
UniverCity

Transportation Update

January 11, 2007

Mason Corridor & Downtown River District

Kathleen Bracke, City of Fort Collins

Kbracke@fcgov.com

Mason Corridor

Linking Community, Lifestyle, & Business



- **Connects Major Community Centers**
 - Downtown, CSU, & Mall Area
- **Economic Development Opportunities**
 - Residential, Commercial, Employment & Educational
 - Supports Sustainability
 - Keeps Fort Collins #1 Best Place to Live & Competitive Advantage
- **Fits Fort Collins' Active Urban & Outdoor Lifestyles**
- **Offers Convenience & Choice**

Mason Corridor Downtown to CSU

■ Connect Downtown to Colorado State University

- MAX – “Mason Express”
- Supports UniverCity
- Development Opportunities
- Convert Mason/Howes to 2-way streets
- BRT vehicles & stations
- Enhance Ped Crossings & Streetscape

■ \$4.5 M Funding from CDOT Approved in 2006

- Const. Schedule: 2008-2010



Mason Corridor

Economic Development Opportunities



- **Targeted Land-Use Planning for Mason Corridor**
- **Enhanced Development Areas @ Stations**
- **Public & Private Investment Opportunities**
- **Visionary Legacy Project**
- **Enhance Quality of Life for Fort Collins & North Front Range - Now and for Future Generations**

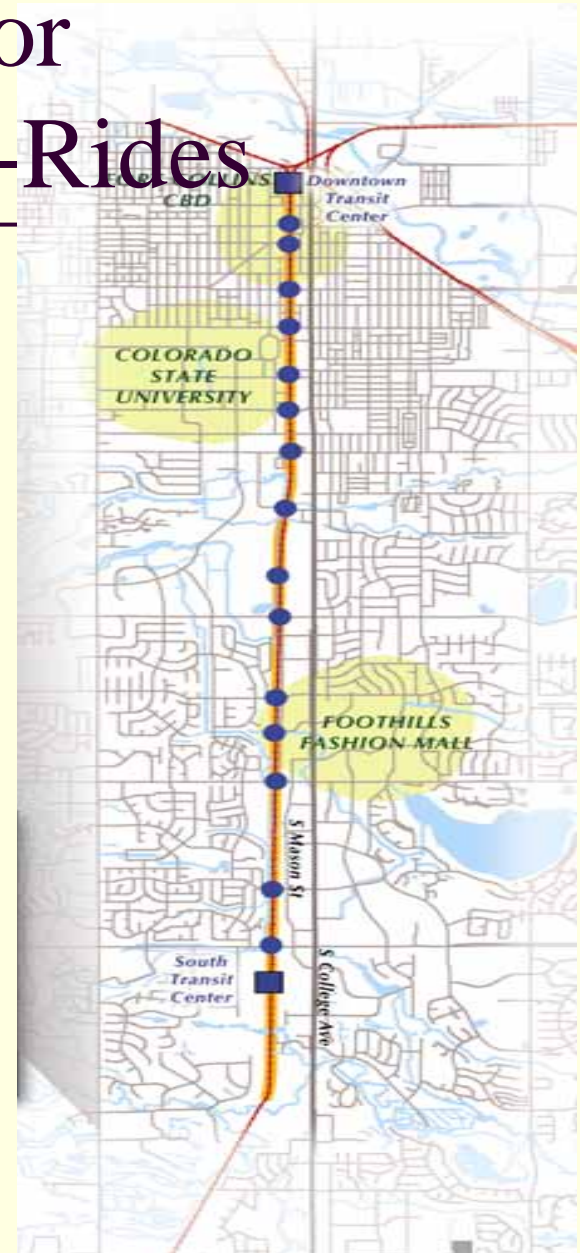
What is BRT?

- **Bus “Rapid” Transit**
 - “Rubber Tired Light Rail”
 - Speed & Comfort
 - High Frequency Service
 - Flexibility & Convenience
- **City evaluated many transit options:**
 - Buses on College; Street Cars; Light Rail; Commuter Rail
- **Mason Corridor est. boardings:**
 - 6,500 avg weekday, 1.8 M/yr
- **BRT best for Fort Collins:**
 - Most flexible & cost effective
 - Can mature into other transit technologies in the future



Mason Corridor Stations & Park-n-Rides

- **Downtown Transit Center**
 - Mason & LaPorte
 - Add'l stops @ Mountain, Olive
- **CSU Stations:**
 - Main & South Campus
- **New South Transit Center**
(south of Harmony Road, west of US287)
 - Funding from CDOT SB-1 \$4M
 - Construction planned 2008-2010
- **Joint Development Opportunities @ Stations**
- **Park-n-Rides & Links to local east/west transit routes**
- **Regional connections to NFR & Denver Metro**



Financial Opportunities

■ Leverage Local, State, & Federal Funding

- Total project cost estimate: \$68 M
 - Fed Transit Admin Funding (80%): \$54.4 M
 - Local & State Funding (20%): \$13.6 M
 - CDOT SB-1 Funds: \$8.5 M
 - South Transit Center land \$1 M
 - Local matching funds: \$4.1 M

Mason "MAX" Links to Regional Connections

CDOT's North I-25 EIS Packages

DEIS Package A: GP + CR + CB85

LEGEND

- 1 New General Purpose (GP) Lane in Each Direction
- 1 New General Purpose (GP) Lane + Auxiliary Lane in Each Direction
- Commuter Rail (CR)
- Commuter Bus (CB) Service in General Purpose Lanes and Que Jumps
- Feeder Bus Service
- Interchange Upgrades
- Number of Lanes
- Commuter Bus Station / Stop
- Commuter Rail Station
- FasTracks Rail Line
- FasTracks Transit Station
- Potential Commuter Rail Operational & Maintenance Facility
- Potential Commuter Bus Operational & Maintenance Facility

- Congestion Management Measures include:**
- Expanded carpool lot parking capacity and amenities
 - Courtesy patrol (incident management) from SH 14 to SH 7
 - Variable messaging signs at all transit stations
 - Automated Vehicle Locators on all transit vehicles - "next bus" technology
 - Links to local bike and pedestrian systems at station areas
 - Support for development of Transportation Management Organization (TMO)

NOTE:

- Select sections of I-25 would require auxiliary lanes and / or an additional through lane in addition to the 6-lane cross section.
- Where widening is needed between SH 68 and SH 7, the median would be used.



NOT TO SCALE



DEIS Package B: TEL + BRT

LEGEND

- 1 Buffer-Separated Tolled Express Lane (TEL) in Each Direction
- 2 Barrier-Separated Tolled Express Lanes (TEL) in Each Direction
- Bus Rapid Transit (BRT) Route (Uses TELs on I-25)
- Feeder Bus Service
- Interchange Upgrades
- Number of Lanes: General Purpose/Tolled Express Lanes
- Bus Rapid Transit Station
- FasTracks Rail Line
- FasTracks Transit Station
- Potential Commuter Bus Operational & Maintenance Facility

- Congestion Management Measures include:**
- Expanded carpool lot parking capacity and amenities
 - Courtesy patrol (incident management) from SH 14 to SH 7
 - Variable messaging signs at all transit stations
 - Automated vehicle locators on all transit vehicles - "next bus" technology
 - Links to local bike and pedestrian systems at station areas
 - Support for development of Transportation Management Organization (TMO)

NOTE:

- A wider barrier and express lanes cross section is included between SH 60 and Harmony Road.
- BRT stations located within an expanded median area.
- Where widening is needed between SH 68 and SH 7, the median would be used.

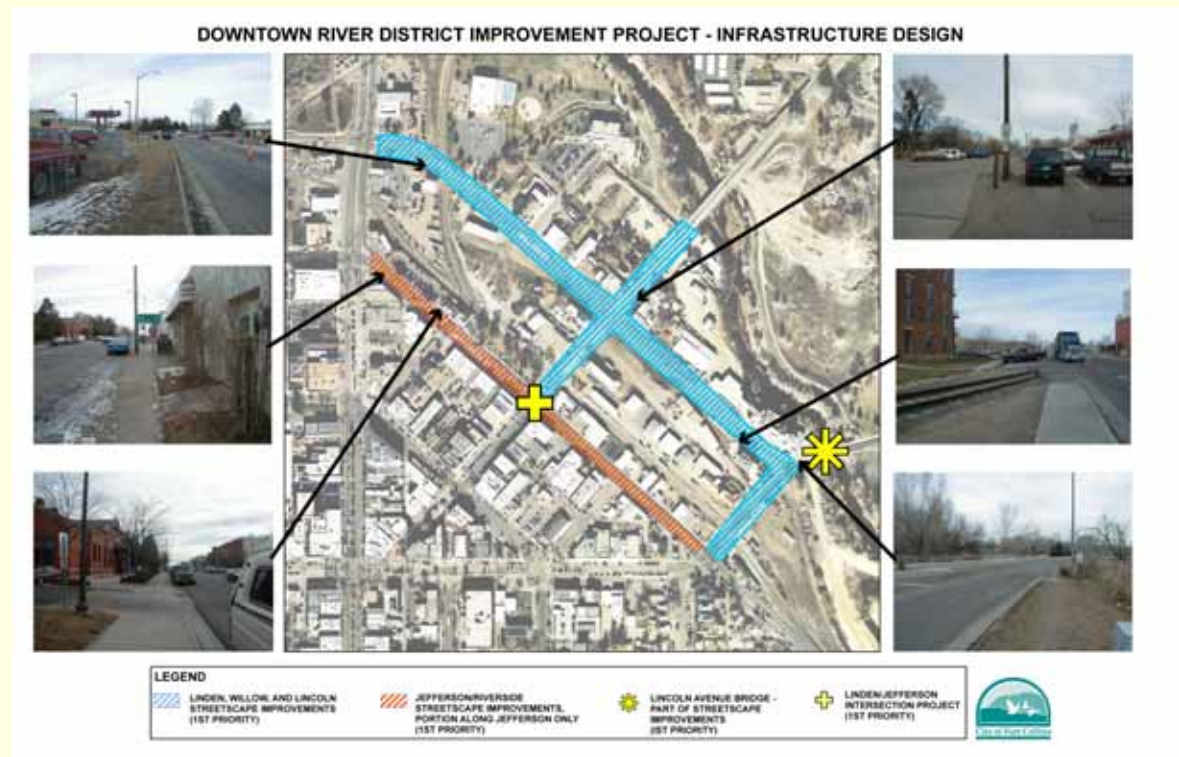


NOT TO SCALE



Downtown River District

- City & DDA Partnership
- Infrastructure Analysis & Design Project
 - Transportation & Utilities
 - Current Infrastructure Deficiencies
 - Future Infill & Redevelopment



Downtown River District



- Designs for Innovative & Inviting Improvements:
 - Streetscape
 - Autos, Pedestrians, & Bicyclists
 - Transit Connections
 - Parking – on-street & off-street
 - Utilities
- Linkages with Downtown & Surrounding Areas
- History of the River District Area
- Project Schedule:
 - Mid-2005 through Spring 2007