

ORDINANCE NO. 079, 2025  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AUTHORIZING TRANSFERS OF APPROPRIATIONS FOR THE  
SHIELDS STREET PROTECTED INFRASTRUCTURE – LAKE  
STREET TO STUART STREET PROJECT AND THE SHIELDS  
STREET SEPARATED BIKE LANES – MULBERRY STREET TO  
MOUNTAIN AVENUE PROJECT

A. The purpose of this item is to transfer Active Modes Plan Implementation funding that has already been appropriated to the Shields Street Protected Infrastructure – Lake Street to Stuart Street and the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue capital projects.

B. The City’s adopted Active Modes Plan (“AMP”) and Transportation Capital Projects Prioritization Study (“TCPPS”) recommended improvements within the Shields Street corridor. The recommended improvements between Mountain Avenue and Mulberry Street included removing one northbound vehicular travel lane and restriping a section of Shields Street to include separated bike lanes. The recommendations also included providing protected infrastructure improvements at the intersections between Prospect Road and Stuart Street to provide pedestrians and cyclists with physical separation from motorized vehicles, as well as separated bike lanes between the intersections.

C. The two capital projects, the Shields Street Protected Infrastructure – Lake Street to Stuart Street (“SPI”) project and the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue (“SSBL”) project have been developed to implement the recommended improvements.

D. The SSBL project could be accomplished using City forces in conjunction with street resurfacing and restriping. The SPI project would require consulting assistance and a phased approach with robust outreach, design, right-of-way acquisition, and construction.

E. City Staff determined as they were conceptualizing the SPI project that extending the northern boundary of the project from Prospect Road to Lake Street would provide better connectivity between separated bike lanes on Shields Street and Lake Street. The City received a federal Safe Streets and Roads for All grant to construct separated bike lanes on Lake Street from Shields Street to College Avenue.

F. AMP and TCPPS efforts revealed residents’ desire for direct routes with infrastructure that is physically separated from vehicular traffic. Constructing separated bike lanes and protected intersections is critical to achieving the AMP goal of 50% active mode share of all trips by 2032. These improvements would meaningfully advance Our Climate Future Big Move 4: Convenient Transportation Choices and would result in greenhouse gas and air pollution reduction.

G. These projects support the City's Strategic Plan Goals (TM1) and the 2024-2026 City Council Priorities (4 and 8). These projects also address needs for Safe Routes to Schools for Dunn Elementary, Bennett Elementary, two preschools, and Colorado State University:

- (TM1) Make significant progress toward the City's Vision Zero goal to have no serious injury or fatal crashes for people walking, biking, rolling or driving in Fort Collins;
- (4) Advance a 15-minute city by igniting neighborhood centers; and
- (8) Advance a 15-minute city by accelerating our shift to active modes.

H. Specific project elements that will be evaluated for use in the projects include in-street separated bike lanes with vertical barriers such as curbs and delineator posts between the bike lane and the vehicular travel lane (SSBL project); raised, separated bike lanes, elevated above the roadway—often at sidewalk level but separate from the sidewalk (SPI project); protected intersections with dedicated cycle and pedestrian paths through the intersection (SPI project).

I. FC Moves Department staff successfully sought funding through the 2025-2026 budget process to implement the SSBL project (\$580,000) and perform design on the SPI project (\$1,100,000). Staff from the Engineering and Traffic Operations departments have begun working with FC Moves to implement these projects. Staff has concluded that there is a need to transfer the funding to designated capital projects that will allow for future grant funding to be received and tracked for reporting requirements.

J. Article V, Section 10 of the City Charter authorizes the City Council, upon recommendation by the City Manager, to transfer by ordinance any unexpended and unencumbered appropriated amount or portion thereof from one fund or capital project to another fund or capital project, provided that the purpose for which the transferred funds are to be expended remains unchanged, the purpose for which the funds were initially appropriated no longer exists, or the proposed transfer is from a fund or capital project in which the amount appropriated exceeds the amount needed to accomplish the purpose specified in the appropriation ordinance.

K. The City Manager has recommended the transfer of \$1,663,200 from the 2050 Tax Parks Rec Transit OCF fund to the Capital Projects fund and determined that the purpose for which the transferred funds are to be expended remains unchanged.

L. These projects involve construction estimated to cost more than \$250,000 and, as such, City Code Section 23-304 requires one percent of these appropriations to be transferred to the Cultural Services and Facilities Fund for a contribution to the Art in Public Places ("APP") program.

M. All of the funds appropriated in this Ordinance for the projects are ineligible for use in the APP program due to previously contributing to the program.

N. Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a capital project, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the completion of the capital project.

O. The City Council wishes to designate the appropriations herein for the Shields Street Protected Infrastructure – Lake Street to Stuart Street project and the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue project as appropriations that shall not lapse until the completion of the projects.

P. The appropriations in this Ordinance benefit public health, safety, and welfare of the residents of Fort Collins and the traveling public and serve the public purpose of improving multimodal transportation infrastructure, safety, and accessibility within the City.

In light of the foregoing Recitals, which the Council hereby makes and adopts as determinations and findings, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. The unexpended and unencumbered appropriated amount of FIVE HUNDRED SEVENTY-FOUR THOUSAND TWO HUNDRED DOLLARS (\$574,200) is authorized for transfer from the Active Modes Plan Implement Project In the 2050 Tax Parks Rec Transit OCF fund to the Capital Projects fund and appropriated therein to be expended for Shields Street Protected Infrastructure – Lake Street to Stuart Street project.

Section 2. The unexpended and unencumbered appropriated amount ONE MILLION EIGHTY-NINE THOUSAND DOLLARS (\$1,089,000) is authorized for transfer from the Active Modes Plan Implement Project In the 2050 Tax Parks Rec Transit OCF fund to the Capital Projects fund and appropriated therein to be expended for Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue project.

Section 3. The appropriations herein for the Shields Street Protected Infrastructure – Lake Street to Stuart Street project and the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue project are hereby designated, as authorized in Article V, Section 11 of the City Charter, as appropriations that shall not lapse at the end of this fiscal year but continue until the completion of the projects.

Introduced, considered favorably on first reading on May 20, 2025, and approved on second reading for final passage on June 3, 2025.

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Mayor

ATTEST:

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City Clerk

Effective Date: June 13, 2025

Approving Attorney: Heather N. Jarvis

Exhibits: None