plan*

**60** *SFCBA Members attended monthly meetings*

**300** *Community stakeholders & residents participated*

**650** *Online survey comments*

**775** *Unique hits on the project website  
representing all areas of the community*

**3,100** *Pageviews on the project website*



## ALTERNATIVE A: MULTI-WAY BOULEVARD

This alternative would introduce new frontage roads along all sections of College Avenue in Midtown. This would require extensive outreach and coordination with property owners to acquire the necessary right-of-way to construct new frontage roads. If possible, the frontage roads could be combined with the existing travel lanes to construct a “Multi-Way Boulevard”. The frontage roads would have on-street parking, bicycle lanes, multi-use pathways and sidewalks.

Multi-way boulevard under construction



Multi-way boulevard with parking on local access road



### LEGEND

PROPOSED IMPROVEMENTS

- MULTI-USE PATH
- EXISTING LOCAL ACCESS RD CONVERTED TO ONE-WAY
- NEW ONE-WAY LOCAL ACCESS RD
- CLOSED ACCESS
- NARROWER MEDIANS FOR ACCESS CONTROL



ENHANCED INTERSECTION

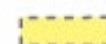


ENHANCED CROSSING

EXISTING CONDITIONS



SIGNALIZED INTERSECTION



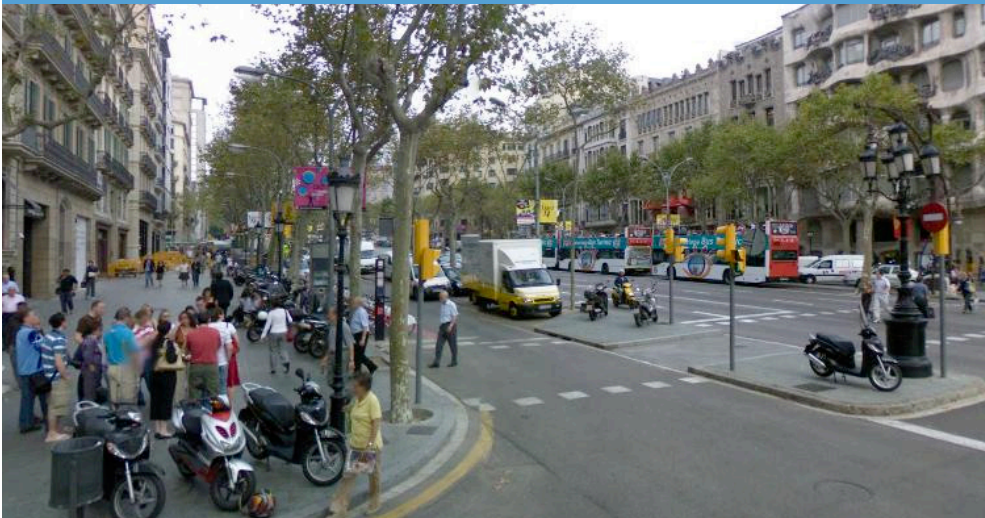
UNDERPASS



## ALTERNATIVE B: MULTI-WAY BOULEVARD WITH ENHANCED PEDESTRIAN ZONE

This alternative would introduce new frontage roads along all sections of College Avenue in Midtown. This would require extensive outreach and coordination with property owners to acquire the necessary right-of-way to construct new frontage roads. If possible, the frontage roads could be combined with the existing travel lanes to construct a “Multi-Way Boulevard”. The frontage roads would have a pedestrian zone to serve adjacent businesses and provide spaces for sidewalk cafes.

Active multi-way boulevard with wide pedestrian zone









Retail lined multi-way boulevard with wide pedestrian zone

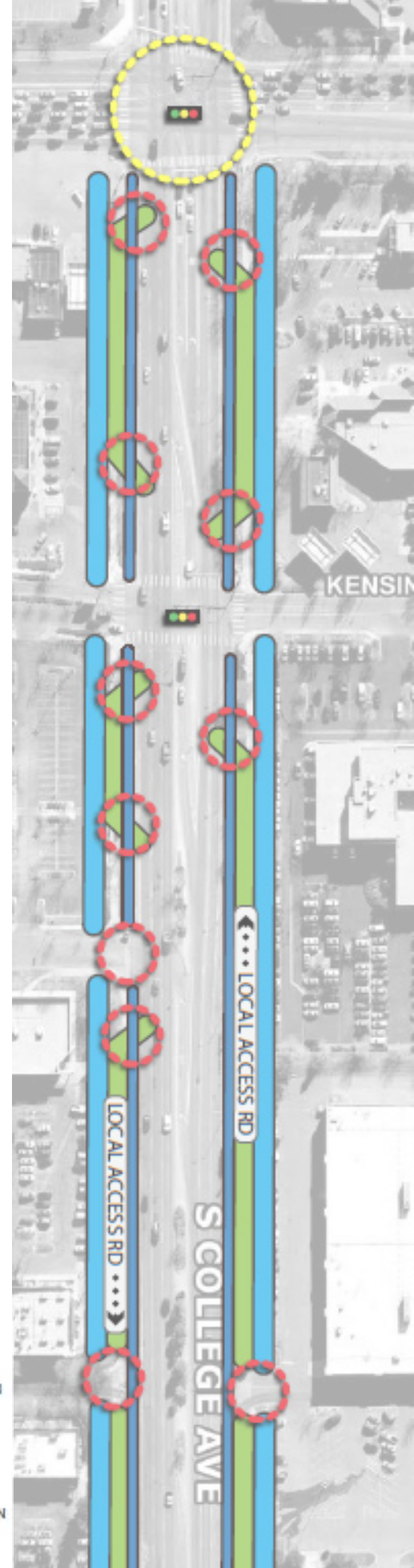


### LEGEND

#### PROPOSED IMPROVEMENTS

-  MULTI-USE PATH
-  ENHANCED PEDESTRIAN ZONE
-  EXISTING LOCAL ACCESS RD CONVERTED TO ONE-WAY
-  NEW ONE-WAY LOCAL ACCESS RD
-  CLOSED ACCESS

-  NARROWER MEDIANS FOR ACCESS CONTROL
-  ENHANCED INTERSECTION
-  ENHANCED CROSSING
-  EXISTING CONDITIONS
-  SIGNALIZED INTERSECTION
-  UNDERPASS





## ALTERNATIVE C: ENHANCED COLLEGE WITH ONE-WAY PROTECTED BICYCLE LANES

This alternative would enhance College Avenue with new median treatments, sidewalks, signage, public art, and pedestrian places. It would also include a protected bikeway on College Avenue. The protected bikeway would be one-way with the flow of traffic. It would include a physical separation from the travel lanes on College Avenue. This alternative would require a major reduction in the existing travel lanes to implement.

One-way protected bike lane










Rendering of a one-way protected bike lane



### LEGEND

#### PROPOSED IMPROVEMENTS

-  SIDEWALK
-  MULTI-USE PATH
-  ENHANCED PEDESTRIAN ZONE
-  ONE-WAY PROTECTED BICYCLE LANE
-  EXISTING LOCAL ACCESS RD CONVERTED TO ONE-WAY
-  NEW ONE-WAY LOCAL ACCESS RD

-  CLOSED ACCESS
-  NARROWER MEDIANS FOR ACCESS CONTROL
-  ENHANCED INTERSECTION
-  ENHANCED CROSSING
-  EXISTING CONDITIONS  
SIGNALIZED INTERSECTION
-  UNDERPASS



# ALTERNATIVE D: ENHANCED COLLEGE WITH MULTI-USE PATHS

This alternative would enhance College Avenue with new median treatments, sidewalks, signage, public art, and pedestrian places. This alternative would also include new multi-use pathways on both sides of College Avenue. The multi-use pathways would be two-way and be located on both sides of the street. It would have physical separation from the travel lanes on College Avenue. This alternative would require minor travel lane width reductions and enhancements at the driveway access points to and from College Avenue over the multi-use path.

Raised crosswalk where pedestrians and cyclists cross the roadway



Multi-use path adjacent to roadway



LEGEND

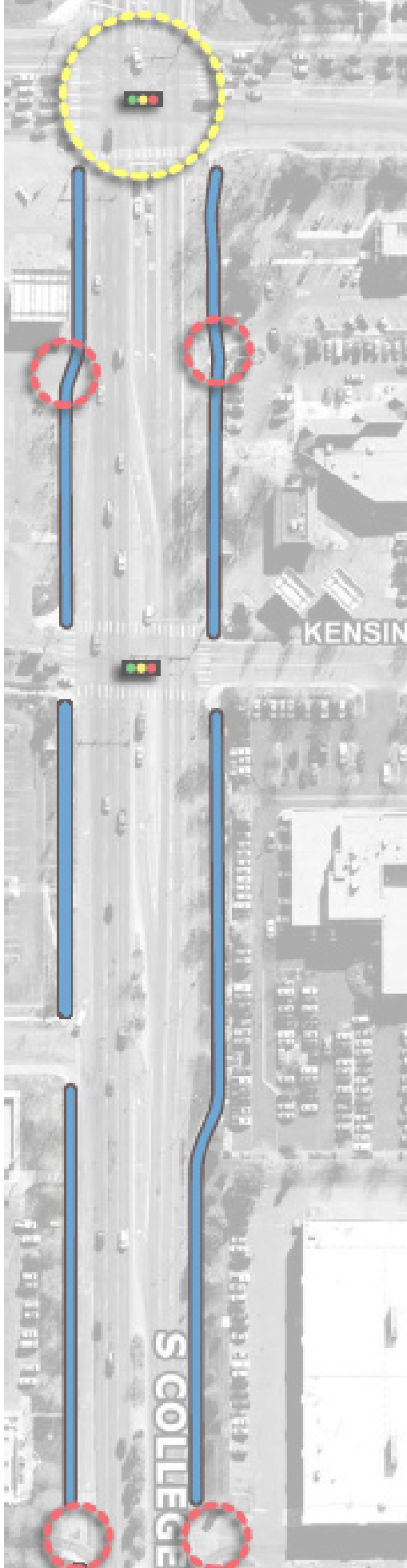
PROPOSED IMPROVEMENTS

- SIDEWALK
- MULTI-USE PATH
- ENHANCED PEDESTRIAN ZONE
- ONE-WAY PROTECTED BICYCLE LANE
- EXISTING LOCAL ACCESS RD CONVERTED TO ONE-WAY
- NEW ONE-WAY LOCAL ACCESS RD

- CLOSED ACCESS
- NARROWER MEDIANS FOR ACCESS CONTROL
- ENHANCED INTERSECTION
- ENHANCED CROSSING

EXISTING CONDITIONS














































- SIGNALIZED INTERSECTION
- UNDERPASS





# ALTERNATIVE EVALUATION

Each of the alternatives was evaluated based on the following measures. The measures include specific criteria for pedestrians, bicycles, and automobiles. There are also measures for public support, costs, implementation, and the City of Fort Collins’ Triple Bottom Line Analysis. Input from stakeholders, neighbors, CDOT, Fort Collins City Council, and city staff was compiled for this evaluation. **Alternative D: Enhanced College with Multi-use Paths** was selected as the preferred alternative.

		Alternative A Multi-Way Boulevard	Alternative B Enhanced Ped Zone	Alternative C Protected Bike Lanes	Alternative D Multi-Use Paths
Pedestrians	Completes the sidewalk network				
	Separates peds from bikes				
	Provides buffers from traffic				
	Supports "placemaking"				
Bicycles	Allows two-way travel on both sides of road				
	Conflicts at driveways				
	Separation from motor vehicles				
	Access to businesses				
Automobiles	Provides more capacity				
	Separation from peds and bikes				
	Improves connectivity				
	Access to businesses				
Other	Public and stakeholder input	○	○	—	+
	Cost considerations	\$\$\$	\$\$\$	\$	\$\$
	Implementation timeline	—	—	+	+
	Triple Bottom Line Analysis				



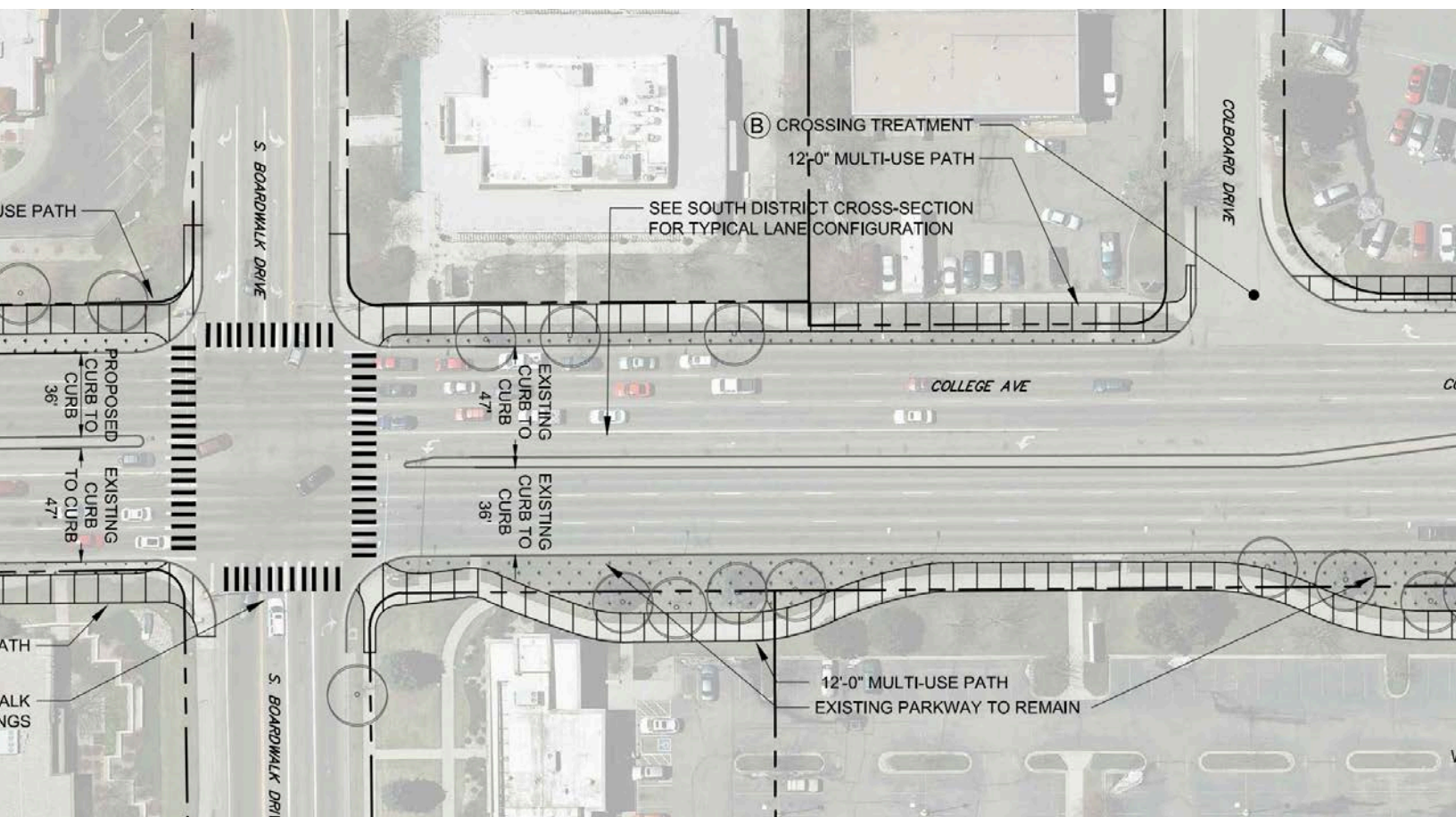
# 3 preferred alternative

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 off 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.

The following pages detail the enhancements and changes that are recommended for College Avenue. It introduces the districts that were developed to ensure a context sensitive design as well as the key intersections that will be modified. The transportation infrastructure changes as well as the urban design elements are highlighted for each area.





## FOUR DISTRICTS

The unique characteristics of College Avenue were identified in four districts. To respect the differences between districts, the plan addresses each area with distinctive improvements. The districts will incorporate the preferred alternative with unique pedestrian, bicycle, automobile, and MAX connections. Each district will be linked together with public art, signage, pavement materials, and landscaping. Three intersections are also detailed with improvements.

## INFRASTRUCTURE MODERNIZATION AND ENHANCEMENTS

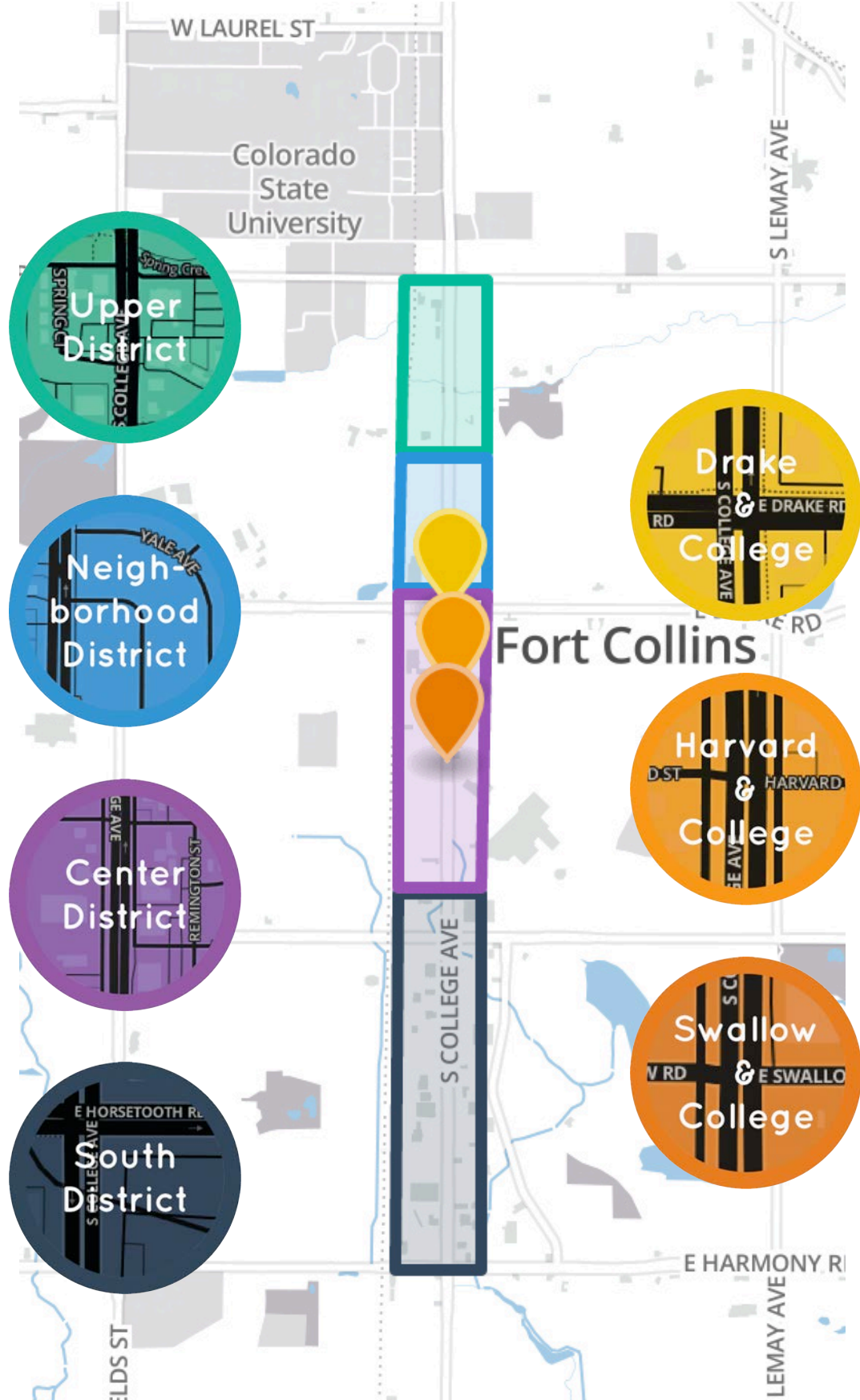
In addition to the changes detailed for each district and intersection, basic infrastructure upgrades and modernization are also included in the preferred alternative. These include the following elements:

- » Reconfigure travel lanes to have consistent lane configurations for better driver expectation and continuity
- » Consolidate access points if possible to reduce conflicts
- » Rebuild medians throughout and update landscaping (similar to the Harmony and College or Harmony and Lemay intersections)
- » Enhance the parkways with updated landscaping, add parkways where missing
- » Improve and update signing, lighting, and way-finding as identified in the *Midtown Plan*
- » Upgrade and update deficient sidewalks throughout the corridor, including east/west connections to MAX stations

### *Indianapolis Cultural Trail*

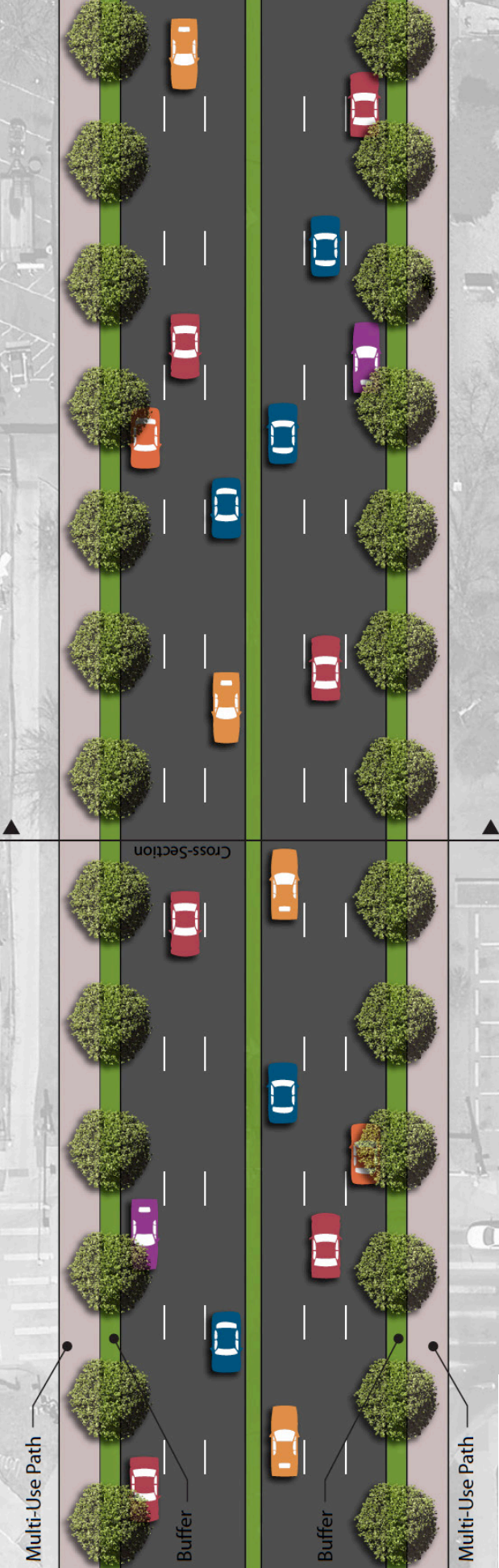






*The preferred alternative is made up of four unique districts*





## UPPER DISTRICT

The Upper District spans from Rutgers to Prospect. This section of College Avenue currently provides three travel lanes in each direction, a wide concrete median with left hand turn lanes, a range of sidewalks conditions including attached sidewalks, detached sidewalks, and separated almost trail-like sidewalks, as well as a segment of frontage road just north of Rutgers.

The preferred alternative will maintain three 11 foot travel lanes in each direction. The reconfiguration will provide consistent travel patterns and predictable driving conditions.

The preferred alternative will also add an 8-10 foot multi-use path on the east side of College and a 10-12 foot multi-use path on the west side. This will provide travel accommodation for pedestrians and bicyclists on both sides of the street. Additionally, a 5 foot landscape area will separate pedestrians and bicyclists from travel lanes, which increases comfort and safety for those traveling on the multi-use paths.

All of the proposed changes will require reducing the width of the center median. By reallocating the space currently occupied by the center median, the preferred alternative enhances the pedestrian environment and creates space for bicyclists in the corridor.

### Legend

- Multi-Use Path
- Frontage Road
- Landscape Buffer



## Urban Design

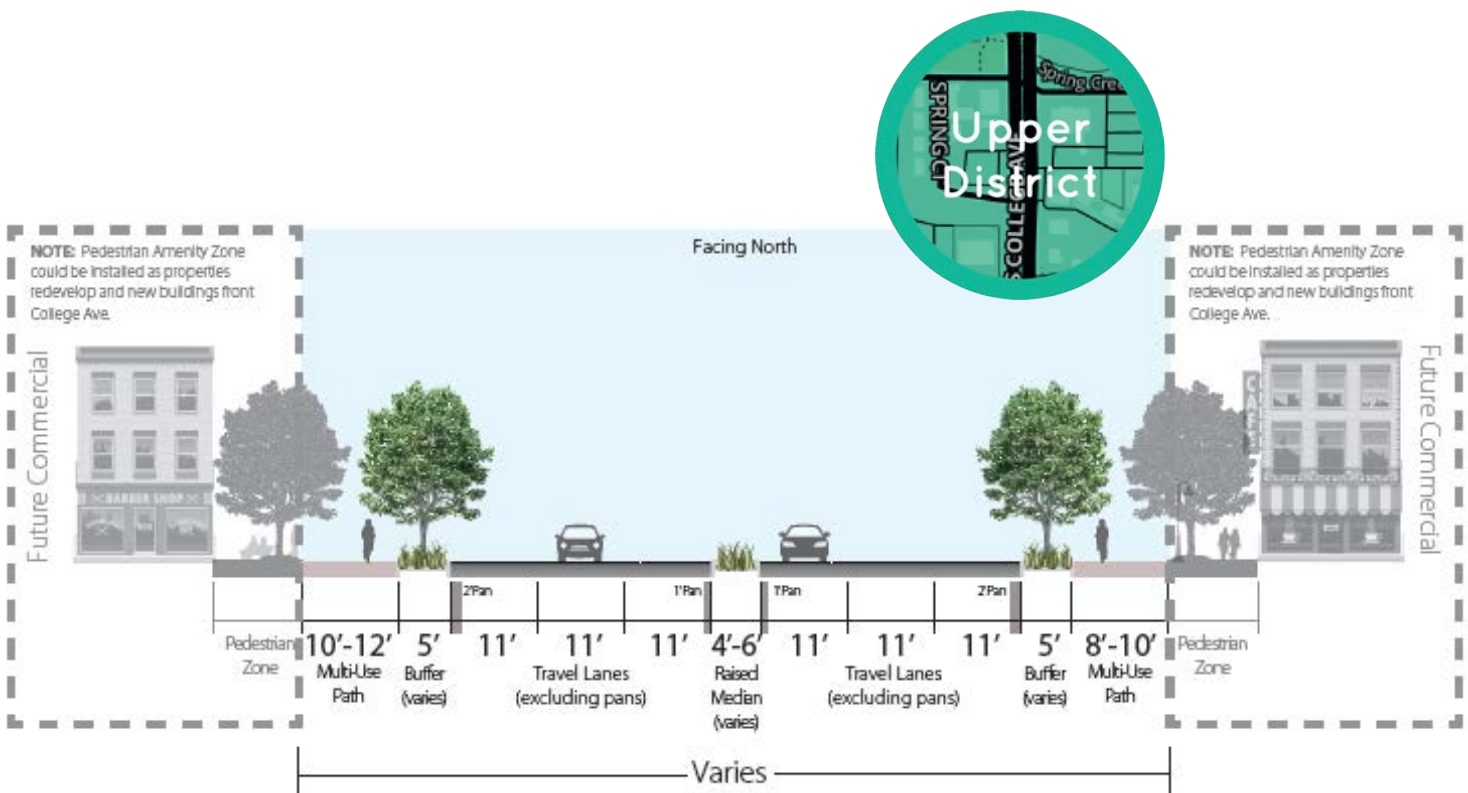
Although constrained from a right-of-way (ROW) perspective, the Upper District includes several significant urban design amenities, including a multi-use path, landscape buffers and opportunities for signage. As redevelopment adjacent to the multi-use path occurs, a new pedestrian zone will create space for additional urban design amenities such as benches, trash, pedestrian-scale lighting and landscape plantings.

## Landscaping – Buffer Areas

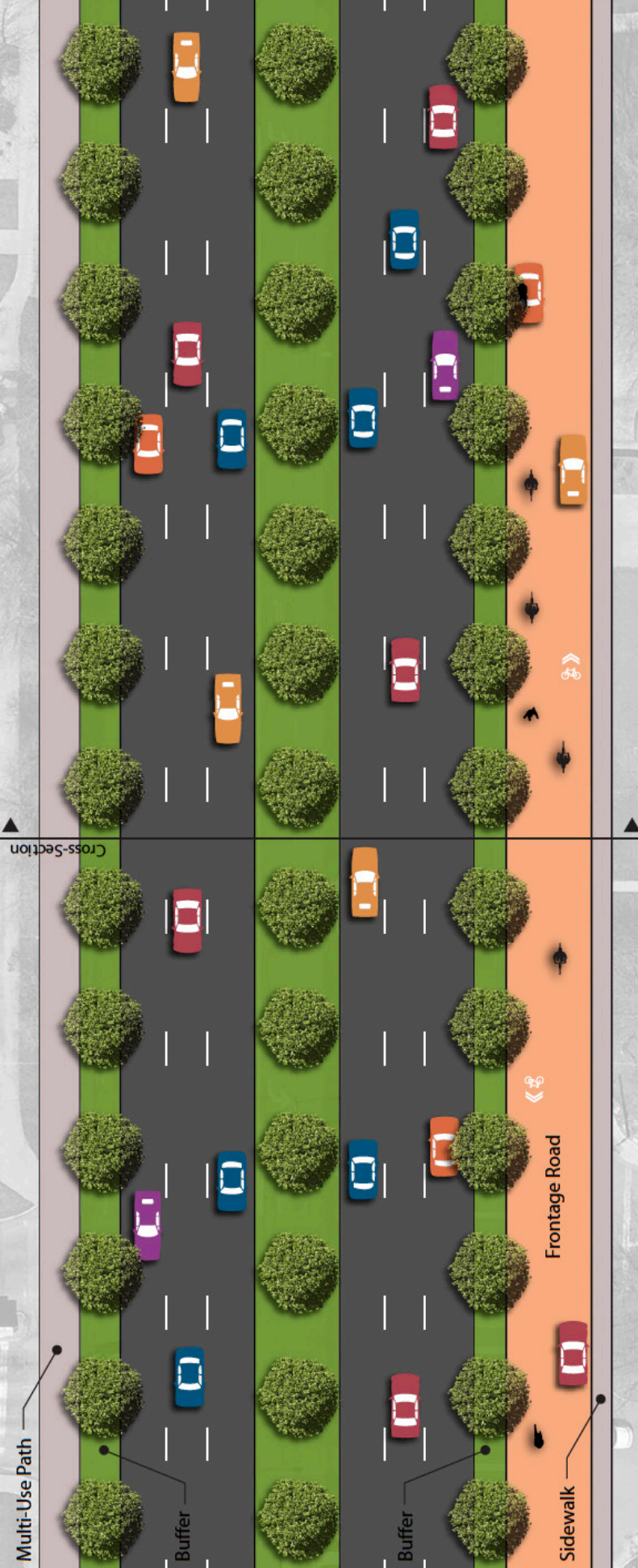
Between the proposed multi-use path and the College Avenue auto corridor, an area for landscape plantings has been designed to act as a buffer between the pedestrian/bike zone and the auto travel lanes. In order to reflect the City of Fort Collins landscape standards, the 5' portion of the buffer area is designed to be a tree lawn with irrigated turf and evenly spaced street trees. In locations where opportunities exist for a wider landscape buffer (great than 5'), the turf areas will be replaced with low-water shrubs, boulders and trees planted in clustered groupings that create a more naturalized and organic look/feel.

## Landscaping – Medians

In areas with 4'-6' of median space, low-water shrubs and ornamental fencing (similar to the existing fencing in the median landscape at Harmony Avenue and College) will be placed in a drip irrigated bed of rock mulch. Although the proposed median widths will dictate that the shrub plantings have a more linear appearance, introducing a variety of landscape plantings in groupings that vary along the median length will ensure the overall effect of the landscape design will be flowing and natural.







## NEIGHBORHOOD DISTRICT

The Neighborhood District spans from Princeton to Rutgers. This section of College Avenue currently provides three travel lanes in each direction, a concrete median with left hand turn lanes, a range of sidewalks conditions including attached sidewalks on the east side and mostly detached sidewalks on the west side, as well as a frontage road on the east side of the street that is fronted predominantly by houses.




The preferred alternative will maintain three 11 foot travel lanes in each direction. The reconfiguration will provide consistent travel patterns and predictable driving conditions.

The preferred alternative will also add a 10-12 foot multi-use path on the west side of College Avenue. This will accommodate travel for pedestrians and bicyclists. Additionally, a 10 foot landscape area will separate pedestrians and bicyclists from travel lanes, which increases comfort and safety for those traveling on the multi-use path.

On the east side of the street, the frontage road provides shared two way auto and bicycle travel as well as parallel parking. The median separating the frontage road from travel lanes will be widened.

The preferred alternative will also add a 21 foot landscaped center median.

### Legend

	Multi-Use Path
	Frontage Road
	Landscape Buffer



## Urban Design

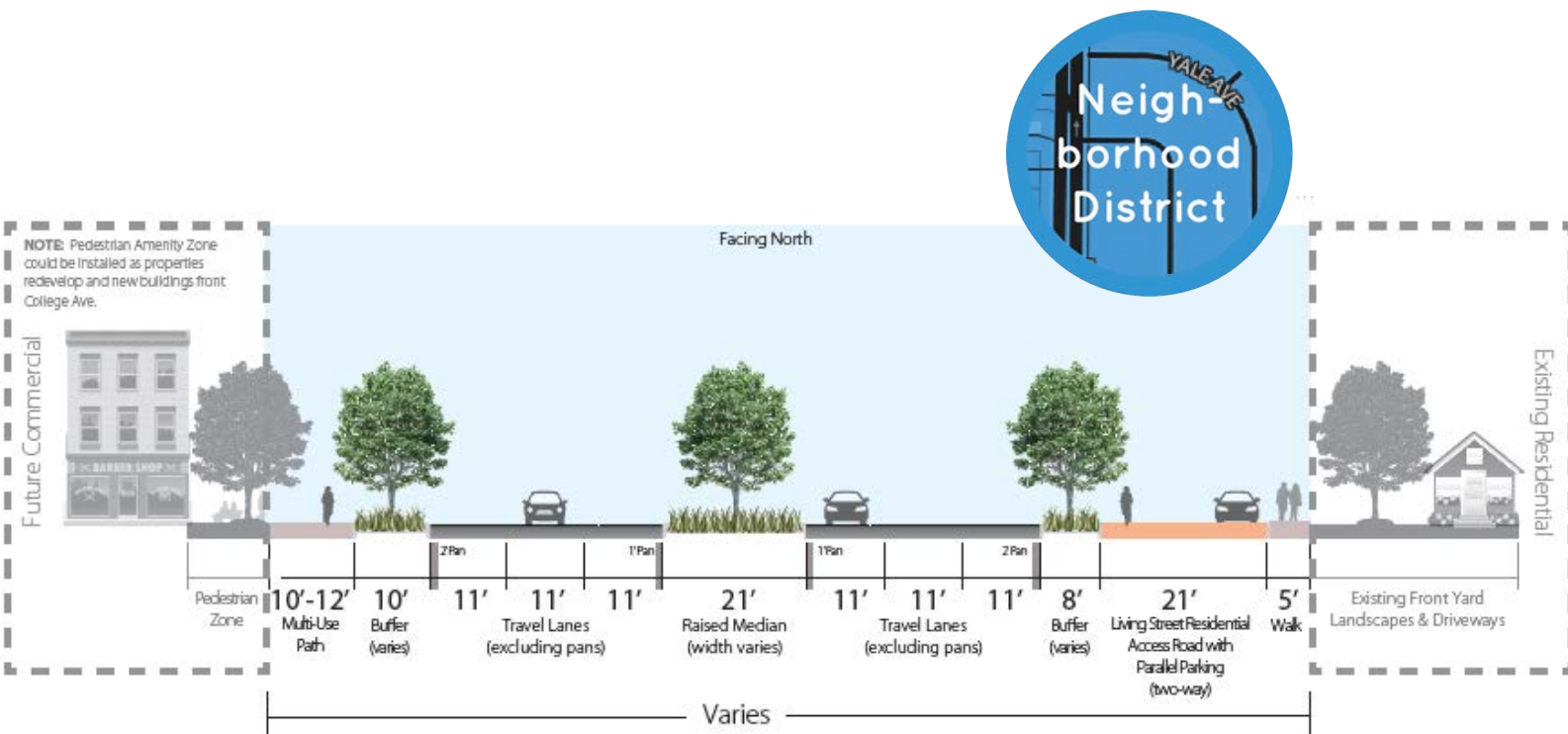
As the project area moves south from the Upper District, wider ROW distances provide opportunities for additional urban design improvements. In the Neighborhood District, the two largest areas for enhanced urban design are the center medians and the landscape buffers between College Avenue auto traffic and the east and west sides of the corridor.

## Landscaping – Buffer Areas

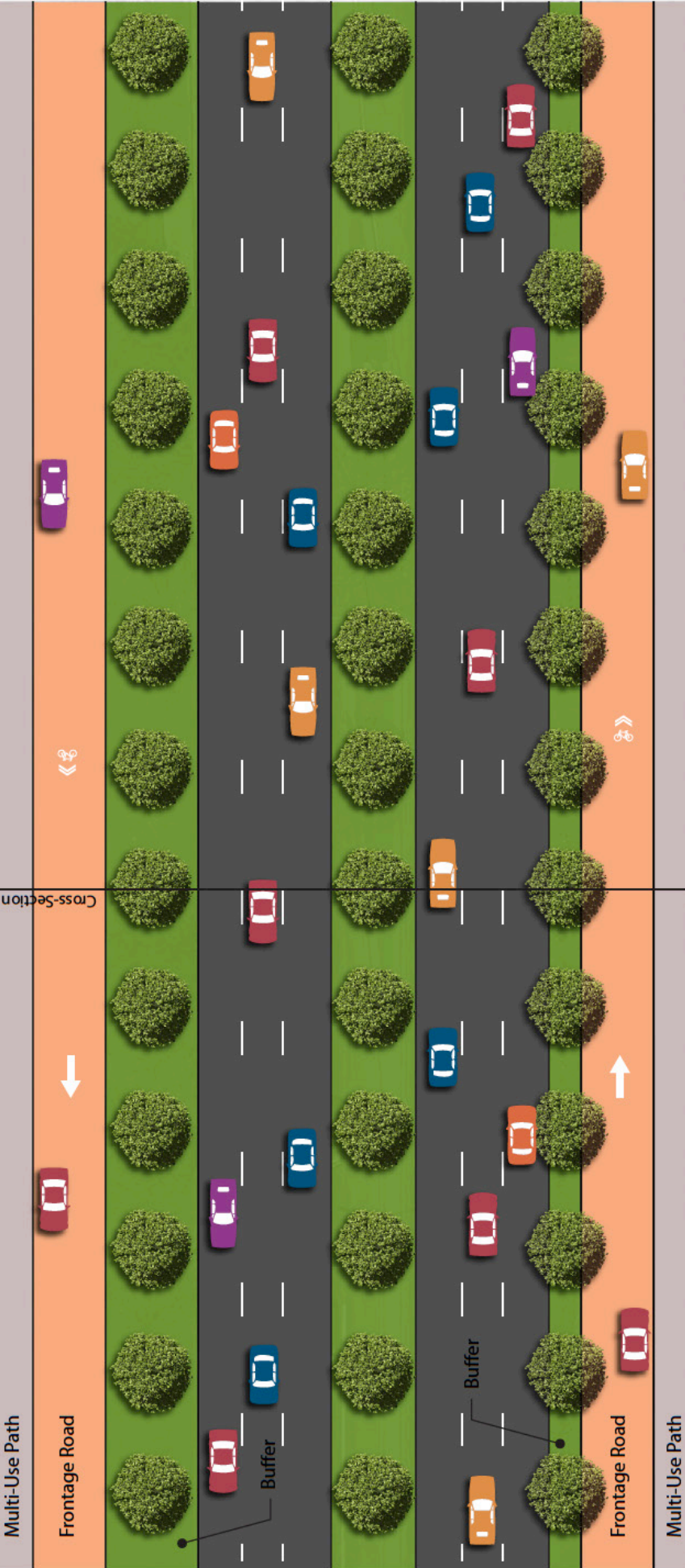
East and west of the College Avenue auto lanes, landscape areas are designed to create greater physical separation between people using the planned multi-use paths and auto traffic. In these 8'-10' wide planted beds, low-water plantings will be used to create a naturalized, flowing, garden-like feel. As space permits, the shrub beds will be accented with sandstone landscape boulders, and clustered groupings of ornamental and evergreen trees.

## Landscaping – Medians

In the Neighborhood District, the narrower medians typical of the Upper District expand to include widths up to 21' – the widest possible medians within the Midtown section of College Avenue. In these wider median areas, there are greater opportunities to both fully implement the City of Fort Collins landscape standards, while also using the proposed landscape design to help brand the Midtown project area.







## CENTER DISTRICT

The Center District spans from Monroe to Princeton and has frontage roads on both sides of College Avenue. This section of College Avenue currently provides three travel lanes in each direction, a concrete median with left hand turn lanes, a range of sidewalks conditions including attached sidewalks and detached sidewalks on the west side, as well as a frontage road on both sides of the street. Both frontage roads are separated from the through travels lanes by a buffer. The west side buffer is quite wide while the east side buffer is much narrower.

The preferred alternative will maintain three 11 foot travel lanes in each direction. The reconfiguration will provide consistent travel patterns and predictable driving conditions.

The preferred alternative will also add a 10-12 foot multi-use path on both sides of College Avenue outside the frontage road. This will accommodate travel for pedestrians and bicyclists.

On both sides of the street, the frontage roads will be converted to one way streets. This provides shared auto and bicycle travel as well as parallel parking. The median separating the frontage road from travel lanes will be retained.

The preferred alternative will also add a 21 foot landscaped center median.

### Legend

- Multi-Use Path
- Frontage Road
- Landscape Buffer



## Urban Design

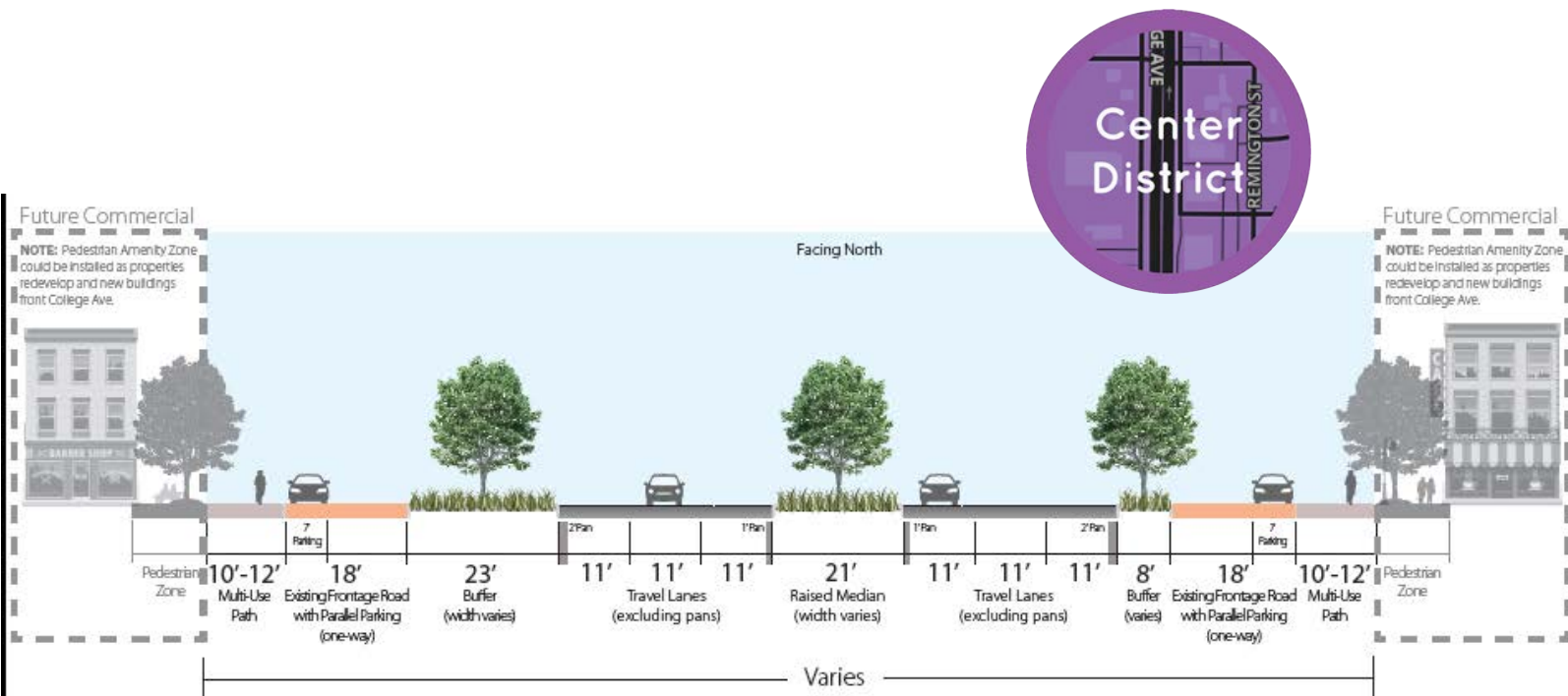
On the east, the Frontage Road is largely adjacent to residential neighborhoods. In these areas, the roadway is designed to reflect a walkable, calm, neighborly street, and the 8' wide buffer area between the street and College Avenue is also intended to help increase the sense of separation from the noise and traffic of the State Highway, and help increase the feeling of calm, slow, people-centered mobility. To the west, the Frontage Road abuts a more commercial/retail type of land use, and its design is intended to pull local, destination-driven traffic from College to adjacent retail/shopping districts.

## Landscaping – Buffer Areas

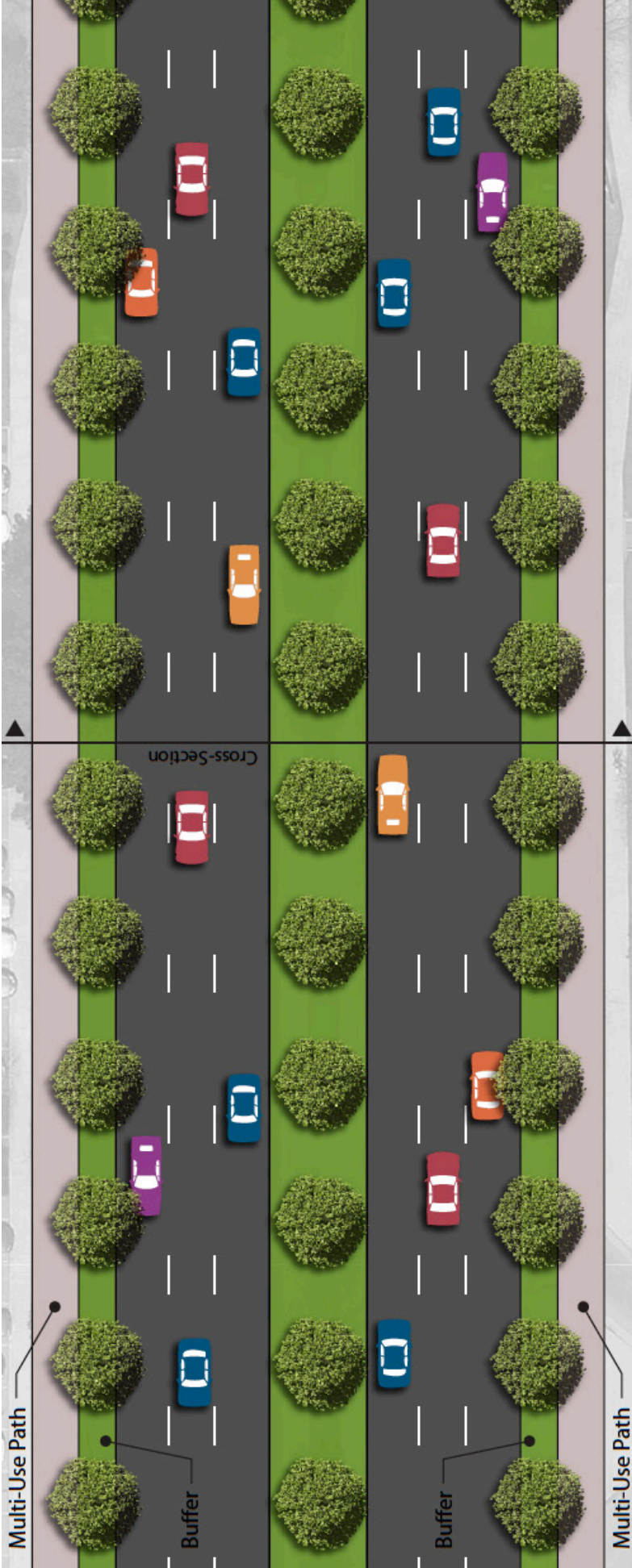
The design of the landscape buffers in the Center District is largely determined by width. To the east, the buffer area is narrower and the naturalized landscape is more constrained and linear. Ornamental fencing serves as both a visual accent and a physical safety buffer between the residential street and College Avenue. To the west, the wider landscape buffer allows for a larger and more elaborate naturalized planting zone, including flowing shrub beds, groupings of ornamental, evergreen and shade trees, and areas for signage, lighting and public art installations.

## Landscaping – Medians

As is the case in both the Neighborhood District and the South District, the medians in the Center District can be as wide as 21' – allowing for a much larger area for landscape and urban design enhancements.







## SOUTH DISTRICT

The South District spans from Harmony to Monroe. This section of College Avenue currently provides three travel lanes in each direction, a concrete median with left hand turn lanes, a range of sidewalks conditions including attached sidewalks, detached sidewalks, and separated almost trail-like sidewalks.

The preferred alternative will maintain three 11 foot travel lanes in each direction. The reconfiguration will provide consistent travel patterns and predictable driving conditions.

The preferred alternative will also add a 10-12 foot multi-use path on the both sides of College Avenue. This will provide travel accommodation for pedestrians and bicyclists on both sides of the street. Additionally, an 8 foot landscape area will separate pedestrians and bicyclists from travel lanes, which increases comfort and safety for those traveling on the multi-use paths.

The center medians is widened and landscaped with water-wise plant materials and decorative monuments.

### Legend

- Multi-Use Path
- Frontage Road
- Landscape Buffer



## Urban Design

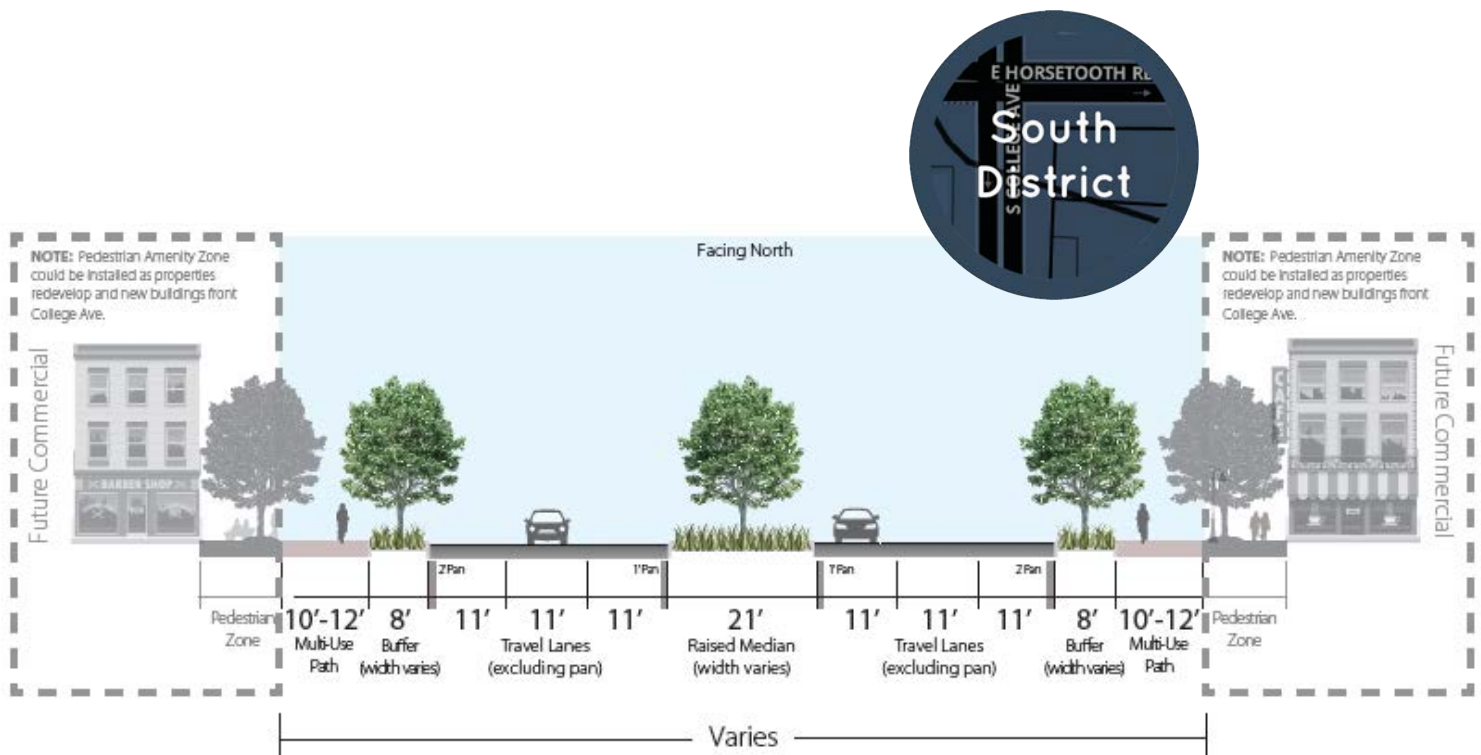
As you move south to the final section of the Midtown College Avenue corridor, the Frontage Roads no longer abut the College Avenue auto lanes, and instead, a 10'-12' multi-use path separated by a landscape buffer runs parallel to the State Highway to the east and west. As is the case with the rest of the Midtown College Avenue length, it is anticipated that redevelopment of the parcels adjacent to the ROW in the South District will expand the multi-use path to include an additional pedestrian zone that functions as a 'Main Street' with street furnishings, pedestrian-scale lighting and additional planted zones.

## Landscaping – Buffer Areas

Unlike the wider buffer zones of the Frontage Road sections of the College Avenue corridor, the South District buffers reflect the more constrained ROW widths. In this district, the buffers are an average of 8' in width, and include naturalized, low-water shrub beds interspersed with ornamental and evergreen tree groupings. Sandstone accent boulders and flowing rock mulch beds help reinforce the garden-esque character of the City of Fort Collins landscape standards.

## Landscaping – Medians

As is the case in both the Neighborhood District and the Center District, the medians in the South District can be as wide as 21' – allowing for a much larger area for landscape and urban design enhancements.

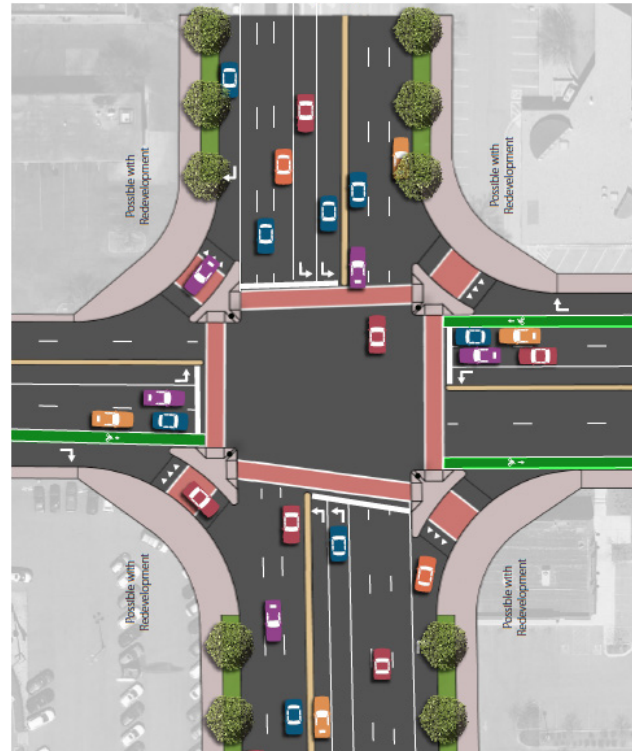




# INTERSECTIONS

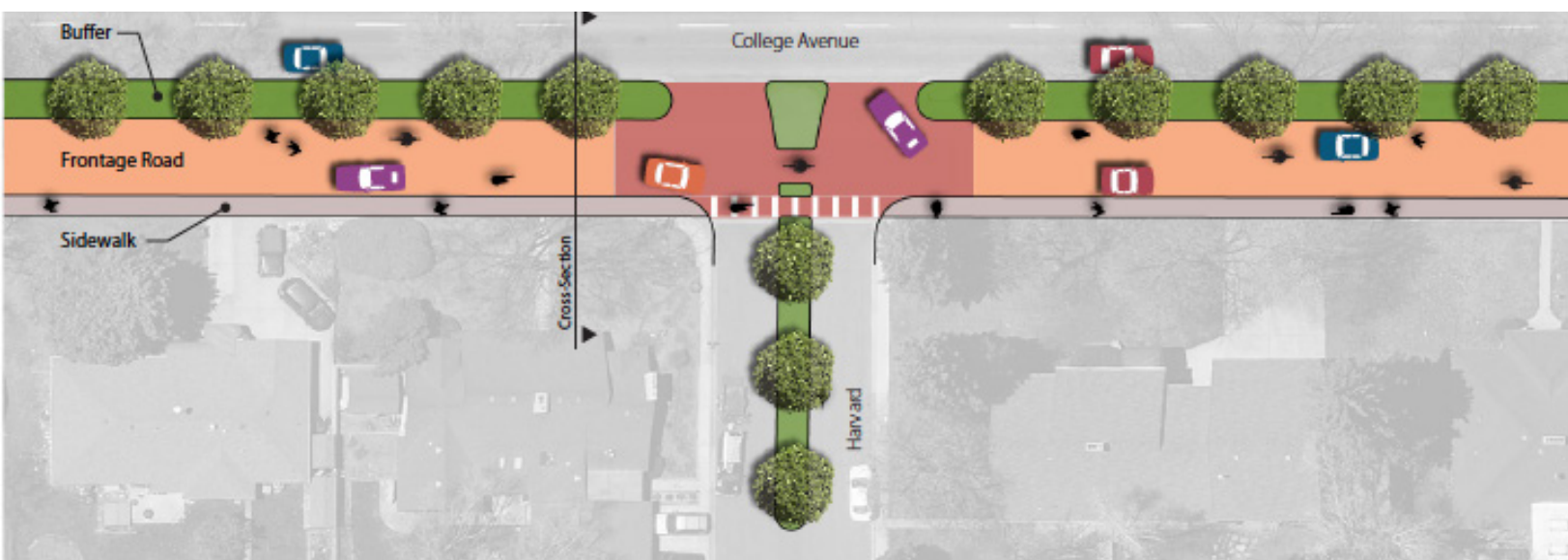
## Major Intersections

Major intersections in the corridor including Troutman, Horsetooth, Foothills, and Drake will be redesigned as adjacent sites redevelop. The redesigned intersections will provide additional visibility for pedestrians, “refuge islands” for pedestrians, less delay for right turning motorists, and updated medians. The intersection of College Avenue and Drake Road is shown to the right. This is an example of an intersection with physical, ROW, and land use constraints that limit the amount of improvements that can be made. The design demonstrates the use of pedestrian refuge islands to create narrower and safer multi-modal movements. Beyond the pedestrian refuge islands, the design also includes wider sections of walkway at the intersection corners. Where additional space is available behind the walkway, it is anticipated that shrub beds, ornamental fencing and planter pots will mimic the type of urban design improvements currently installed at the intersection of College Avenue and Harmony Road.



## Residential Frontage Road Intersections

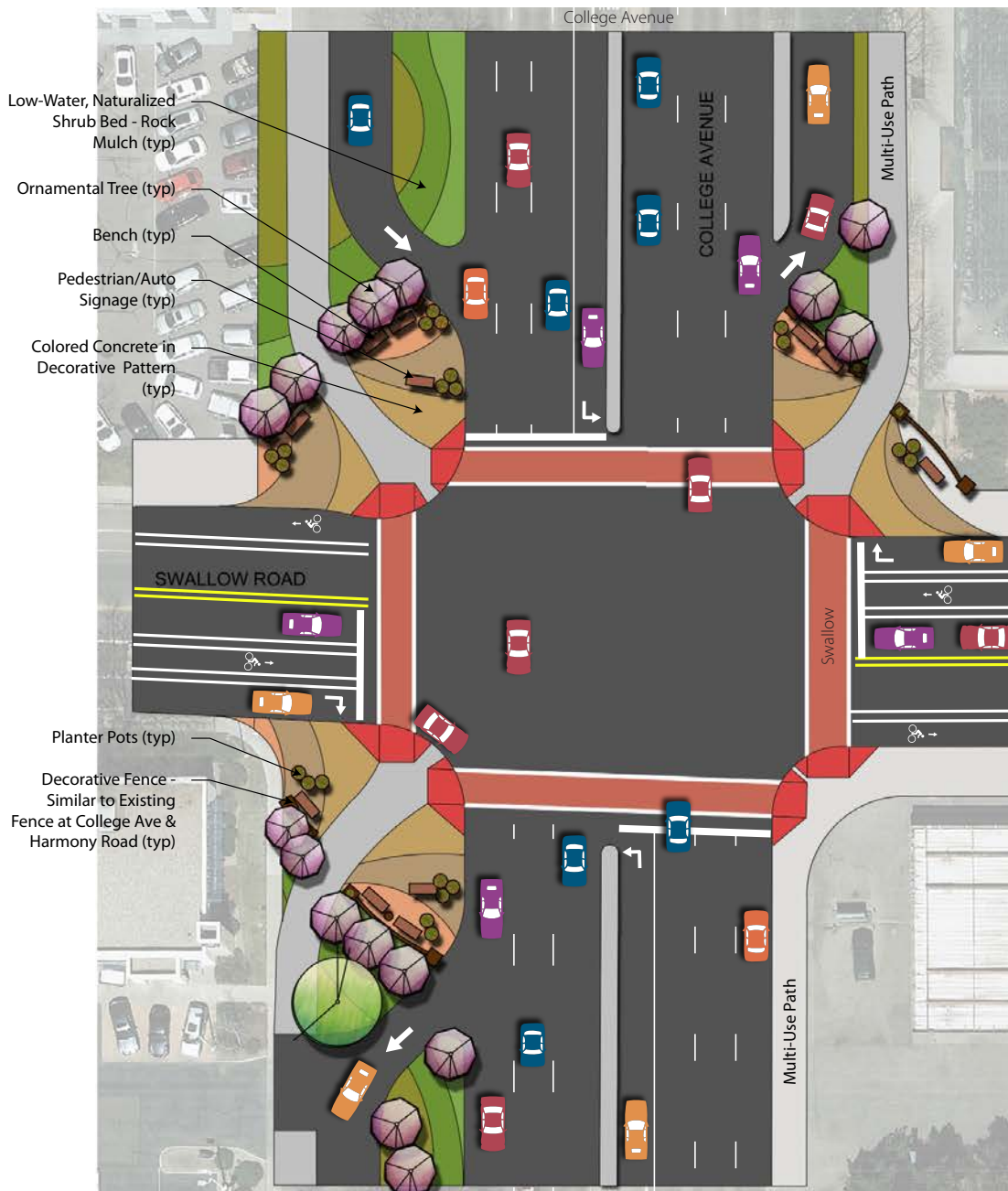
Residential frontage road intersections will be redesigned to slow motorists entering and exiting College Avenue from the frontage road. The design allows pedestrians and bicyclists to cross intersections in more predictable places. The Harvard and College intersection example shown below reflects the type of roadway and urban design improvements anticipated in mid-block Frontage Road access points. At this intersection, specialty paving and designated crossing points for people and cars helps draw attention to the potential conflict point where multiple travel modes come together. Additionally, a planted median helps separate auto movements, while also creating space for enhanced planting areas, signage and lighting. The intersections at Princeton Road and Rutgers Avenue will also be redesigned in this way .





## Commercial Frontage Road Intersections

Commercial frontage road intersections will be redesigned to minimize turn movement conflicts from the frontage road to College Avenue. As shown in the College Avenue and Swallow Road example below, they will be designed with “slip ramps” reducing conflicts between pedestrians, bicyclists, and motorists. The intersections will also have clear crosswalks for pedestrians and bicyclists. Where Frontage Roads abut existing College Avenue intersections, reconfigured auto movements have created opportunity areas for significant urban design improvements. In these larger ‘bulb-out’ locations, there is space to create larger, plaza-like areas that both draw attention to the Frontage Road auto-access lanes while also enhancing the east-west sense of entry and connection. Designed as gateway plazas, these areas include urban design elements such as specialty paving, planters, ornamental fencing, accent lighting, signage and street furnishings. These areas also function as gathering places for pedestrians and bicyclists moving through and within the Midtown district, and map-based pedestrian signage is located in these areas to help orient pedestrians and bicyclists to amenities and destinations east and west of College Avenue. Intersections that will include these treatments are at Monroe, Foothills, Swallow, Harvard, and Thunderbird.





## DESIGN VISION

The primary goal of the College Avenue Corridor project was to implement the larger ideas of the Midtown Plan into realistic and achievable engineering solutions. However, a secondary but equally important goal was to ensure that the proposed engineering solutions also addressed the need to create a more legible, inviting and memorable place that is attractive to users, property owners and potential investors. Therefore, after finalizing the engineering layout of the corridor spaces, the design team began the process of creating urban design solutions that not only supported the overall increase in safety and multi-modal movements, but also helped to reinforce a legible and compelling brand for the Midtown section of College Avenue.

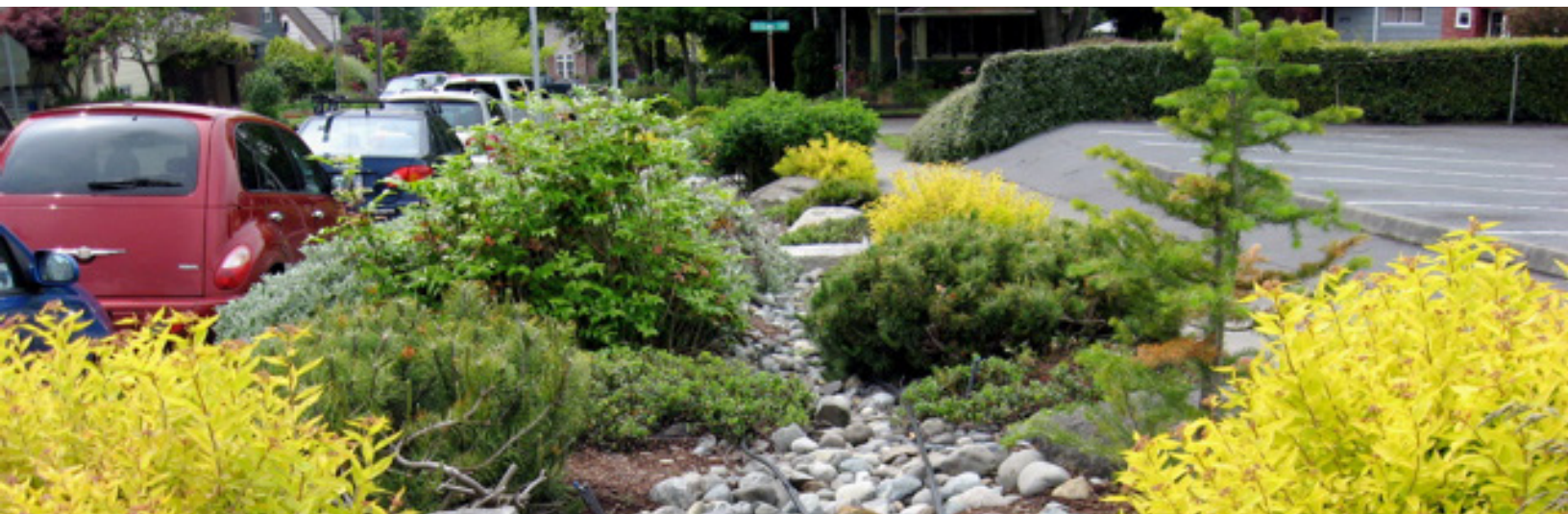
To this end, areas that had been designated only as ‘green’ in the preliminary design options were given a closer look as final layouts and movements came to fruition. Incorporating both the City of Fort Collins landscape standards and the vision set forth in the Midtown Plan, these formerly ‘green’ areas began to evolve into final concepts.

In order to illustrate preliminary thinking regarding the opportunity areas, two locations within the district were chosen to move into preliminary urban design: The intersection of College Avenue and Swallow (design shown on previous page), and the Center District area. For these two locations, preliminary layouts for public spaces were developed at the concept level. The resulting illustrations reflect how designs for places like buffers, medians and intersections can create meaningful enhancements to both the corridor’s sense of place and functionality.

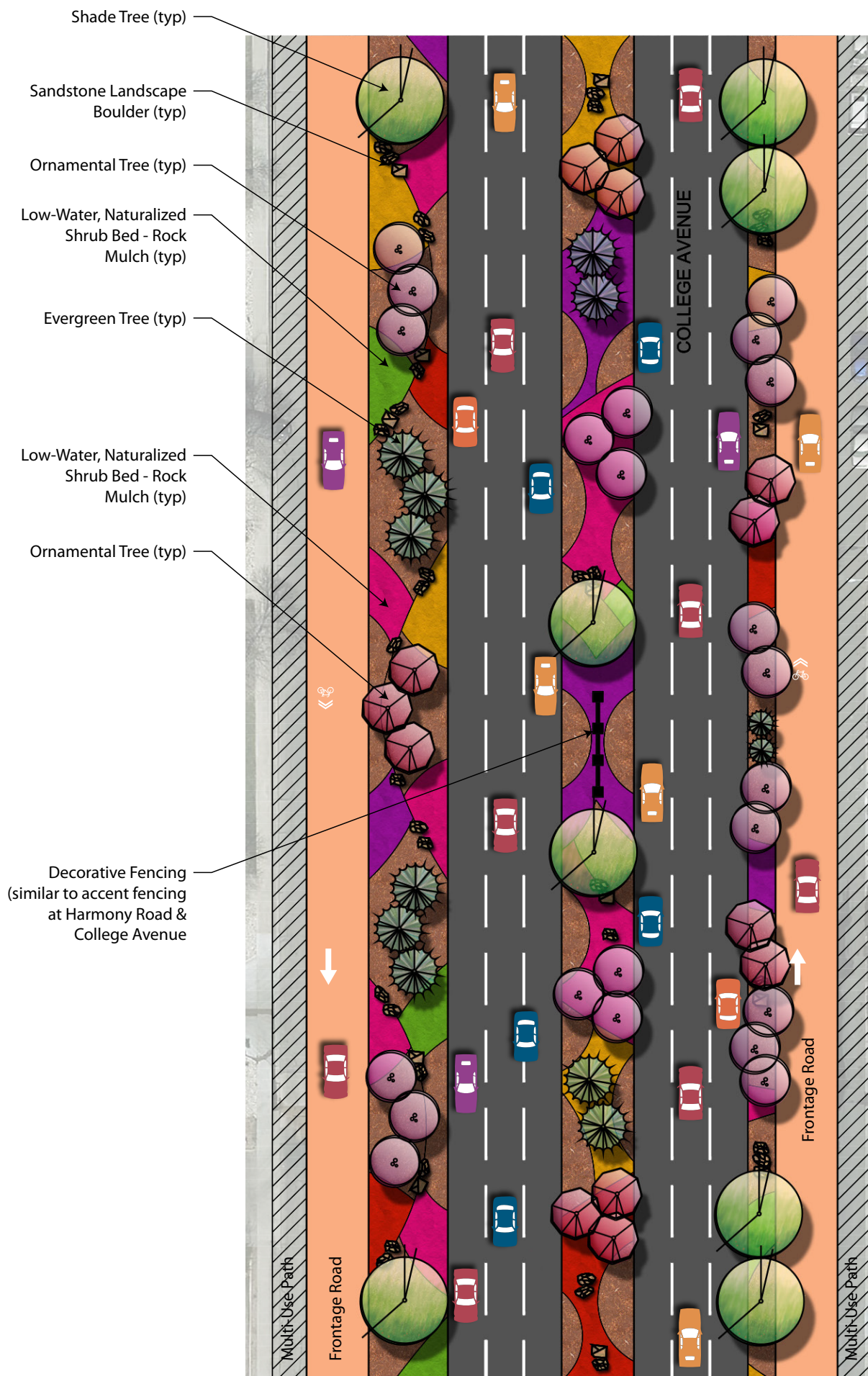
### Median Landscape Design

From a landscape perspective, the larger median widths allow for a greater mixture of flowing shrub beds, groupings of evergreen and ornamental trees, and even larger shade tree accented areas. At the groundplane, a flowing mixture of rock and bark mulches are designed to both filter stormwater and reflect a riverbed-type appearance. Grouped in linear clusters within proposed rock mulch beds, large sandstone landscape boulders further enhance the flowing, naturalized appearance of the landscape.

In addition to the landscape plantings, the wider median areas also provide opportunities to add Midtown-specific gateway, lighting and signage elements. Used sparingly and rhythmically at the edges of shrub beds and under ornamental trees, glowing uplights provide depth and definition to the median areas. As the medians and the landscape treatments begin to taper, custom-designed Midtown pole gateway features are used to celebrate entrances into different neighborhoods within the district, while also alerting nighttime drivers to upcoming intersections and pedestrian/bike crosswalks.









# 4 project implementation

The following summarizes a strategic plan to implement the preferred alternative over the next 15 years. College Avenue is part of the US and Colorado state highway system. This uniquely positions this corridor for federal and state funding. The goal of the implementation plans is to obtain 60% of the necessary funding for this project from federal and state funding sources.





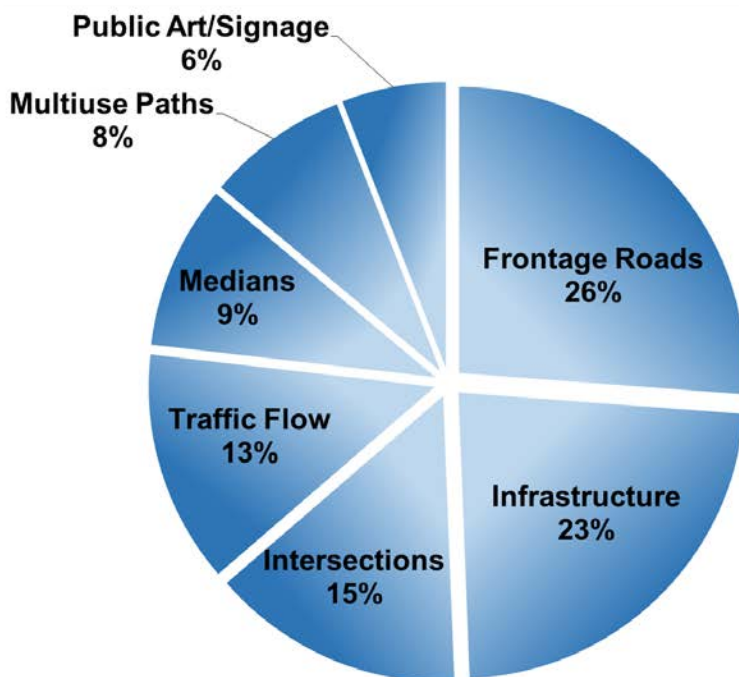
## Improvement Costs

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:

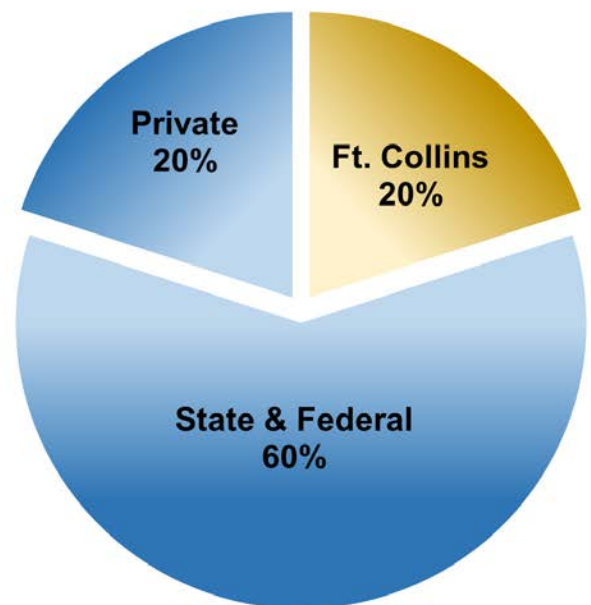
- » Frontage roads improvements: \$20-25 million
- » Infrastructure modernization: \$18-20 million
- » Intersection improvements: \$12-15 million
- » Traffic flow improvements: \$10-13 million
- » Median and streetscape upgrades: \$8-10 million
- » Multi-use path construction: \$7-10 million
- » Art, signage and way-finding: \$3-5 million

The local portion of the needed funding is expected to be around 20% of the overall costs, with those local dollars leveraging State and Federal funds, similar to how the MAX project and the North College improvements were funded. Midtown is rapidly redeveloping as well, as such a portion of improvements will be done with redevelopment, currently underway along the Mall frontage.

Project cost by individual feature



Potential funding sources



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



# IMPLEMENTATION STRATEGY

To achieve the vision for College Avenue in Midtown the plan lays out a fifteen year implementation strategy. In 2015, CDOT will repave this portion of College Avenue. With that effort the City is coordinating some sidewalk and striping 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.







**This project lives on at**  
**[www.fcgov.com/advanceplanning/midtowninmotion.php](http://www.fcgov.com/advanceplanning/midtowninmotion.php)**