

Appendix A

Related Plans and Studies

A.1 RELATED PLANS AND STUDIES

Several key city plans were reviewed and considered in the TSOP update process. Community visions and goals, as expressed in these plans, helped to drive the development of TSOP update Goals and Objectives and inform the development of future transit concepts. Relevant plans are briefly summarized below, and their relationship to the TSOP update process is noted.

The TSOP update process worked to coordinate with several other projects and studies relevant to the Transfort service area. The Mason Corridor BRT project represents a very large transit investment for Transfort and was particularly important in the development of the TSOP update recommendations. Other relevant projects and studies that were considered are also described. These include the North I-25 Draft Environmental Impact Statement, the Downtown River District Study, and concepts for Downtown Circulator routes.

A.1.1 Transfort Strategic Operating Plan (2002)

The 2002 TSOP analyzed existing services and conditions in the Transfort system, as well as current and future transit needs. This analysis resulted in a four-phased approach that recommended the conversion of the Transfort system to a grid network by 2010. **Figure A-1** illustrates the final “build-out” scenario (Scenario 4) from the 2002 TSOP, recommended to be implemented by 2010. The most significant recommendation from the 2002 TSOP was for Bus Rapid Transit (BRT) on the Mason Street Corridor in Fort Collins (under Scenario 2).

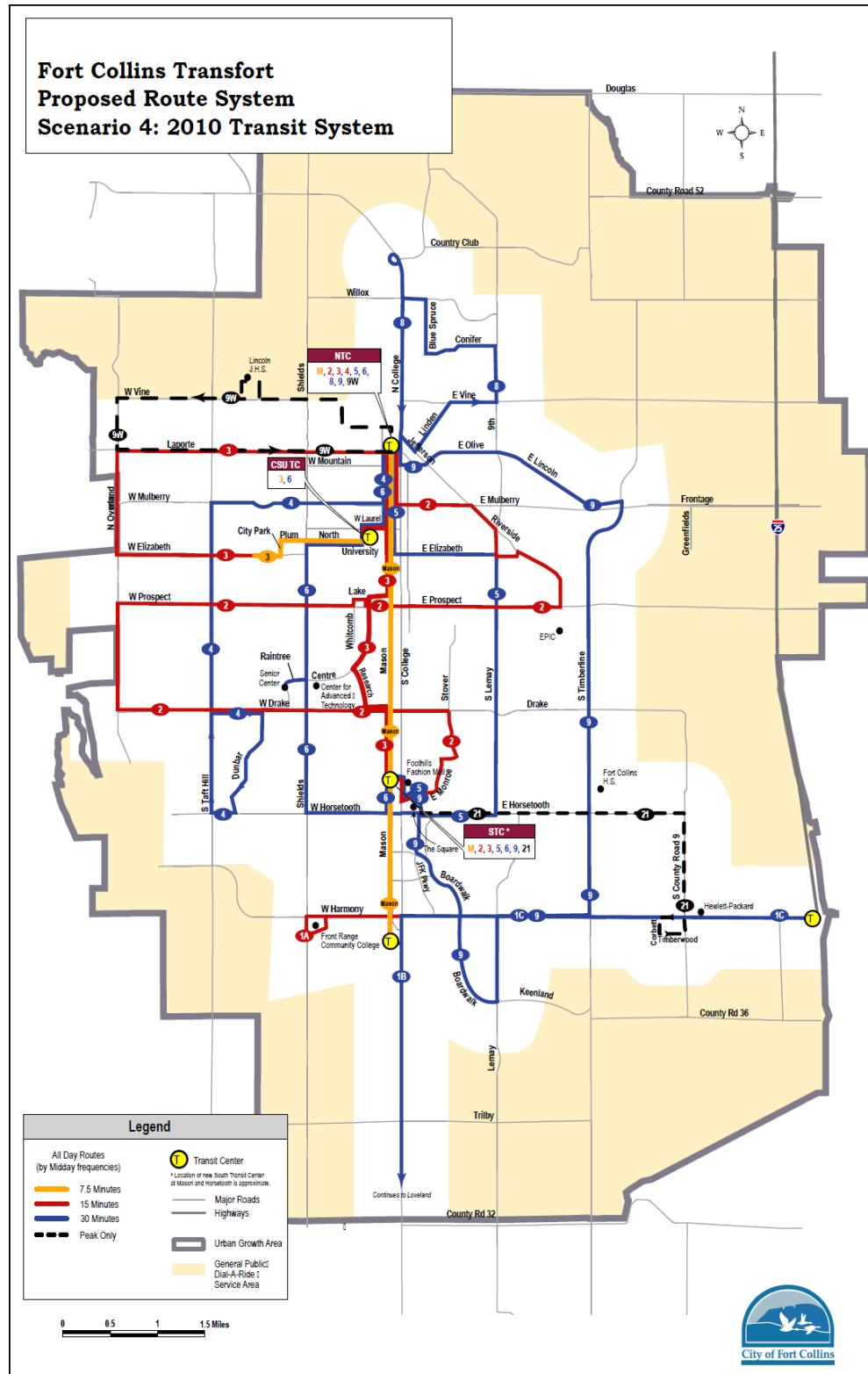
The project team identified elements of the 2002 TSOP that continue to be relevant to Transfort. Most of the characteristics upon which the 2002 TSOP scenarios were developed; specifically, direct, frequent, two-way services are still considered the best approach to meeting the needs of the community. The specific elements from the 2002 TSOP that are incorporated into the 2009 TSOP update effort include the following:

- Implementation of MAX BRT on the Mason Corridor (assumed to be in place under the 2009 TSOP update).
- Relocation of the South Transit Center to better serve Mason Corridor service.
- Frequent operation in residential areas west of CSU.
- New routes to provide more comprehensive coverage.
- Establishment of a grid network in Fort Collins, which remains the most effective transit delivery system given geography and transportation needs.
- Providing frequent and direct links with minimal transfers between key destinations

Many changes have occurred since the 2002 TSOP that are addressed in the 2009 TSOP update. Unanticipated levels of growth in the southeast and northeast and the construction of new retail destinations which have increased demand. The need and

desire to connect regional centers within the Front Range has also increased since 2002. High fuel prices and environmental concerns have also shifted the city's philosophy on transit. The 2009 TSOP update also emphasizes the need for more direct alignments through Transfort's core markets, as well as a rebalancing of service frequencies to integrate more early evening and non-CSU service. It addresses the region's growth areas with new local and express services, and facilitates connections to Mason Corridor to provide effective collector and distributor service to support the investment in MAX BRT service.

Figure A-1. 2002 Transport Strategic Operating Plan 2010 Transit System (Scenario 4)



Source: Transport Strategic Operating Plan, 2002

A.1.2 City Plan: Fort Collins Comprehensive Plan (1997, updated 2004)

The City Plan was developed in order to support the City of Fort Collins vision through the year 2025 and to provide a framework to integrate and coordinate plans and policies. The plan includes several distinct parts: Community Visions and Goals, City Structure Plan, and Principles and Policies.

City Plan: Community Visions and Goals

The Community Visions and Goals portion of the City Plan outlines Fort Collin's values with a series of vision statements. The city visions are defined in more detail by the city goals, which are grouped into land use, transportation, community appearance and design, economy, housing, environment, open lands, and growth management objectives. The community vision that is most relevant to the 2009 TSOP update indicates that "Fort Collins will confront and mitigate the negative impacts of the car on our lives." The community transportation goals that are most relevant to the TSOP update include the following:

- Our community will develop and sustain a safe, convenient, and efficient transportation system incorporating and integrating many modes of travel including automobiles, bicycles, and transit.
- Our community's growth will be structured in a compact pattern that facilitates pedestrian, bicycle, and transit travel.
- Our community's transportation system will be integrated with nearby county, regional, state, and national systems,
- Our community will have a comprehensive public transit system.

Fort Collins' defined visions and goals were considered in the development of transit concepts as part of the TSOP update. The resulting TSOP reflects the city's values and works towards the goals defined in the Community Visions and Goals portion of the City Plan.

City Plan: City Structure Plan

The City Structure Plan portion of the City Plan focuses on defining how the physical form and development pattern of the city should evolve in order to achieve community vision and goals. The City Structure Plan defines several key principles that were used to guide the development of the plan. Those principles relevant to the 2009 TSOP update include the following:

- *Interconnected Transit System:* An expanded public transit system designed to provide high-frequency transit service along major travel corridors, with feeder transit lines that provide connections from all major districts within the city.
- *New Activity Centers in Transit-Served Areas:* Established community-wide destinations that serve as focal points and centers of activity.

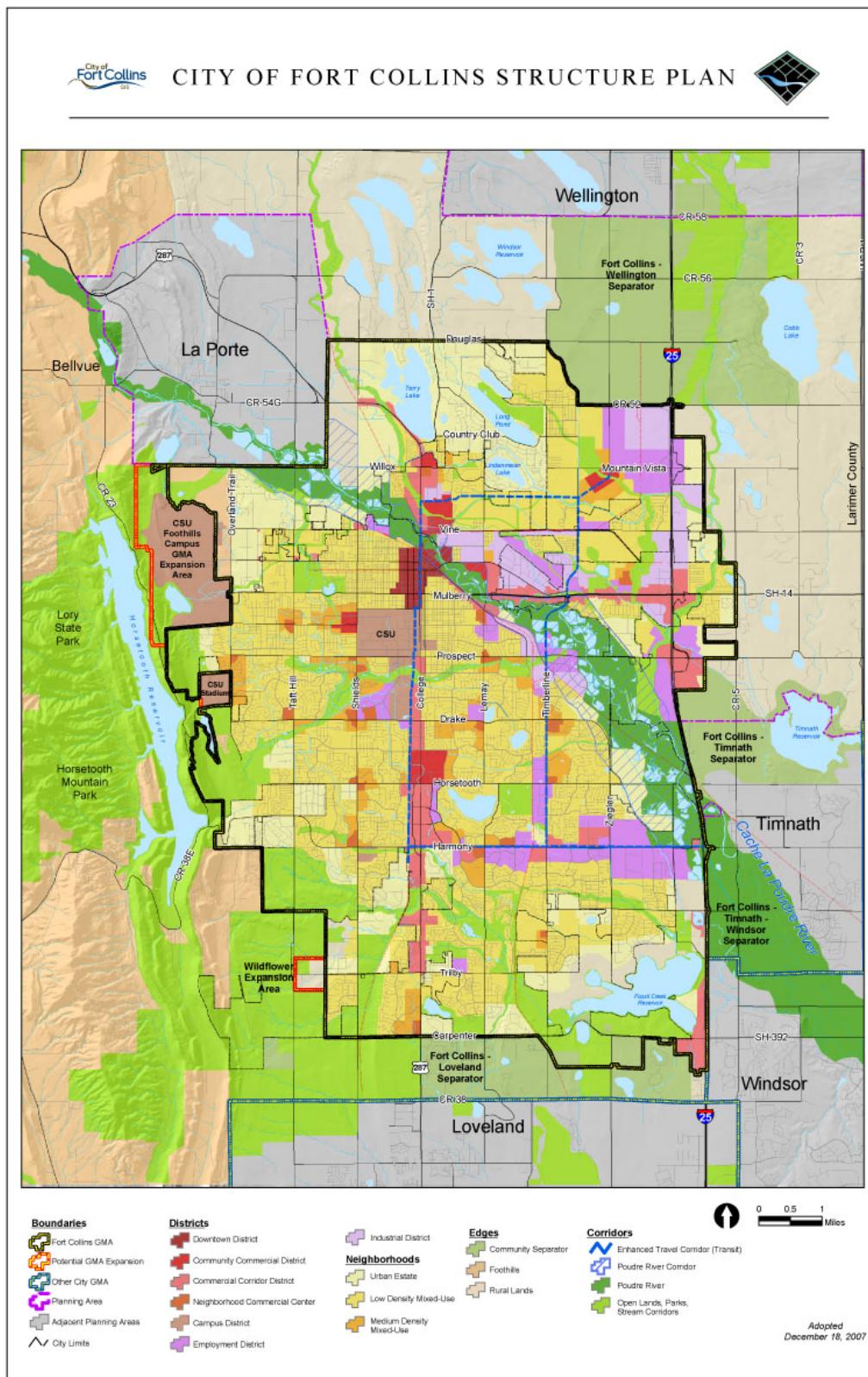
- *Multiple Means of Travel:* City will be connected and accessible by all travel modes and new development will be organized into a compact pattern that is conducive to automobile, pedestrian, bicycle, and public transit travel.

Figure A-2 illustrates the City of Fort Collins Structure Plan. Although the plan acknowledges that cars will continue to be the primary means of travel for many purposes, it also emphasizes that transit, bicycling, and walking will become equally viable and attractive. The transit concepts presented as part of the 2009 TSOP update work towards the effort to make alternate modes more viable and attractive.

City Plan: Principles and Policies

The City Plan Principles and Policies portion of the City Plan provide over-arching guidance for other policy plans and serve as a framework to integrate and coordinate future planning efforts. The City Principles and Policies are organized into five main sections: community-wide, neighborhoods, districts, corridors, and edges. The principles and policies that are related to Transfort are directly incorporated into the Goals and Objectives of the 2009 TSOP update, are described under Goal #1 in Chapter 1 of this document. Chapter 5 provides a summary of how the TSOP recommended phased improvements address the project Goals and Objectives, and the Fort Collins Principles and Policies.

Figure A-2. City of Fort Collins Structure Plan



Source: City of Fort Collins Comprehensive Plan, 2004

A.1.3 Fort Collins Transportation Master Plan (2004)

The City of Fort Collins Transportation Master Plan (TMP) defines the desired long-term transportation system and provides policy direction regarding the implementation of the transportation improvements. The plan includes a commitment to providing a multi-modal transportation network. The Principles and Policies included in the TMP mirror those outlined in the Fort Collins City Plan. Therefore, the discussion of Principles and Policies and how they relate to the project Goals and Objectives are the same as discussed under Fort Collins City Plan: Principles and Policies.

The TMP also outlines additional Principles and Policies related to transportation corridors which are not included in the City Plan Principles and Policies. These Principles and Policies are summarized below, and contributed to the development of TSOP Goals and Objectives.

PRINCIPLE TC – 1: Transportation Corridors will be developed to provide efficient mobility and cost-effective transport of people and goods between the various districts of the City.

Policy TC-1.3 Integrated Transportation Systems. A network of Transportation Corridors will connect to regionally significant facilities in cooperation with neighboring and regional transportation systems, as indicated in adopted regional transportation plans.

Policy TC-1.5 High Frequency Transit Service. High frequency transit service will be implemented on Transportation Corridors as shown in adopted transit plans and encourage on Transportation Corridors with supportive land uses, providing links between activity centers and districts, recognizing target markets within the City.

In addition to calling for multi-modal upgrades to the transportation system, the TMP also emphasizes a need for additional services that connect to other communities in the region such as Loveland, Greeley, Windsor, Wellington, and Timnath. Potential regional corridors specified in the TMP include: US 287, US 85, US 34, SH 14, SH 382, and SH 257. The TSOP considered this emphasis on regional connections in the development of new recommendations for regional routes.

Enhanced Travel Corridors

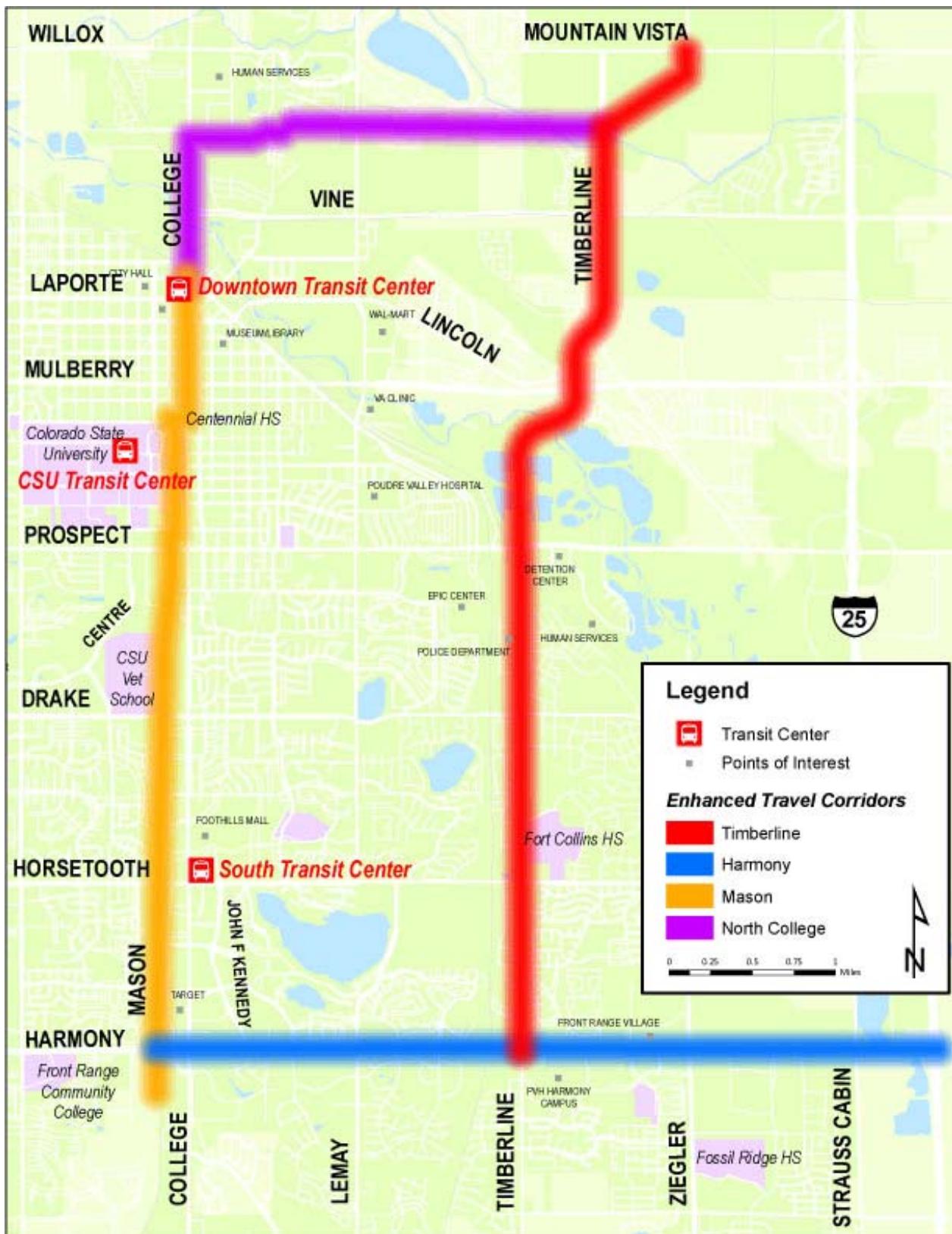
The TMP introduces the concept of an Enhanced Travel Corridor (ETC). ETCs provide multi-modal connections between two or more major activity centers and promote safe, convenient and direct travel through specific pedestrian and transit friendly design elements. The TMP identifies the following corridors as ETCs, and emphasizes the need to consider high-frequency transit and to integrate appropriate land use and development patterns on these corridors:

- Harmony Road, from Mason Corridor to I-25

- Mason Corridor, from the Downtown Transit Center to $\frac{3}{4}$ -mile south of Harmony Road
- College/Conifer Corridor, from College Avenue to Mountain Vista
- Timberline Road/Powers Trail, from Harmony to Conifer

These four corridors complete a loop through Fort Collins and connect to activity centers in and around Downtown, CSU, College Avenue, Harmony Road, and Mountain Vista. See **Figure A-3** for an illustration of the ETCs.

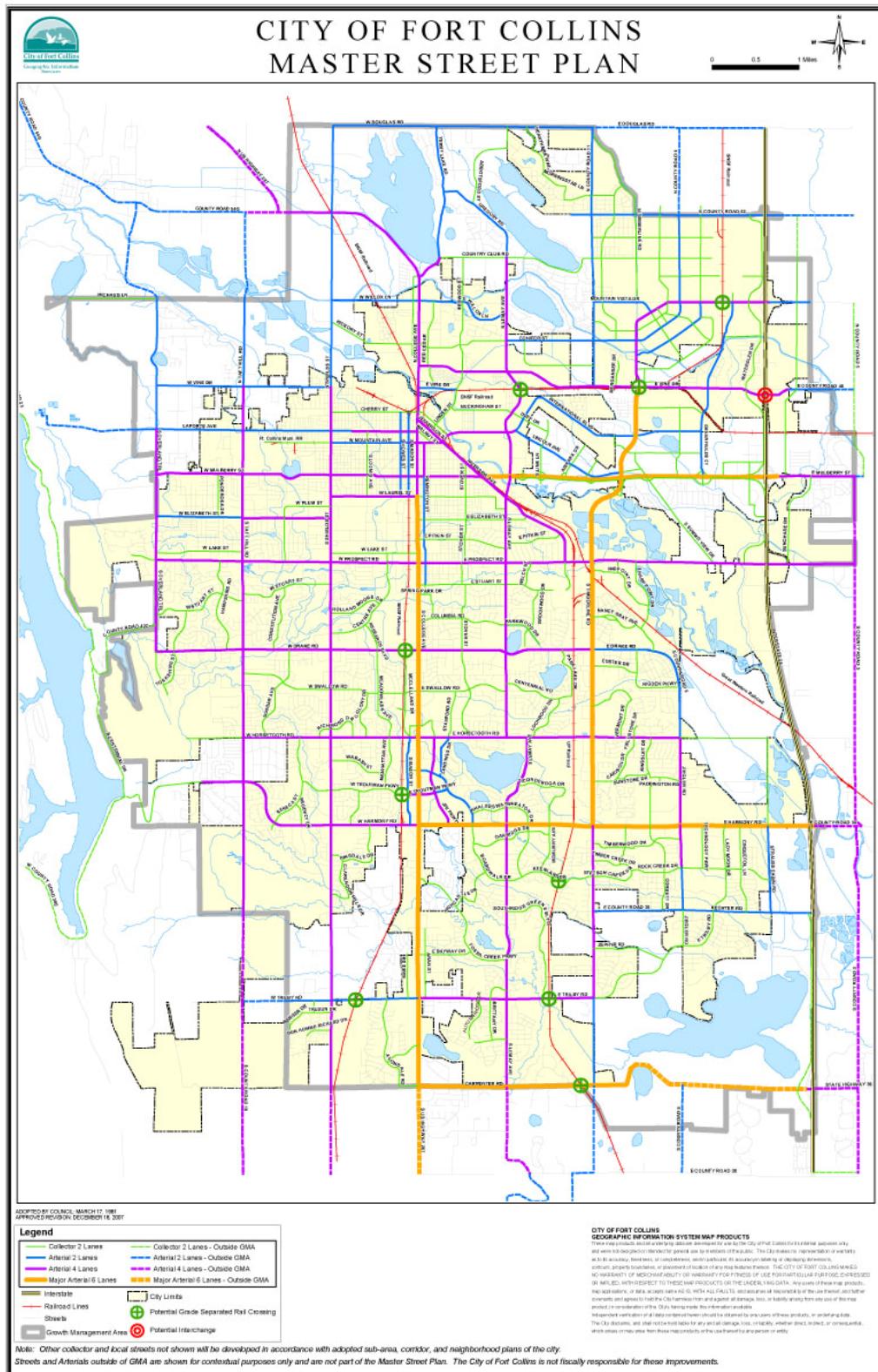
The four ETCs were considered in determining the route alignments for transit routes in the 2009 TSOP update. The TSOP update recognizes the importance of these corridors, and incorporated them appropriately in the recommended transit network.

Figure A-3. Enhanced Travel Corridors

A.1.4 City of Fort Collins Master Street Plan (1981, updated 2007)

The Master Street Plan (MSP) is a representation of the city's long-range vision of its major street network, and is intended to guide the development of the future street system for the City and its Growth Management Area (GMA). See **Figure A-4** for the adopted City of Fort Collins MSP. The MSP represents only major arterials and some key collector streets. Any future streets included in the MSP are based on conceptual-level of design and are not fully engineered. Any roads shown outside of the GMA are meant to show regional connections; City of Fort Collins has no plans to fund any improvements outside of the defined GMA. The modeling conducted as part of the MSP assumed an expanded multi-modal transit system. Therefore, the MSP assumes that transit would absorb a certain level of demand.

Figure A-4. City of Fort Collins Master Street Plan



Source: City of Fort Collins Master Street Plan, 2007

A.1.5 Fort Collins Climate Action Plan (2008)

This plan identifies local actions to reduce greenhouse gas emissions caused by human activity in and around Fort Collins. In 2008, City Council renewed its commitment to climate protection by adopting Colorado's statewide goals to reduce emissions. City Council committed to reducing emissions 20% below 2005 levels by 2020 and 80% below 2005 levels by 2050. The plan offers a list of strategies that will help Fort Collins advance towards these goals, as well as a list of qualitative measures that will help reduce emissions. Strategies that relate to transportation are summarized below:

- Reduce vehicle miles traveled
- Implement modern roundabouts
- Seek adequate funding to implement transportation plans, with funding for transit as a priority to achieve best practices
- Develop partnerships to reduce vehicle travel
- Parking management

A.1.6 Mason Corridor Studies

Three studies provide information on Mason Corridor and the Mason Express (MAX) Bus Rapid Transit (BRT) project: Mason Street Transportation Corridor Master Plan (2000), Mason Corridor Economic Analysis Report (2007), and the Mason Corridor Mason Express Bus Rapid Transit Environmental Assessment (2008).

The Mason Corridor, shown in **Figure A-5**, is a five-mile north-south byway within the City of Fort Collins which extends from Cherry Street on the north to south of Harmony Road. The corridor is centered along the Burlington Northern Santa Fe Railway property, located just west of College Avenue (US 287) and includes a new bicycle and pedestrian trail as well as BRT. The BRT system is proposed to operate within an exclusive guideway for 3.6-miles and within general traffic for the remaining 1.4-miles. MAX service is expected to begin in 2011, with construction beginning in 2010. Funding for the Mason Corridor project comes from federal and state sources dedicated to transit system improvements. 80% of the total project costs are expected to come from the Federal Transit Administration's Small Starts program and the remaining 20% will come from the state's SB-1 Transit program, as well as local contributions by the City of Fort Collins and the Downtown Development Authority.

Mason Street Transportation Corridor Master Plan (2000)

This plan outlines the vision for the Mason Corridor, corridor issues and opportunities, and the conceptual plan for the project. A robust public involvement program was also undertaken as part of the Mason Corridor Master Plan in order to understand the perspective of city businesses and residents. The conceptual plan for the project provided preliminary engineering for the alignment, conceptual design of transit centers, stations, and stops, bus technology recommendations, and guidance for design elements. This plan provided the basis for further study of the Mason Corridor as part

of supplemental efforts, including the Mason Corridor Economic Analysis Report (2007) and the Mason Corridor MAX BRT EA (2008).

Mason Corridor Economic Analysis Report (2007)

This report provides an analysis of the economic and fiscal benefits of the Mason Corridor project to the City of Fort Collins. The study also acknowledges the potential for the project to generate transit oriented development (TOD) opportunities through the redevelopment of underutilized land along the corridor. TOD theoretically reduces the dependence on private vehicles by locating walkable, high-density, and mixed-use areas around transit connections. Seven major findings resulted from this study, outlined below:

- The Mason Corridor will capture an estimated 18% of the forecasted demand for high-density housing between 2006 and 2031 (subject to land availability)
- The Mason Street Project provides additional accessibility to the downtown area and enhances the appeal of the area for residential development
- The Downtown residential market is expected to grow modestly over the next 15 years building on the success of early high-density developments
- The CSU segment of the Mason Corridor is expected to provide TOD opportunities on both university and private land holdings and act as a catalyst for future redevelopment along the corridor.
- The City's potential investment of \$4 to \$5 million as local match funds could leverage \$58 million in Federal transit funding, as well as generate an estimated \$6.1 million in property tax revenue and \$14.4 million in sales tax revenue over the next 25 years. Additionally, the project construction is estimated to generate \$108.3 million in one-time benefit.
- The Mason Corridor is expected to provide a positive climate for TOD, which creates a clear nexus between the transit improvements and enhanced development opportunities and higher land values on surrounding sales. This nexus provides a basis to implement a corridor specific financing mechanism, such as a general improvement district (GID), to fund a portion of the transit improvements. However, the City as a whole also benefits from the new improvements and, therefore, should share in a portion of the cost.

Mason Corridor Mason Express (MAX) Bus Rapid Transit (BRT) Environmental Assessment (EA) (2008)

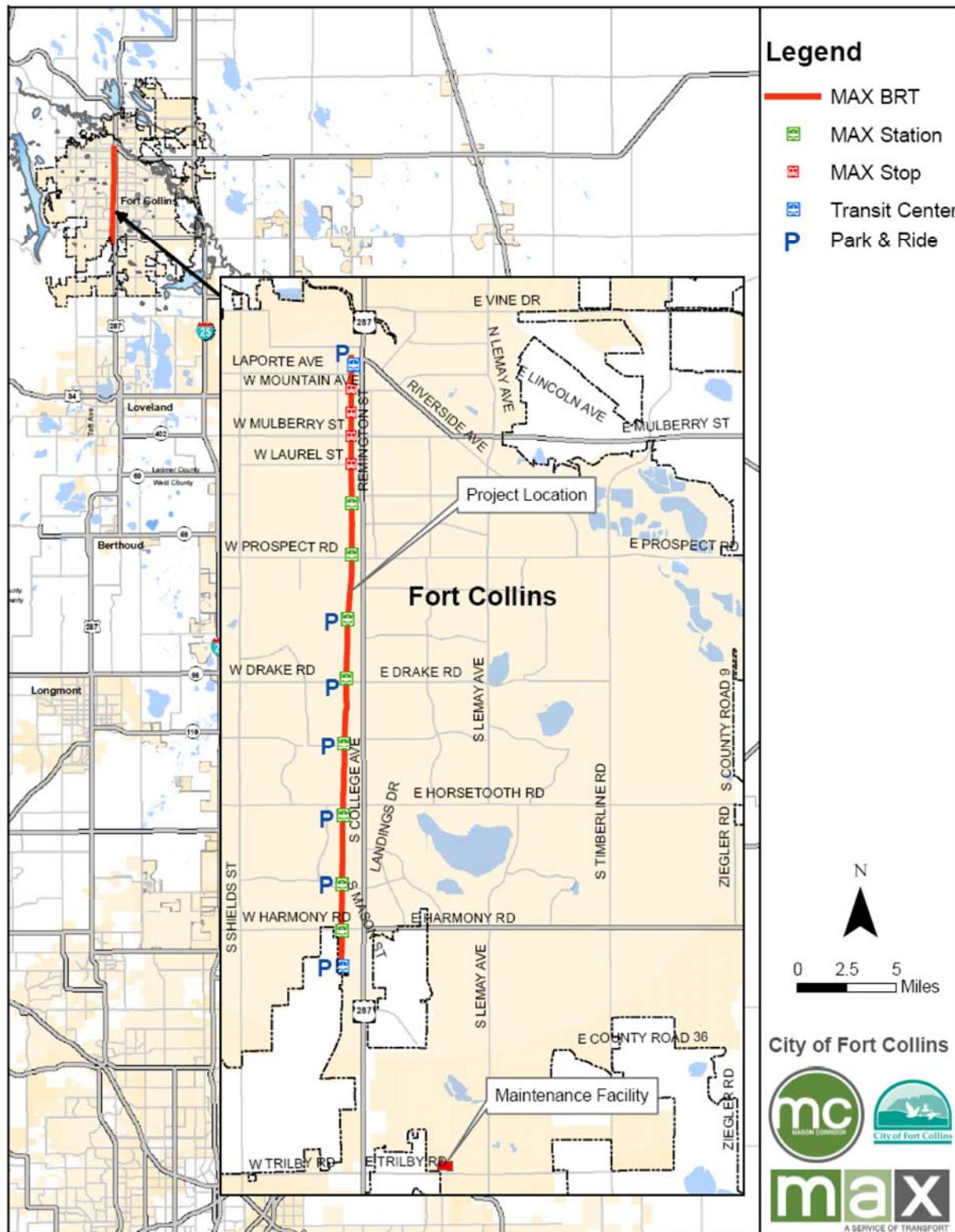
The Mason Corridor EA was finalized in May 2008. A Finding of No Significant Impact (FONSI) was confirmed in September 2008. The Mason Corridor EA and FONSI also include the relocation of the existing South Transit Center (STC), which will serve as the southern terminus of MAX. Several stops are also recommended at the following locations:

- Harmony Road
- Troutman Parkway
- Prospect Road
- Elizabeth Street

- Horsetooth Road
- Swallow Road
- Drake Road
- Bay Road
- Laurel Street
- Mulberry Street
- Mountain Avenue

A major intent of the 2009 TSOP update is to coordinate future transit service with the proposed MAX BRT in order to maximize its effectiveness and bolster ridership. The Phase 1 TSOP update recommendations in particular address this need to connect local feeder transit services to the MAX BRT project and stations. Phases 2 and 3 continue to address this need to maintain high-frequency local service to provide efficient connections to the MAX service.

Figure A-5. Mason Corridor MAX BRT



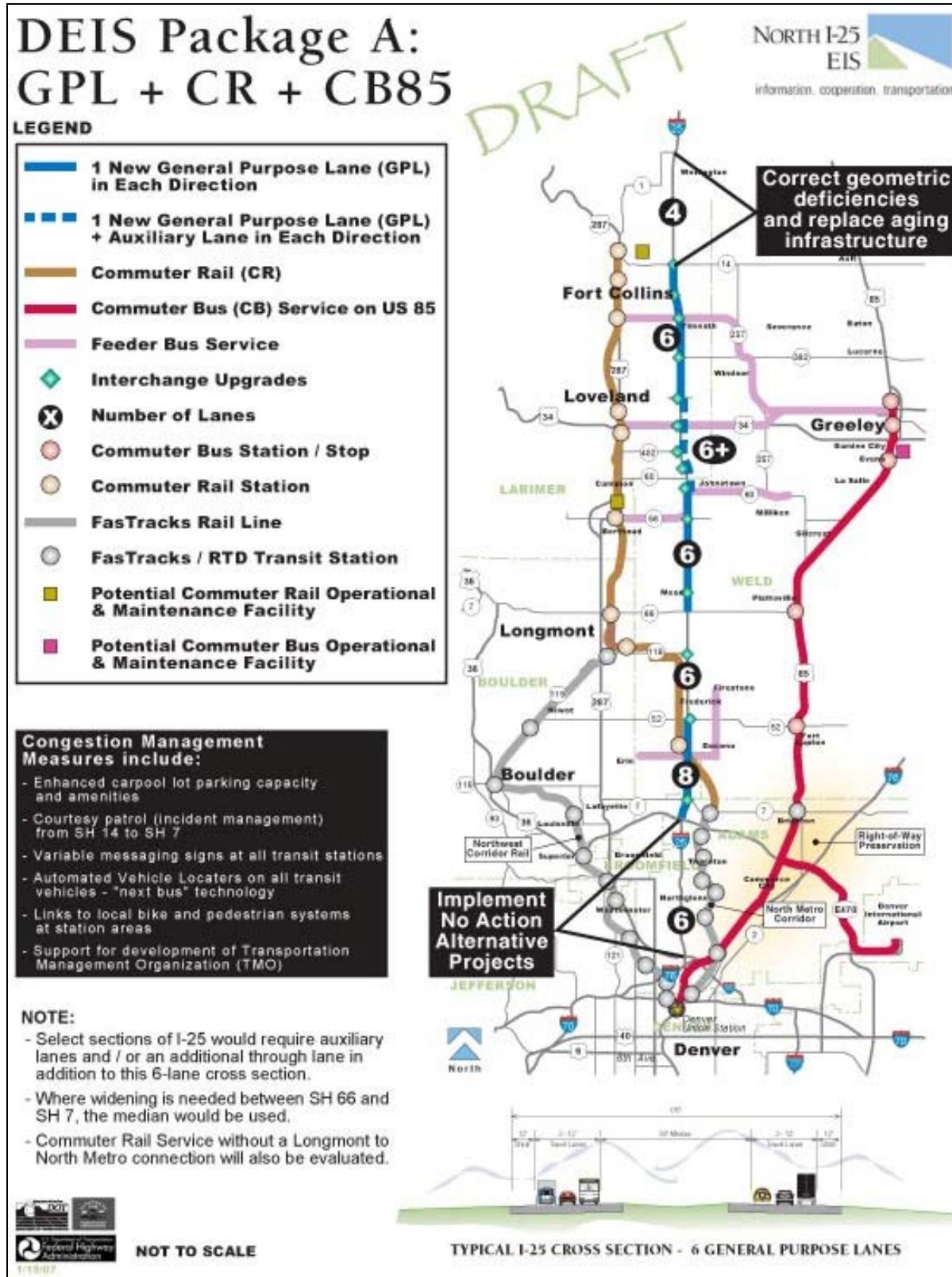
Source: Mason Corridor/MAX BRT EA, 2008

A.1.7 North I-25 Draft Environmental Impact Statement (DEIS)

The North I-25 DEIS, which was completed in October 2008, addresses multi-modal transportation improvements along I-25 between Denver and the Fort Collins/Wellington area. The DEIS defines two “packages” of alternatives. Funding has not been identified for either of these alternative packages.

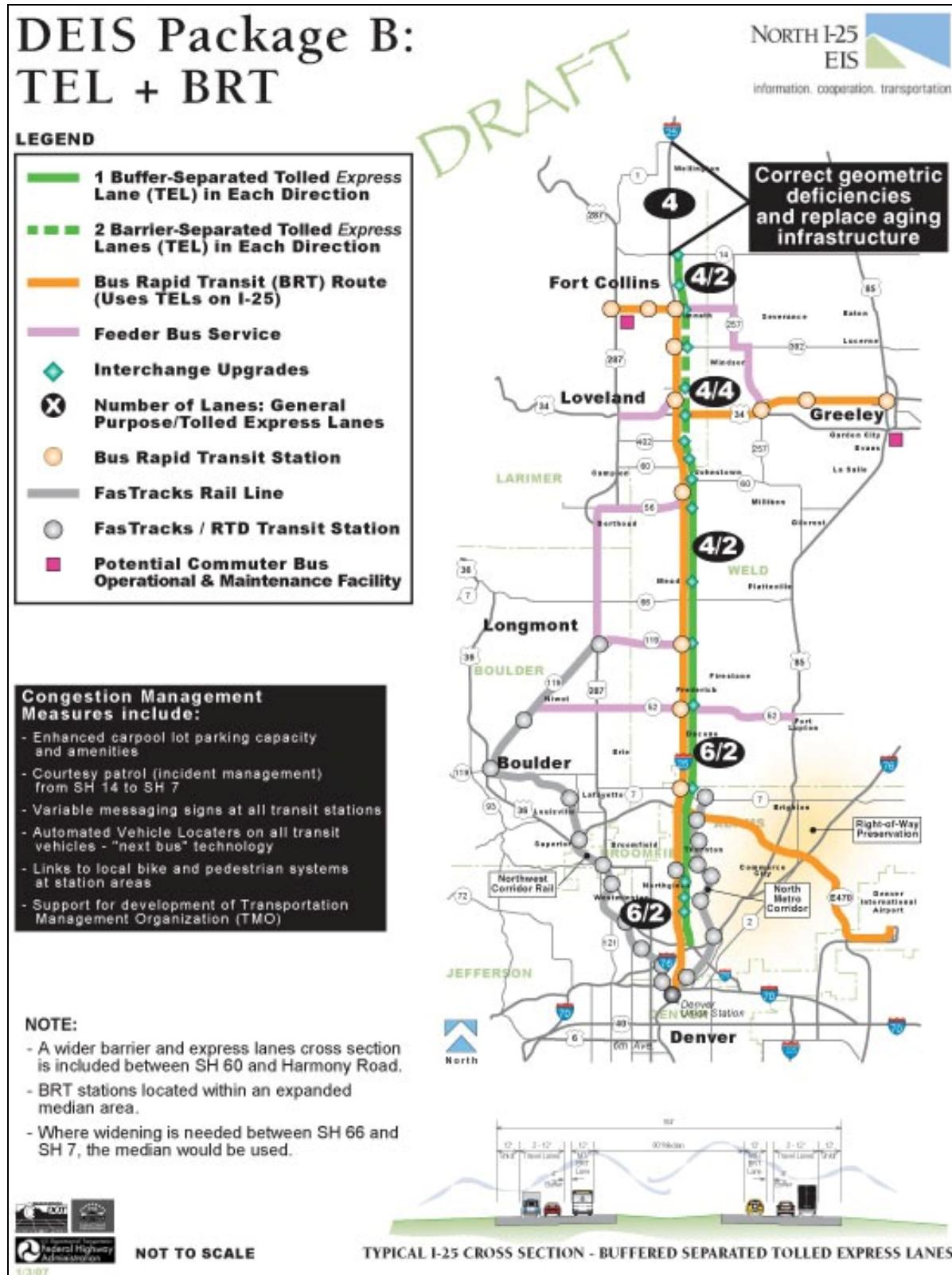
Package A, shown in **Figure A-6**, calls for new general purpose lanes on I-25, commuter rail service along the BNSF to connect North Front Range communities to the proposed North Metro FasTracks corridor, and commuter bus service on US 85. Package A also indicates three proposed commuter rail stations in Fort Collins and two in Loveland. Package B, shown in **Figure A-7**, calls for buffer-separated tolled express lanes on I-25 and Bus Rapid Transit (BRT) service to North Front Range communities along I-25 between Denver and Fort Collins. Package B also indicates a proposed BRT station in the vicinity of I-25 and US 34. All transit concepts and facilities presented in the TSOP update could easily be adapted to serve as collector and distributor services to the regional commuter rail, commuter bus and BRT services included in both packages. The Regional Coordination Committee (RCC) and Technical Advisory Committee (TAC) are in the process of developing a preferred alternative. The preferred alternative will likely be some combination of packages A and B.

Figure A-6. North I-25 DEIS Package A



Source: North I-25 DEIS

Figure A-7. North I-25 DEIS Package B



Source: North I-25 DEIS

A.1.8 Downtown River District Streetscape Improvement Project and Downtown Circulator Concept

The Downtown River District project was a joint effort between the Downtown Development Authority (DDA) and the City of Fort Collins. The goal of the project is to encourage infill development in the Downtown River District area by addressing streetscape enhancements, traffic circulation, parking, bicycle, pedestrian, and transit improvements. This plan acknowledges the need to investigate the feasibility of a circulator transit route.

Additional definition of circulator transit route was provided by the UniverCity Connection Transit and Mobility Task Force. This task force developed the initial circulator route concepts including two separate loops. A “short loop” would provide bi-directional loop service in the area immediately surrounding the DTC. The “long loop” would provide bi-directional loop service to the same immediate area surrounding the DTC, as well as the New Belgium, Odell, and Fort Collins breweries east of downtown. The loops would be operated during different time spans throughout the day and week. **Figure A-8** provides an illustration of these routes.

Figure A-8. Proposed Downtown Circulator Routes

Revised Downtown Circulator Route Option



Source: Transfort, 2009

A.1.9 Other Related Surveys

Two additional studies were integrated in the 2009 TSOP update. The Transfort Bus Rider Survey (2008) was conducted in order to obtain origin-destination, trip purpose, fare, transfer, passenger, and other transit ridership information. The survey addressed all fixed-route Transfort bus service, including the FoxTrot route. The On-Board Survey of Youth Fare-Free Riders (2009) was conducted to gain more information on the students who ride under the City of Fort Collin's Youth Fare program. The Youth Fare program allows youth ages 17 and younger to ride Transfort for free. The Bohemian Foundation provided a grant to subsidize this program. The survey provides information on youth demographics, purpose(s) of trips, frequency and types of use, overall importance of the program, and satisfaction. The results of both surveys were used in the development of TSOP recommendations.