

AGENDA ITEM SUMMARY

City Council



STAFF

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SUBJECT

Second Reading of Ordinance No. 085, 2025, Making Supplemental Appropriations and Appropriating Prior Year Reserves and Authorizing Transfers of Appropriations for the Vine Drive and Jerome Street Intersection Improvements Project and Related Art in Public Places.

EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on June 3, 2025, enables the City to receive and expend Downtown Development Authority (DDA) grant funds and Urban Renewal Authority (URA) funds for the Vine Drive and Jerome Street Intersection Improvements project (Project). The funds will be used for outreach, design, right-of-way acquisition, and construction for improvements at the intersection of Vine Drive and Jerome Street. If approved, the item will: 1) transfer \$135,200 of Community Capital Improvement Program (CCIP) Bicycle Program funds to the Project; 2) transfer \$67,756.77 of Community Capital Improvement Program (CCIP) Pedestrian Program funds to the Project; 3) appropriate \$293,076 in URA funds to the Project; 4) transfer \$146,472.87 in remaining 2050 Tax – Our Climate Future funds from previous appropriations to the Project; 5) appropriate \$144,000 of DDA grant funds to the Project; 6) appropriate \$4,283.34 in Transportation Capital Expansion Fee (TCEF) funds to the Project; 7) appropriate \$87.42 of Transportation Services Fund reserves to the Project; and 8) appropriate \$4,370.76 (1%) of the DDA grant and URA funds to the Art in Public Places (APP) program. The Conservation Trust Fund will contribute \$165,000 towards the Project as part of the 2026 annual budget process.

STAFF RECOMMENDATION

Staff recommend adoption of the Ordinance on Second Reading.

FIRST READING BACKGROUND / DISCUSSION

East Vine Drive and Jerome Street intersect in northeast Fort Collins, just north of the Poudre River Whitewater Park (**Attachment 1**). The City's current [Master Street Plan](#) (adopted December 2023) designates Vine Drive and Jerome Street as two-lane collectors. Jerome is stop-controlled at Vine, and there are no crossing facilities at the intersection. The City's [Active Modes Plan](#) (adopted December 2022) recommends pedestrian and bicycle crossing improvements at the intersection ([Interactive Web Map](#)). The City's [North College MAX Bus Rapid Transit Plan](#) also recommends a roadway crossing improvement at Vine Drive and Jerome Street as a key improvement to support active mode use in the North College area and improve access to public transportation. The City's [Strategic Trails Plan](#) (in development and scheduled to go before Council for adoption on July 1, 2025) includes a proposed trails map that depicts a trail connection between northeast Fort Collins and the Whitewater Park through this intersection. This

regional trail extension was originally identified in the 2013 Paved Recreational Trails Plan and has been carried over through the update of the Strategic Trails Plan.

This intersection is a gateway and connection point between northeast Fort Collins and destinations such as the Whitewater Park, the Poudre River Trail, and Old Town Fort Collins. The City has reviewed recent development proposals in the immediate area of the intersection (**Attachment 2**), and as northeast Fort Collins continues to grow, the number of people walking, biking, and rolling will increase through this intersection. An active modes traffic count and observation study was performed in August of 2024. The following observations were noted during the data collection process, indicating the need for intersection crossing improvements:

- 36% of bicyclists observed cut diagonally through the intersection, crossing the yellow road centerline rather than completing a full turn (see Figure 1)
- 26% of all bicyclists observed riding on the sidewalk
- Wrong way riding in the Vine bike lane to access sidewalk ramp
- Traveling the wrong way in a bike lane
- Pedestrian crossing where no sidewalk exists (see Figure 2)



Figure 1 - Cutting across intersection



Figure 2 - Pedestrian crossing where no sidewalk exists

In June 2021, a person riding a bike was killed in a crash at this intersection ([Bike Fort Collins Ride of Silence 2022](#)). The Active Modes Plan was under development at the time and numerous community engagement comments indicated the need for crossing improvements at this location. In 2022, the City was awarded a 2024 Highway Safety Improvement Program (HSIP) grant to perform crossing improvements at this intersection. The Powerhouse 2 development was going through development review at the time and the developer agreed to contribute funding and construct the improvements as part of their development. The developer approached URA staff to inquire if the URA could participate in helping to fund the crossing improvements; however, grant funds could not be utilized to reimburse the developer for the City's portion of construction costs. Staff proposed utilizing local funding for developer reimbursement and seeking approval from the Colorado Department of Transportation (CDOT) to substitute a new location for the Vine and Jerome HSIP award. CDOT agreed to this proposal. Unfortunately, the Powerhouse 2 development has not moved forward, and the substitute location was ultimately withdrawn from the HSIP award due to significant inflation of construction costs.

In the interim, staff representing FC Moves, Park Planning and Development, Traffic Operations, and Engineering have developed a conceptual proposed plan (**Attachment 3**) to advance the Project and seek additional funding. The conceptual plan includes the following:

1. Two-way pedestrian crossing of Vine Drive on the east side of Jerome Street.
2. Bicycle crossings (northbound and southbound) of Vine Drive on either side of Jerome Street.
3. Rectangular Rapid Flashing Beacons (RRFBs) with push buttons for pedestrians and cyclists.

4. Protected bike corner island on the west side of Jerome Street intended to reduce right turn speeds and protect cyclists waiting to activate the beacon and cross the street.
5. Improved and widened sidepath (trail) on the south side of the intersection (Vine Drive) with Americans with Disabilities Act (ADA) compliant ramps, connecting to the Whitewater Park and Poudre River Trail.
6. Widened sidepath (trail) on the east side of Jerome Street to serve as the northeast trail extension.
7. New striping, signing, and marking of the intersection to safely facilitate pedestrian and bicycle movements.

The Project plan does not include pedestrian improvements on the west side of Jerome Street. There is no existing sidewalk infrastructure on this side of Jerome. New development would be responsible for building this infrastructure. The Project would accommodate this future infrastructure with minimal signing and striping changes.

Portions of the Project site lie within the North College URA, north of Vine Drive and the DDA boundary, south of Vine Drive. Staff went before the URA Board in January 2025 to present the Project and request financial participation in the Project. The URA has agreed to contribute \$293,076 toward the Project. Staff went to the DDA's Director's Meeting in February 2025 to present the Project and request financial participation. The DDA agreed to contribute \$82,659 toward the Project as well as \$61,341 toward urban design elements for the active modes gateway to Old Town. The total DDA contribution is \$144,000, and the DDA and the City have negotiated an IGA to provide the terms of the grant funding.

The remaining Project funding includes traditional transportation capital project funding from CCIP bicycle and pedestrian funds, TCEF, and Transportation Services funds. The Conservation Trust Fund is contributing funding for elements of the northeast trail system included in the Project. Transfers of the 2050 Tax – Our Climate Future funds from two similar and completed active modes related projects (1. Centre Avenue Crossing Improvements and 2. Laporte Avenue Bike Lanes) will also help fund the Project. The Our Climate Future Executive Committee was consulted on these transfers and agrees with the alignment between the original projects and this Project.

Outreach, design, and right-of-way acquisition are scheduled to be completed in 2025. Construction would begin in early 2026.

CITY FINANCIAL IMPACTS

The following table is a summary of the proposed funding appropriation for the Vine Drive and Jerome Street Intersection Improvements project.

The Project funding amount used to calculate the APP program contribution is \$437,076. This is the funding contributed to the Project by the URA and DDA. All other funding sources made their APP contribution as part of their original appropriation. The TCEF and Transportation Services Fund Reserves are for the APP contribution.

Funds to be Appropriated per this Action	
Community Capital Improvement Program (CCIP) Bicycle Program (previously appropriated)	\$ 135,200.00
Community Capital Improvement Program (CCIP) Pedestrian Program (previously appropriated)	\$ 67,756.77
Urban Renewal Authority (URA) Funds	\$ 293,076.00
2050 Tax - Our Climate Future Transfers	\$ 146,472.87
Downtown Development Authority (DDA) Funds - Project	\$ 82,659.00
Downtown Development Authority (DDA) Funds - Urban Design	\$ 61,341.00
Transportation Capital Expansion Fee (TCEF) Funds	\$ 4,283.34
Transportation Services Funds Reserves	\$ 87.42
Total Funds to be Appropriated per this Action	\$ 790,876.40

Proposed Transfer to Art in Public Places	\$ 4,370.76
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Proposed Transfer from Conservation Trust Fund (to be appropriated via the 2026 budget)	\$ 165,000.00
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Total Proposed Project Funds	\$ 951,505.64
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The total fund amount proposed for the Project is \$951,505.64 composed of funds appropriated with this action.

BOARD / COMMISSION / COMMITTEE RECOMMENDATION

The URA Board supports the Project and authorized a contribution of \$293,076 to the Project on January 23, 2025 (**Attachment 4**). The DDA Directors support the Project and authorized a contribution of \$144,000 to the Project on February 13, 2025 (**Attachment 5**). The Project was identified as part of the Active Modes Plan adopted by City Council in December 2022. The Transportation Board recommended Council adoption of the Active Modes Plan.

PUBLIC OUTREACH

Staff will work with the DDA and the Communications and Public Involvement Office to develop and implement a comprehensive public engagement plan for the Project.

ATTACHMENTS

First Reading attachments available in June 3, 2025 agenda materials at the following link: <https://fortcollins-co.municodemeetings.com/>.

1. Ordinance No. 085, 2025