Integrating Multi-Modal Accessibility into the Development Review Process

City of Fort Collins Transportation Planning

Fort Collins, CO

Mark Jackson, AICP
Kathleen Reavis, AICP
Thomas Reiff
David Averill
The City of Fort Collins is committed to the development of an effective multi-modal transportation system.

All modes of travel:  Many tools in the toolbox:

- Automobile
- Transit
- Bicycle
- Pedestrian
- TDM
- Comprehensive Plans
- Land Use Code
- Street Standards
- Outreach & Education
- Adequate Public Facilities
In 1997, developed the Multimodal Transportation Level of Service Manual

• Documents City Multimodal Goals & Objectives
• Adequate Public Facilities Plan
• Level of Service (LOS) standards for each mode of travel
• Guides staff and private developers in the planning & development review process

• URL: http://www.co.larimer.co.us/engineering/GMARdStds/UrbanSt.htm
Adequate Public Facilities Ordinance

• Ensures adequate transportation infrastructure and services required to meet the demands created by new development

• The purpose of the multimodal LOS standards is to provide a definition of “Adequate”

• Development approval not granted for projects that do not meet minimum LOS standards for each mode
Multimodal LOS Standards
Multimodal LOS Standards:

Based On Master Street Plan
Design Standards Vary by Facility Type

Impact analysis for all modes, not just automobile

Concept of a street expands to include pedestrian, bicycle and transit elements
Multimodal LOS Standards:

Design Standards by Facility Type:

- Major Arterial
- Arterial, 4L, 2L
- Collector
- Commercial/Industrial/Residential Local

- ROW
- Travel Lanes
- Bike Lanes
- Parkway
- Sidewalk
Multimodal LOS Standards:

Automobile

Goes beyond traditional volume/capacity based LOS

• Access
• Connectivity
• Continuity

Differentiates between Activity Centers, Commercial Corridors, Mixed Use Districts
## Multimodal LOS Standards: Automobile

### Motor Vehicle LOS Standards

<table>
<thead>
<tr>
<th>roadway functional classification</th>
<th>Commercial Corridors</th>
<th>Mixed Use Districts</th>
<th>Low Density Mixed Residential</th>
<th>All Other Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>E</td>
<td>E*</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Arterial</td>
<td>E</td>
<td>E*</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>E</td>
<td>E*</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>Collector</td>
<td>D</td>
<td>D*</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>Connector</td>
<td></td>
<td>C*</td>
<td>B</td>
<td>C</td>
</tr>
</tbody>
</table>

* Corridors within mixed use districts may fall below the LOS level indicated. In such cases, the City will provide for mitigation of congestion through alternatives to motor vehicle travel.
Multimodal LOS Standards:

Pedestrian

LOS Criteria:
• Directness
• Continuity
• Street Crossings
• Visual Interest & Amenities
• Security

Location Areas:
• Pedestrian District
• Activity Center/Corridor
• Transit Corridor
• School Walk Area
• Other

Destination Areas:
• Recreation Sites
• Residential Areas
• Institutional Sites
• Office Buildings
• Commercial Sites
• Industrial Sites
Multimodal LOS Standards:

**Bicycle**

Based on Connectivity to Bike facilities in connecting corridors

Bike Corridors may contain 1 of 3 types of facilities:

- On-street lanes
- Off-street paths
- On-street routes
Multimodal LOS Standards:

Transit

Based on Route characteristics & Land Use characteristics

Standards developed during Transit Development Plan

Standards evaluate service planned by 2015

Service Level Standards:

- Hours of service
- Frequency of service
- Travel time factor
- Peak load factor

Mixed Use Centers & Commercial Corridors
or

Remainder of service area
Integrating Multi-Modal Accessibility into the Development Review Process

Real Life Lessons:

• Hits
• Misses
• Next Steps
Real Life Lessons:

**Hits:**
- New development provides good connectivity and continuity
- Proactive approach reduces City’s capital infrastructure burdens
- Education of & buy-in from developers, engineers & planners (eventually)
- Better interconnectivity between modes, higher modal splits

**Misses:**
- Easy when economy and development demand is strong
- Difficult to implement in infill areas
- Qualitative criteria often confusing and inconsistent
- Transit service assumptions not being realized

**Next Steps:**
- Update APF Policy and Process
- Review & Update LOS standards