

# Prospect South

## Pedestrian, Bike, & Public Spaces Planning & Design Appendix - Project List



City of  
**Fort Collins**

**FORT COLLINS** **URA** URBAN RENEWAL AUTHORITY

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# Project Prioritization and Implementation Framework

A project prioritization scheme was developed to help communicate the relative importance and challenges to implementation. Project prioritization was guided by a structured evaluation framework built around three core categories: Merit, Budgeting, and Delivery.

- **Merit** - Merit evaluates how effectively a project advances FCURA objectives, City goals, and those related to the walkability Principles. District goals were weighted most heavily as this plan is intended to advance the district's needs first.
- **Budgeting** - Budgeting assesses a project's financial feasibility by considering its cost, potential funding partners, and its ability to catalyze redevelopment that could generate revenue for FCURA and the TIF district.
- **Delivery** - Delivery identifies practical obstacles such as right-of-way and utility needs or required permits that could delay or complicate project implementation. The Delivery criteria were weighted higher than all others to bring into focus how relatively easy or difficult it will be to implement the project.

Merit		
Criteria	Description	Weight
FCURA Desired Outcomes	Does it meet one or more of the FCURA's Community Investment Plans desired outcomes?	3
Walkability Principles	Does it meet one or more of the Walkability Principles?	2
Other City Priorities	Does it meet one or more other City Priorities?	1
Budgeting		
Criteria	Description	Weight
Overall Cost	What is the overall cost?	3
Funding Partners	Are there other funding partners?	2
Redevelopment Catalyst	Will the project motivate redevelopment?	1
Delivery		
Criteria	Description	Weight
ROW Acquisition	Will the project require any property acquisitions?	4
Permitting Requirements	Will the project require any permits?	4

The project prioritization framework acts as a helpful guide for making decisions, not as a strict order of tasks. Actual project delivery depends on factors like complexity, the need for coordination, opportunities for collaboration, and when funding becomes available.

After prioritizing projects, they were sorted into four categories that indicate the timing and method of implementation: Immediate Action, Strategic Advancement, Long-Term Collaboration, and Heavy Lift.

- **Immediate Action** - These projects have a low bar to implementation and a high benefit to the District and should be implemented as soon as possible.
- **Strategic Advancement** - These projects require a high bar for implementation, but because they also have a high benefit to the District they should be advanced as soon as possible to allow adequate time to design, permit, and construct the project.
- **Long-Term Collaboration** - These have moderate benefits and moderate to high barriers to implementation. The District should look at these as opportunistic projects, advancing them as time or collaboration other partners presents.
- **Heavy Lift** - Projects in this category have a moderate to low relative benefit and will require extensive coordination. While important to completely realize the vision of the plan, they should be considered the lowest priority and accomplished after other high priority projects are completed.

# Projects Evaluation Table

Category	Project Name	Description	District Goals	Walkability Principles	Other City Goals	Merit Total	Overall Cost	Funding Partners	Redevelopment Catalyst	Budgeting Total	ROW Acquisition	Permitting Needs	Delivery Total	Total Score
<b>Program Improvements</b>			3	2	1	30	3	2	1	30	4	4	40	100
<b>A</b>	District-Wide Curb Stops	Install curb stops along the trail	2	2	3	13	5	1	1	18	5	5	40	71
<b>B</b>	District-Wide Pedestrian Scale Lighting	Pedestrian scale lighting	3	4	2	19	4	1	3	17	3	5	32	68
<b>C</b>	District-Wide Curb Ramp Improvements	Pedestrian ramps and truncated domes improvements - District-wide	2	3	3	15	2	3	1	13	5	5	40	68
<b>D</b>	College Avenue Corridor Study	Conduct a College Avenue Corridor Study to study road diet, crossings and mobility choices in ROW	1	1	3	8	3	3	1	16	1	3	16	40
<b>E</b>	District-Wide Murals	District-wide murals	4	3	4	22	4	3	3	21	5	5	40	83
<b>Projects</b>														
<b>1</b>	College Avenue Pedestrian Crossing	Install HAWK Crossing of College Avenue at Parker Street	2	3	3	15	3	3	3	18	3	3	24	57
<b>2</b>	Prospect Avenue Trail Gateway	Modify Shopping Center parking lot to create northern gateway, consolidate driveways on Prospect.	3	4	4	21	2	1	5	13	3	4	28	62
<b>3</b>	Prospect Avenue Crossing Improvements	Widen south sidewalk and install a flush median (pedestrian) at the Prospect and Max Guideway	3	3	3	18	3	3	5	20	3	3	24	62
<b>4</b>	Choice Center Drive ABL	Re-Stripe Choice Center for an ABL	2	3	3	15	5	1	1	18	5	5	40	73
<b>5</b>	Prospect Avenue and BNSF Track Sidewalk	Widen sidewalk on south side of Prospect Avenue over BNSF railing, complying with Federal Railroad Administration standards and Public Utilities Commission permit.	2	3	4	16	1	5	5	18	1	1	8	42
<b>6</b>	College and Rutgers Pedestrian Intersection Improvements	Improve pedestrian crossing and intersection geometrics at College and Rutgers Avenue	2	3	3	15	3	5	3	22	3	3	24	61
<b>7</b>	North State Parking Trail Realignment	Relocate and enclose dumpsters, realign trail, and improve landscaping	2	4	3	17	4	1	1	15	3	4	28	60
<b>8</b>	Stuart Street and Choice Center Drive Intersection	Install curb extensions at Stuart and Choice Center Drive intersection. Explore all-way stop.	3	4	3	20	3	1	1	12	3	4	28	60
<b>9</b>	North State Parking Lot Reconfiguration	Modify The State's north parking lot and Choice Center Drive intersection to improve trail continuity and comfort	3	4	3	20	3	1	1	12	3	4	28	60
<b>10</b>	College Avenue State Parking Lot Reconfiguration	Modify The State's College Ave parking lot to improve widen sidewalk	3	4	3	20	3	1	3	14	3	4	28	62
<b>11</b>	College Avenue and Choice Center Drive Crosswalk Improvements	Install raise crosswalk near College Avenue on Choice Center Drive	2	3	3	15	4	3	1	19	3	3	24	58
<b>12</b>	Sherwood Lateral Crossing	Extend trail across the Sherwood Lateral and over bluff (with easement) to Whole Foods.	5	5	4	29	2	5	5	21	1	2	12	62
<b>13</b>	Mason Trail Grade Separation at Prospect Avenue	Construct underpass at Prospect Avenue and Mason Trail	1	3	4	13	1	3	3	12	1	1	8	33
<b>14</b>	State Parking Garage Trail Widening	Widen trail adjacent to The State parking garage 5' feet	2	3	3	15	4	1	1	15	5	5	40	70
<b>15</b>	Spring Court ABL	Re-Stripe Spring Ct for an ABL	2	3	3	15	5	1	1	18	5	5	40	73
<b>16</b>	Spring Court Trail	Construct 12-foot trail on Spring Ct	2	3	3	15	5	3	1	22	5	5	40	77
<b>17</b>	Spring Creek and College Avenue Pedestrian Bridge	Construct pedestrian/bike bridge over Spring Creek adjacent to College Avenue	3	4	2	19	2	3	1	13	3	3	24	56
<b>18</b>	Creekside Park Improvements	Redesign/update Creekside Park	5	5	3	28	2	3	5	17	3	3	24	69
<b>19</b>	Mason Trail and Spring Creek Trail Underpass Widening	Widen Mason Trail and Max Guideway/BNSF underpass	2	3	5	17	1	3	3	12	3	3	24	53
<b>20</b>	Johnson Drive Raised Crosswalks	Install raised crosswalk on Johnson Drive at Creekside Park	2	2	2	12	4	1	1	15	5	4	36	63
<b>21</b>	Choice Center Drive Raised Crosswalks	Install raised crosswalks on Choice Center Drive	2	2	2	12	4	1	1	15	5	4	36	63
<b>22</b>	College Avenue Sidewalk at Sherwood Lateral	Widen College Avenue Sidewalk over Sherwood Lateral	2	3	2	14	2	3	3	15	3	3	24	53






### Project Implementation Schedule Summary

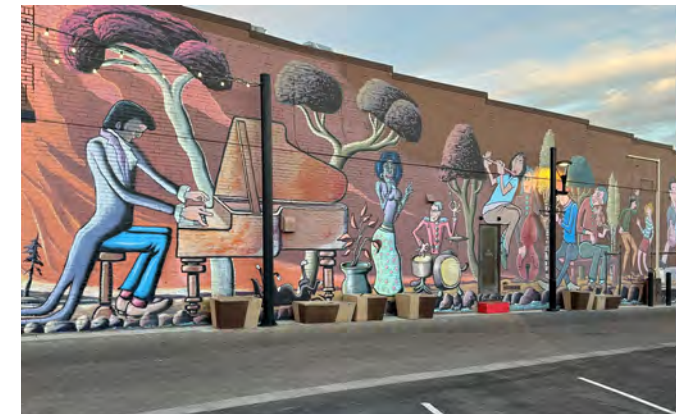
	Project or Program	Merit	Budgeting	Delivery	Total	Rank
Immediate Action	District-Wide Murals	22	21	40	83	1
	Spring Court Trail	15	22	40	77	2
	Choice Center Drive ABLs	15	18	40	73	3
	Spring Court ABLs	15	18	40	73	4
	District-Wide Curb Stops	13	18	40	71	5
	State Parking Garage Trail Widening	15	15	40	70	6
Strategic Advancement	Creekside Park Improvements	28	17	24	69	7
	District-Wide Pedestrian Scale Lighting	19	17	32	68	8
	District-Wide Curb Ramp Improvements	15	13	40	68	9
	Johnson Drive Raised Crosswalks	12	15	36	63	10
	Choice Center Drive Raised Crosswalks	12	15	36	63	11
	Sherwood Lateral Crossing	29	21	12	62	12
	Prospect Avenue Crossing Improvements	18	20	24	62	13
	Prospect Avenue Trail Gateway	21	13	28	62	14
	College Avenue State Parking Lot Reconfiguration	20	14	28	62	15
	College & Rutgers Pedestrian Intersection Improvements	15	22	24	61	16
Long-Term Collaboration	North State Parking Lot Reconfiguration	20	12	28	60	17
	Stuart Street and Choice Center Drive Intersection Improvements	20	12	28	60	18
	North State Parking Trail Realignment	17	15	28	60	19
	College Avenue & Choice Center Dr Crosswalk Improvements	15	19	24	58	20
	College Avenue Pedestrian Crossing	15	18	24	57	21
	Spring Creek & College Ave Pedestrian Bridge	19	13	24	56	22
Heavy Lift	Mason Trail and Underpass Widening	17	12	24	53	23
	College Avenue Sidewalk	14	15	24	53	24
	Prospect Avenue and BNSF Track Sidewalk	16	18	8	42	25
	College Avenue and Corridor Study	8	16	16	40	26
	Mason Trail Grade Separation at Prospect	13	12	8	33	27

## District-wide Murals (Immediate Action)

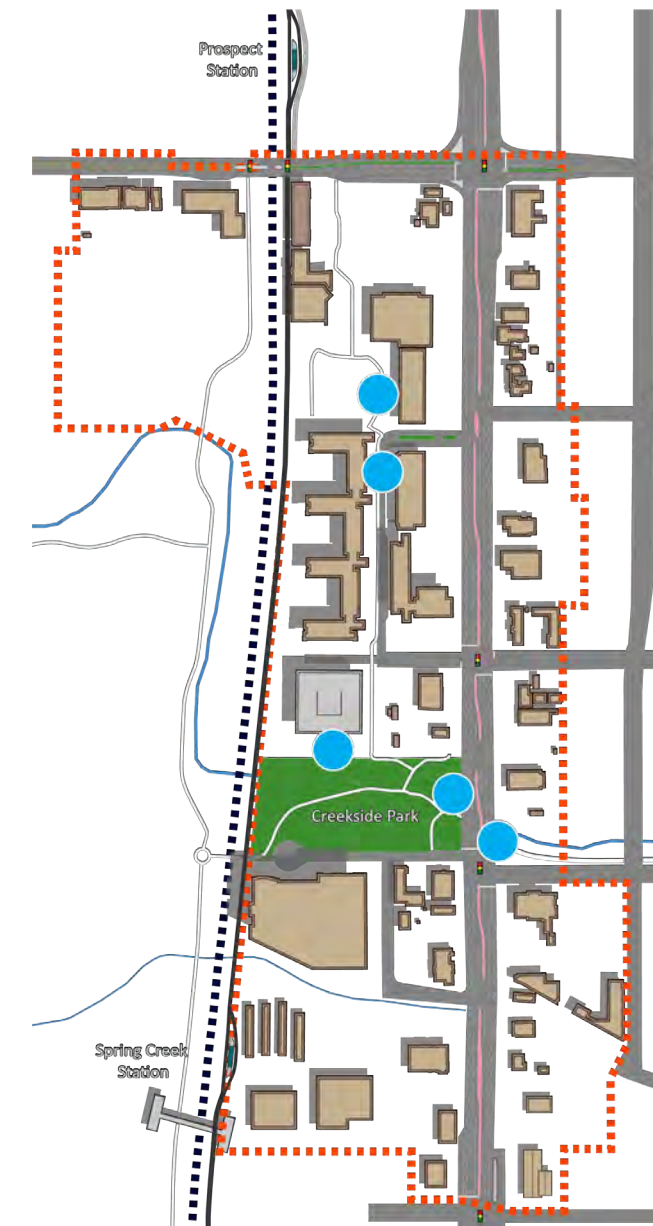
The Prospect South contains its share of blank concrete walls. A Mural Program would greatly improve the district's experience and walkability through enhanced visual engagement. The FCURA should partner with FC Mural Project to engage property owners and businesses to retain local artists and strengthen Prospect South's sense-of-place.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
4	3	4	22	4	3	3	21	5	5	40	83	1



# Spring Court Trail

(Immediate Action)

Reconstruct, or incentivize, rebuilding of, the proposed west side six-foot sidewalk with six-foot landscape parkway to a 10-foot trail with two-foot decorative concrete buffer to the back of curb. The project extends from Johnson Drive to the Sherwood lateral crossing.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	2	3	15	5	3	1	22	5	5	40	77	2



# Choice Center Drive ABL

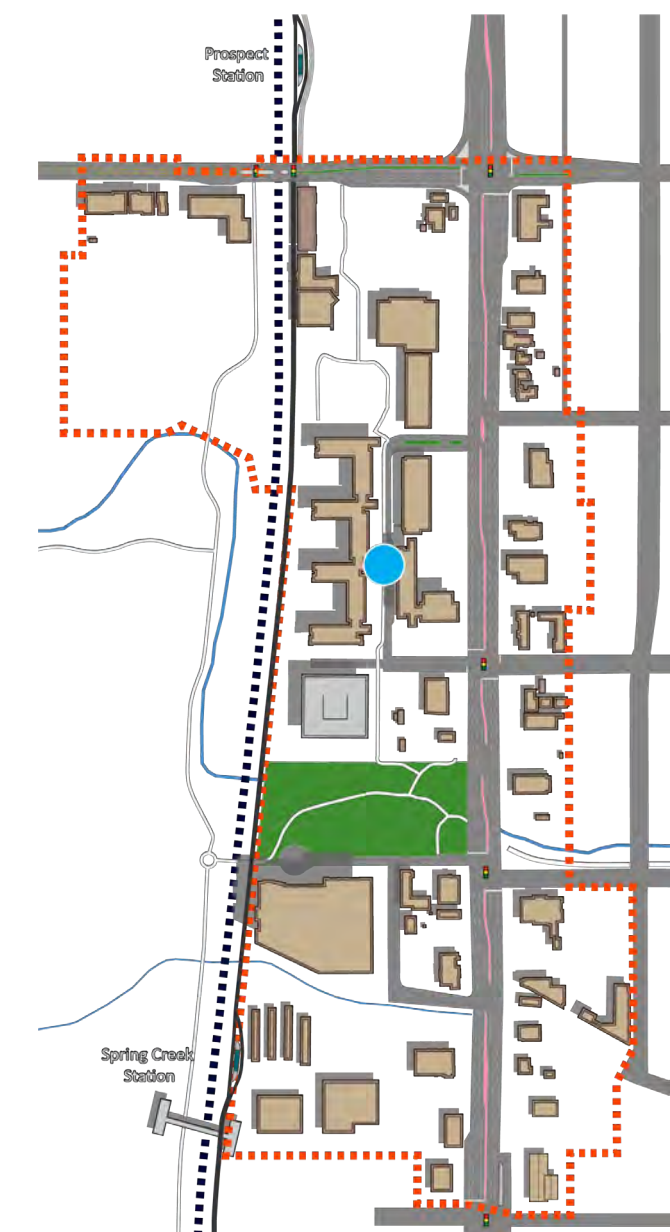
(Immediate Action)

Low traffic volumes, low travel speeds, and need to elevate the pedestrian and bicycle comfort suggest re-striping Choice Center Drive between Stuart Street and College Avenue to an Advisory Bike Lane.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	3	3	15	5	1	1	18	5	5	40	73	3



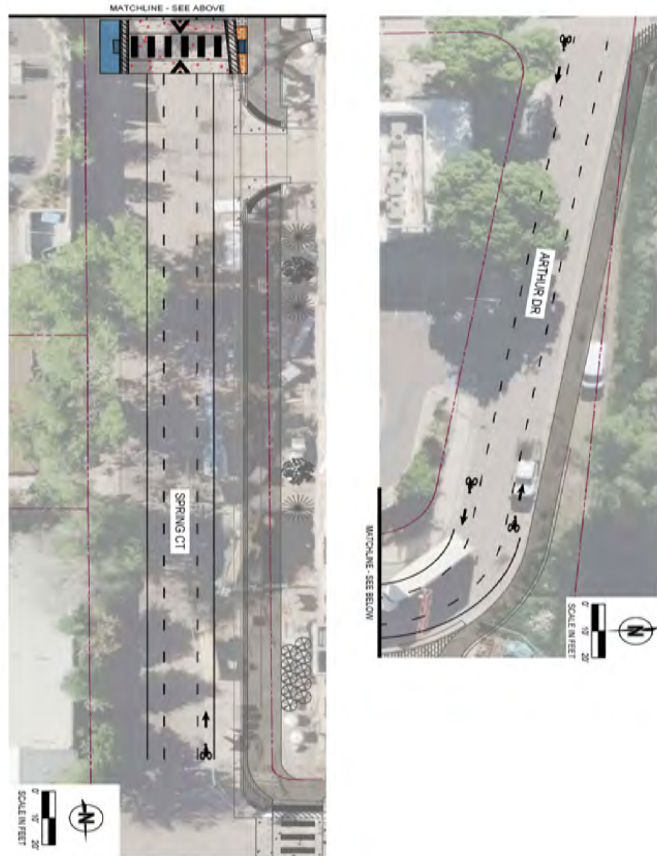
# Spring Court ABL

(Immediate Action)

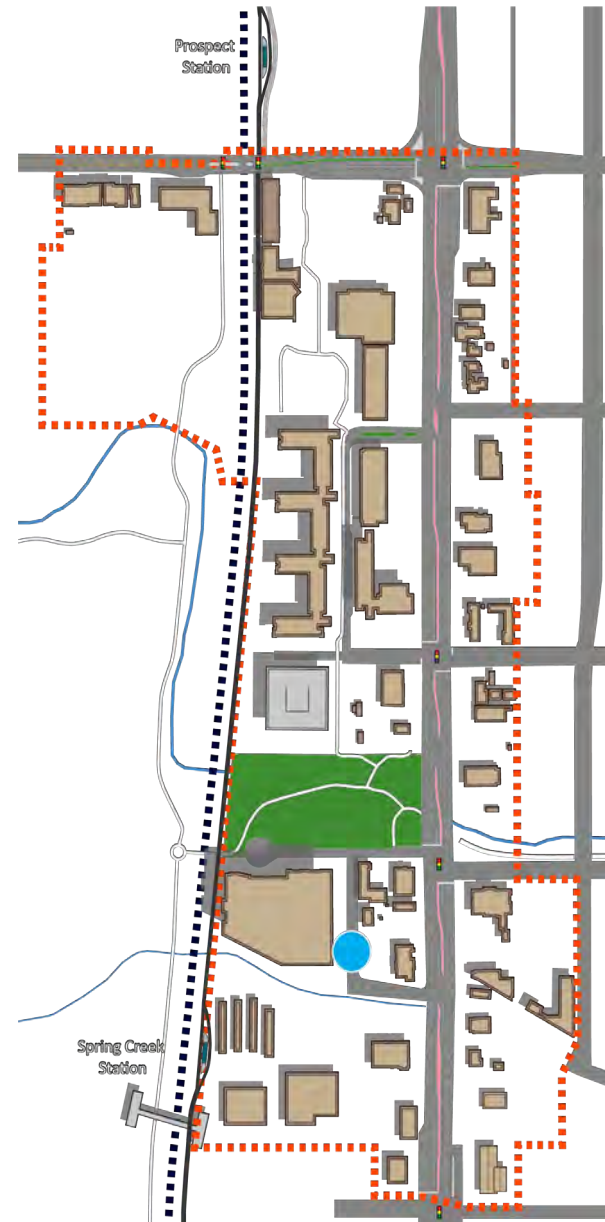
Low traffic volumes, low travel speeds, and need to elevate the pedestrian and bicycle comfort suggest restriping Spring Court and Arthur Drive between Johnson Street and College Avenue to an Advisory Bike Lane.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
2	3	3	15	5	1	1	18	5	5	40	73	3



# District-wide Curb Stops

(Immediate Action)

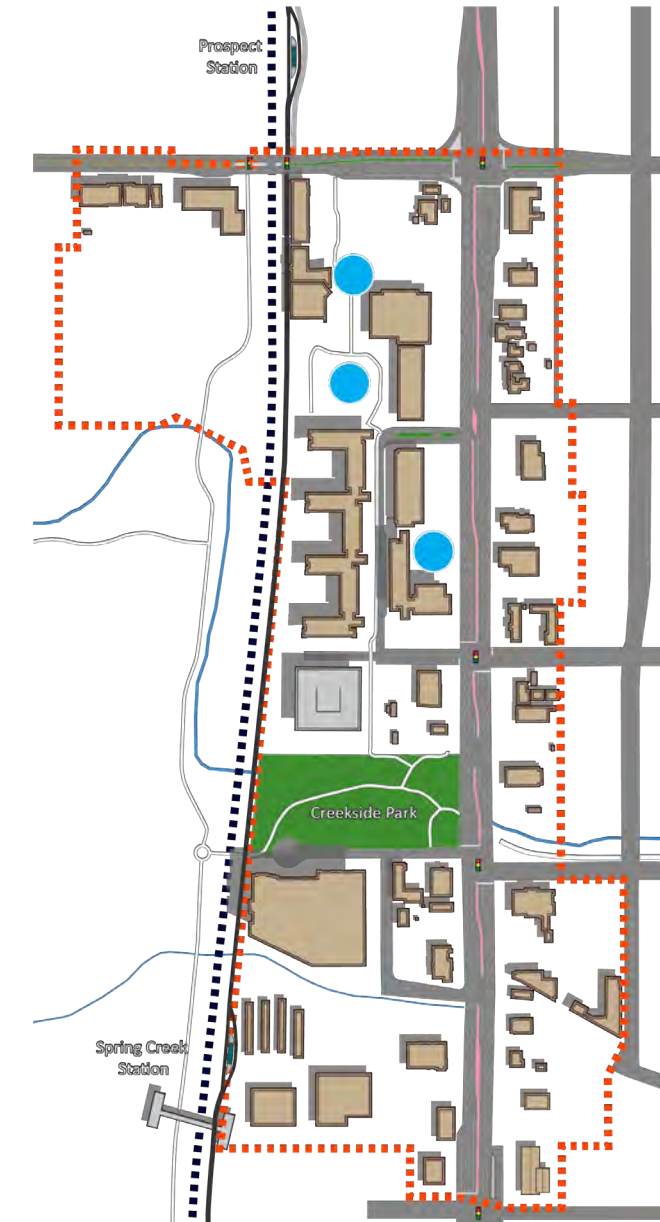
Install curb stops in parking areas adjacent to the trail to prevent cars from over parking the trail throughout the district.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
2	2	3	13	5	1	1	18	5	5	40	71	5



# State Parking Garage Trail Widening

(Immediate Action)

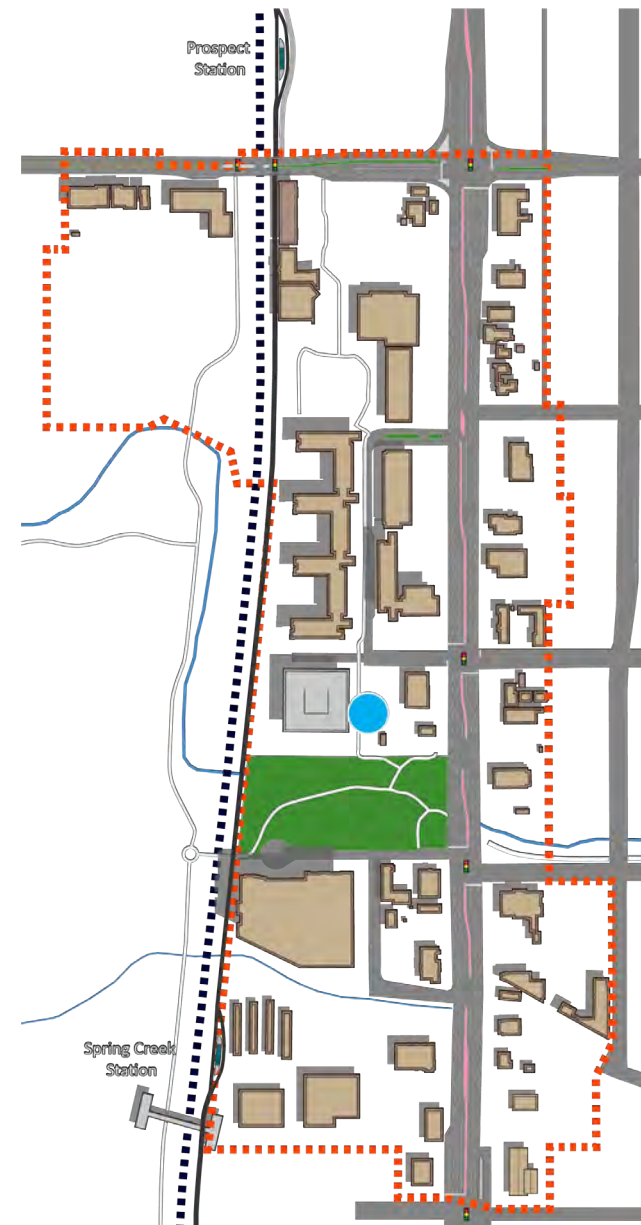
Widen trail adjacent to the State parking garage 5-feet, enabling a full-sized 12-foot multi-use trail. Demolition of the existing trail is not anticipated.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	3	3	15	5	5	1	18	5	5	40	73	6








# Creekside Park Improvements

(Strategic Advancement)

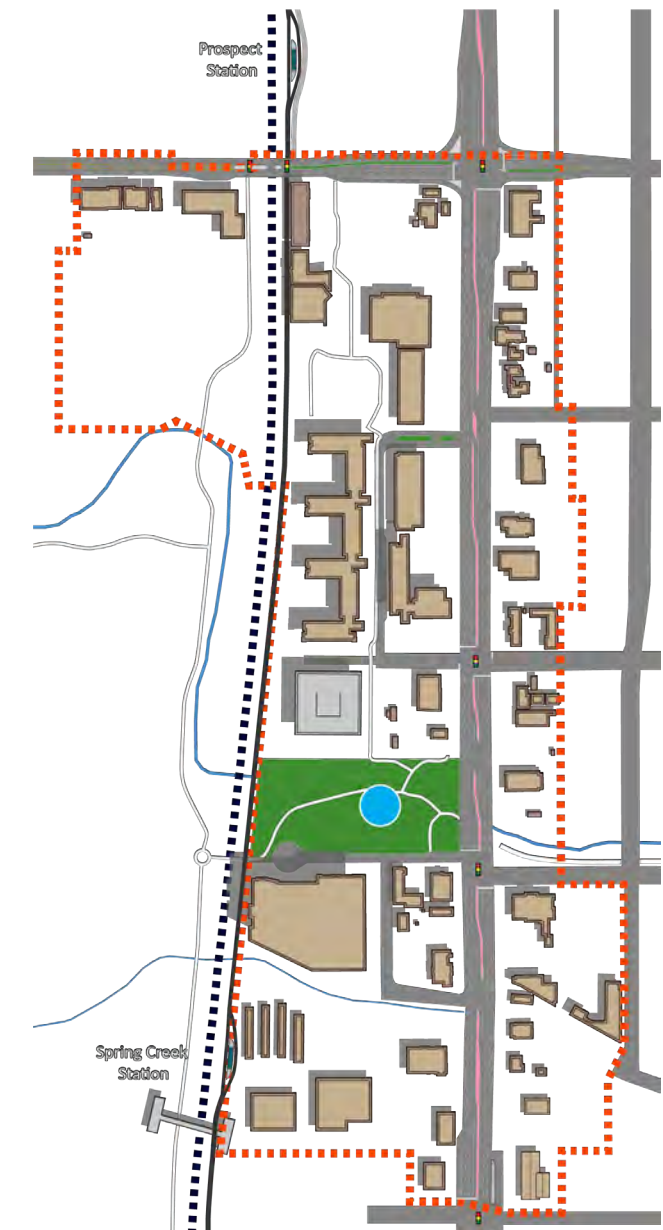
The FCURA should partner with the City to reprogram and design upgrades to Creekside Park to address needed infrastructure improvements identified in the Parks Infrastructure Replacement Program (IRP) and accommodate the redevelopment and new residents within Prospect South URA.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
5	5	3	28	2	3	5	17	3	3	24	69	7



# District-wide Pedestrian Scale Lighting

(Strategic Advancement)

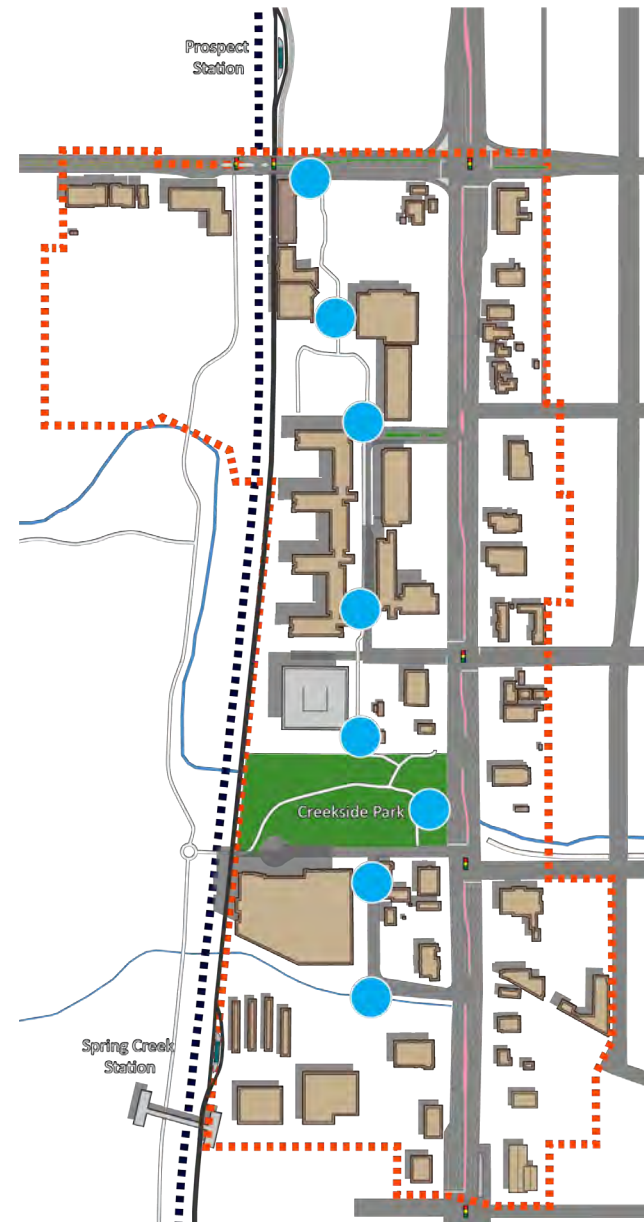
Master plan and install a branded pedestrian scale lighting throughout the district to improve the comfort and security of the walking and bicycling experience at night.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
3	4	2	<b>12</b>	4	1	3	<b>17</b>	5	3	<b>32</b>	<b>68</b>	<b>8</b>




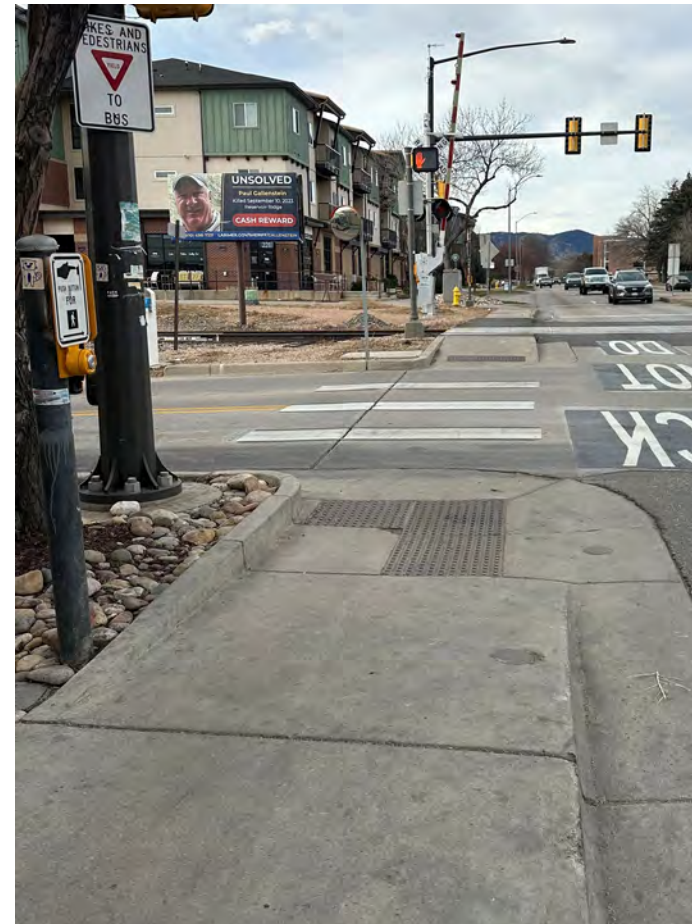
# District-wide Curb Ramp Improvements

(Strategic Advancement)

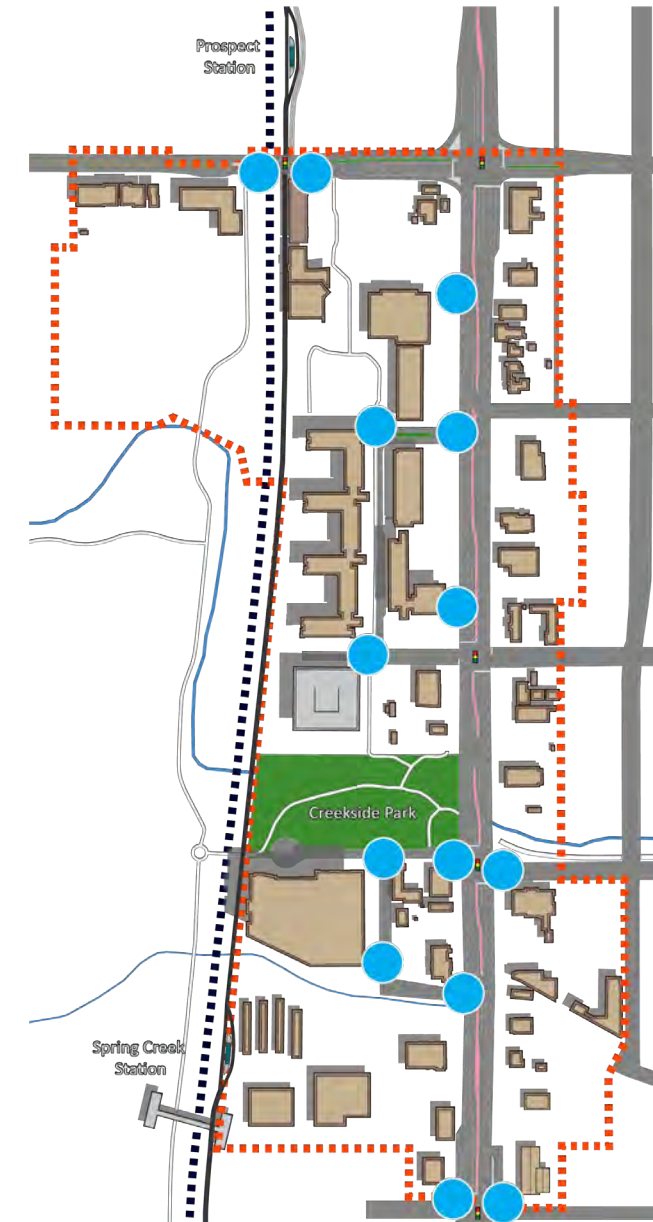
Update existing pedestrian ramps and truncated domes to match the width of the trail, or sidewalk they are located throughout the district.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
2	3	3	<b>12</b>	2	3	1	<b>13</b>	5	5	<b>40</b>	<b>68</b>	<b>9</b>



# Johnson Drive Raised Crosswalks

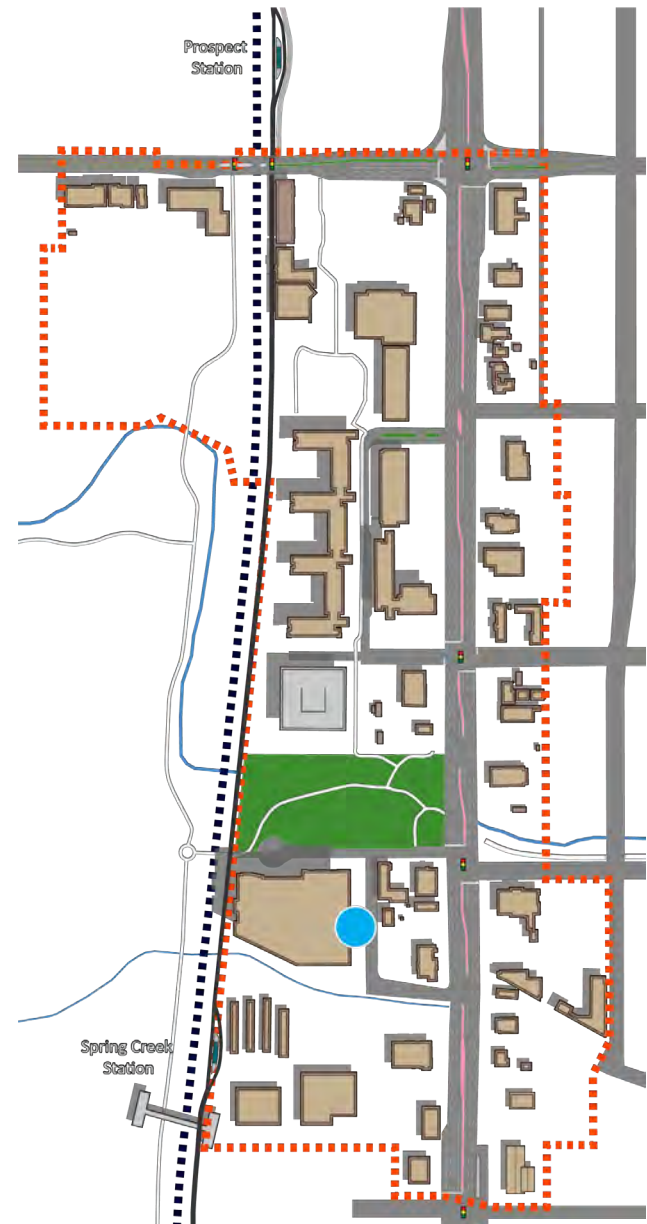
(Strategic Advancement)

Install raised crosswalk on Johnson Drive at Creekside Park to improve trail connectivity and improved vehicle yield compliance.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition			Permitting Requirements	Sub-Total
2	2	2	12	4	1	1	15	5	4	36	63	10



# Choice Center Drive Raised Crosswalks

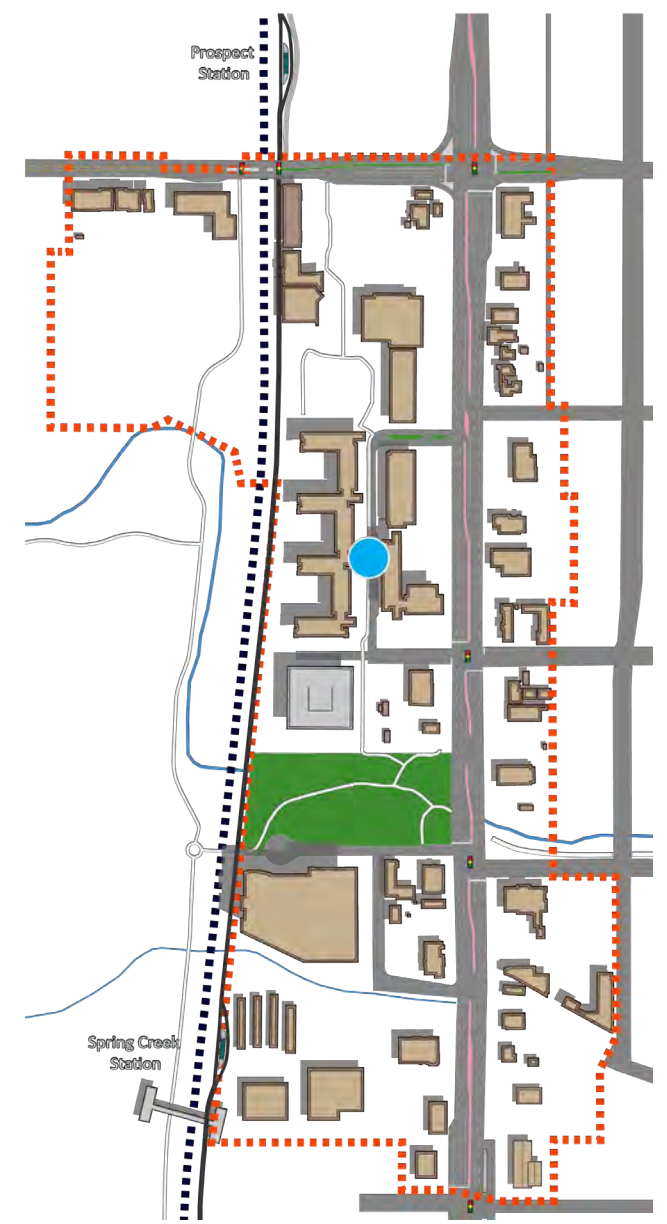
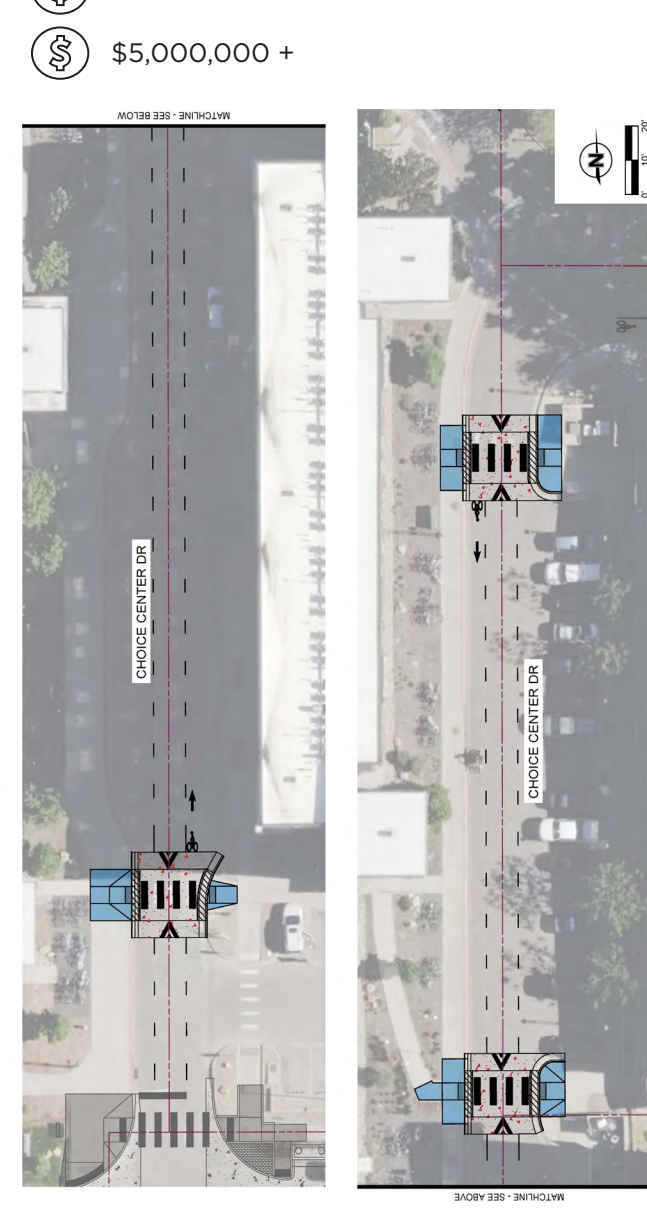
(Strategic Advancement)

Install three raised crosswalks on Center Court Drive to improve pedestrian connectivity and improved vehicle yield compliance.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition			Permitting Requirements	Sub-Total
2	2	3	12	4	1	1	15	5	4	36	63	11



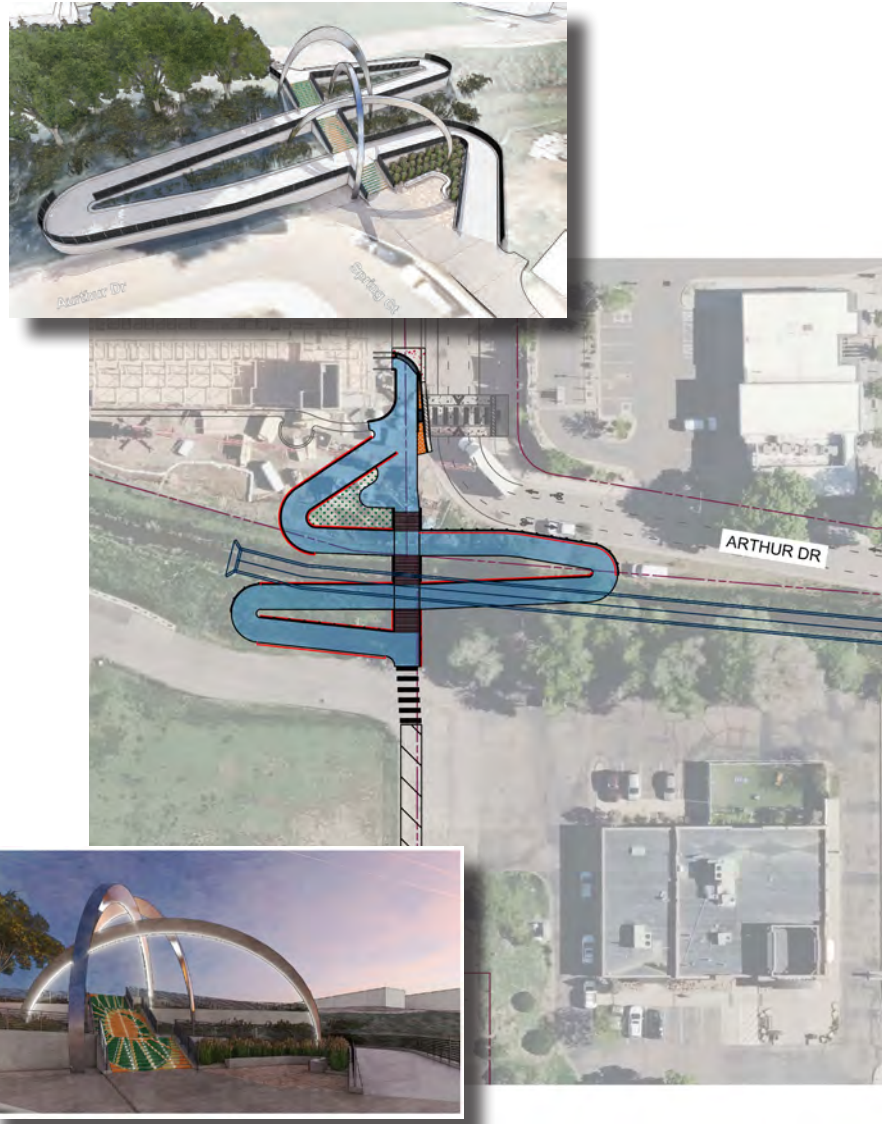
# Sherwood Lateral Crossing

(Strategic Advancement)

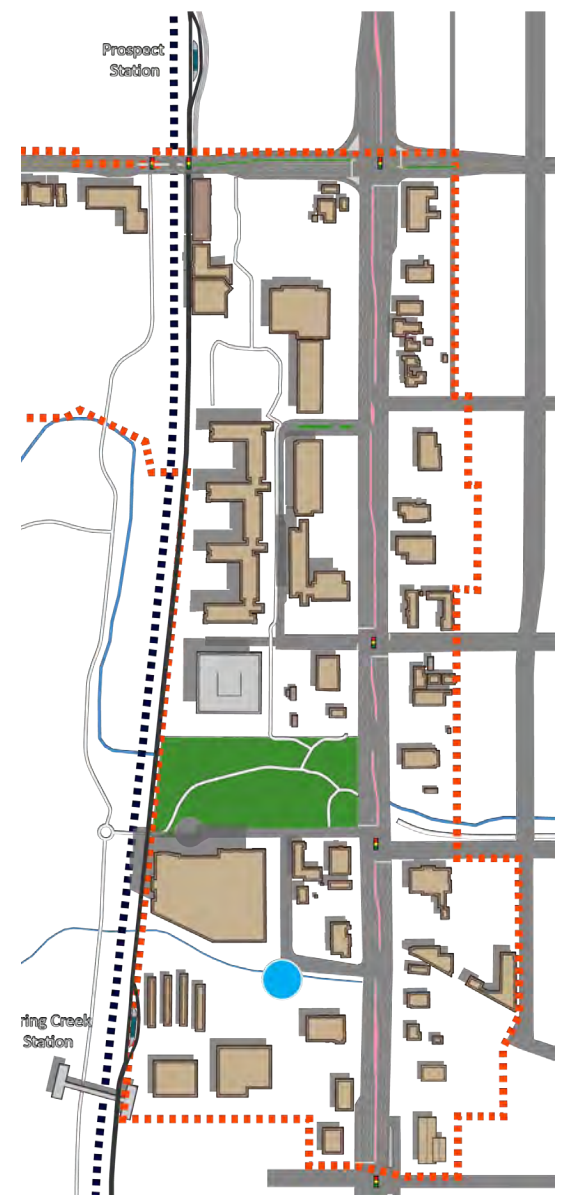
Plan and design the extension of the trail across the Sherwood Lateral from Spring Court and over bluff (with easement acquisition) to Whole Foods.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
5	5	4	29	2	5	5	21	1	2	12	62	12






# Prospect Avenue Crossing Improvements

(Strategic Advancement)

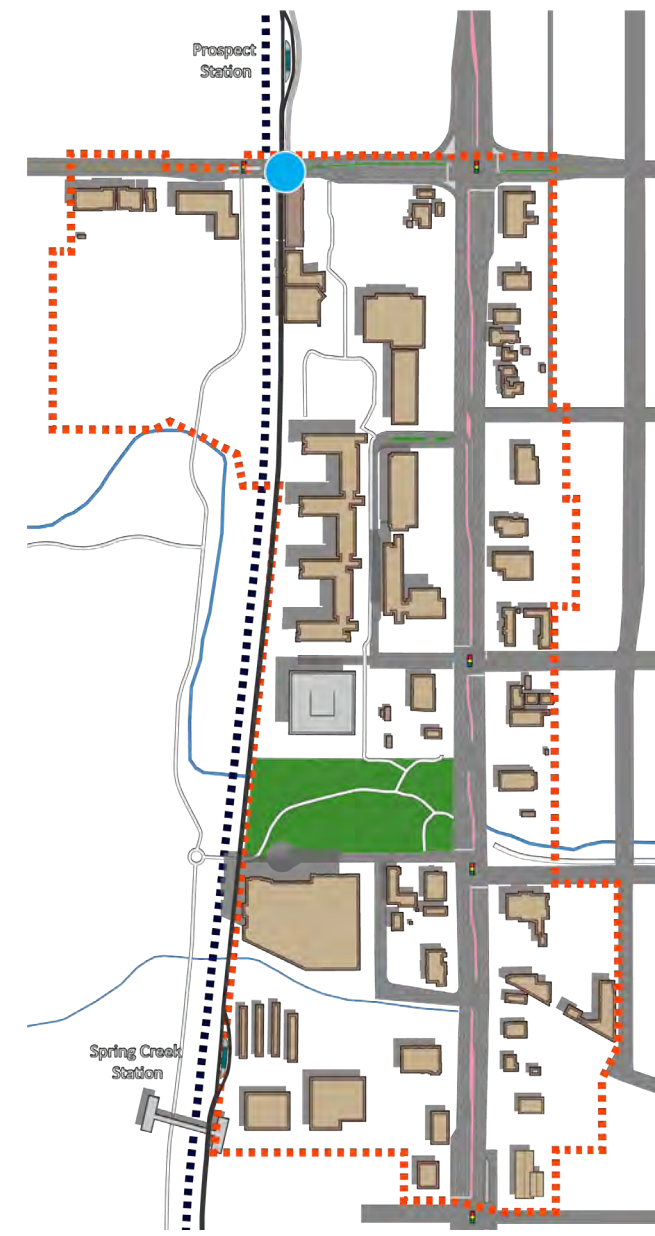
Widen south sidewalk with retaining wall and install a flush median (pedestrian refuge) at the Prospect Avenue and Max Guideway pedestrian crossing.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	3	3	18	3	3	5	20	3	3	24	62	13






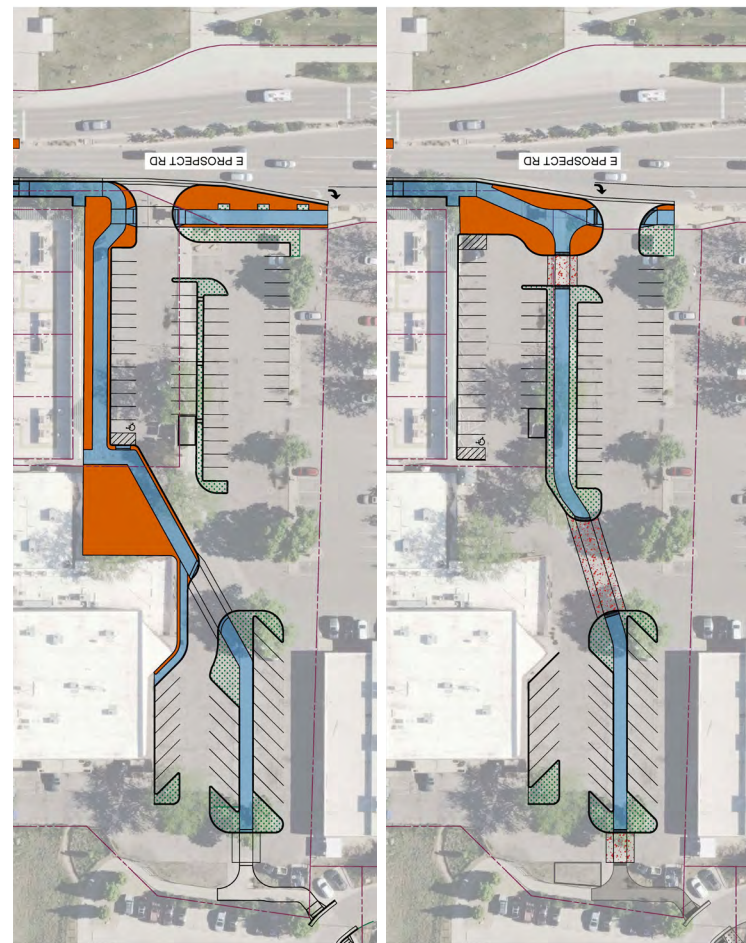
# Prospect Avenue Trail Gateway

(Strategic Advancement)

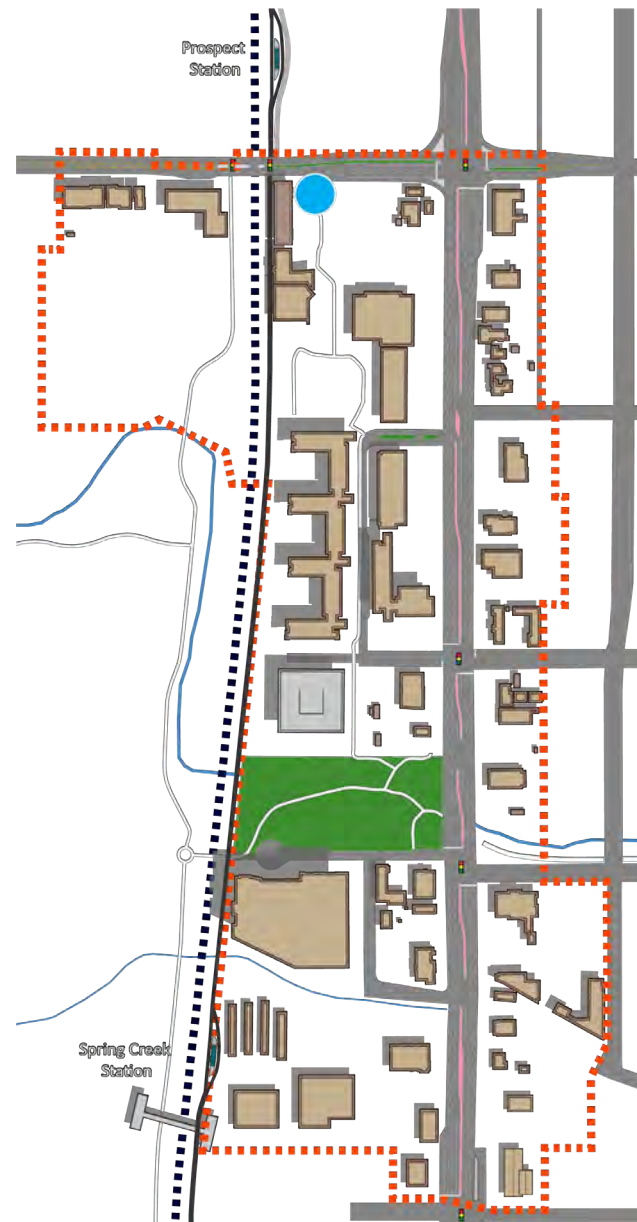
Modify Shopping Center parking lot to create northern gateway, improve trail continuity, and consolidate driveways on Prospect Avenue. Two alternative driveway closings and trail alignments should be evaluated with property owners and permitted with City Traffic Operations.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	4	21	2	1	5	13	3	4	28	62	14



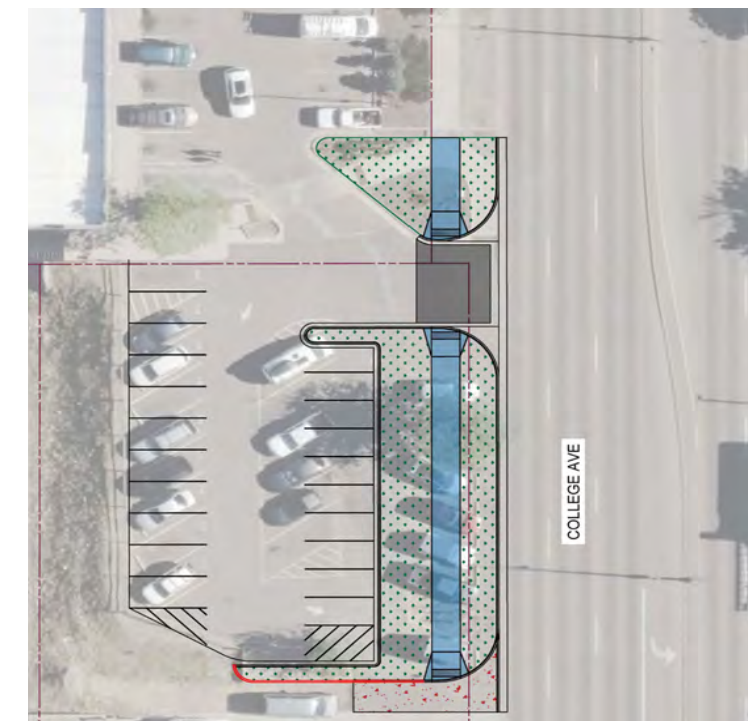
# College Avenue State Parking Lot

(Strategic Advancement)

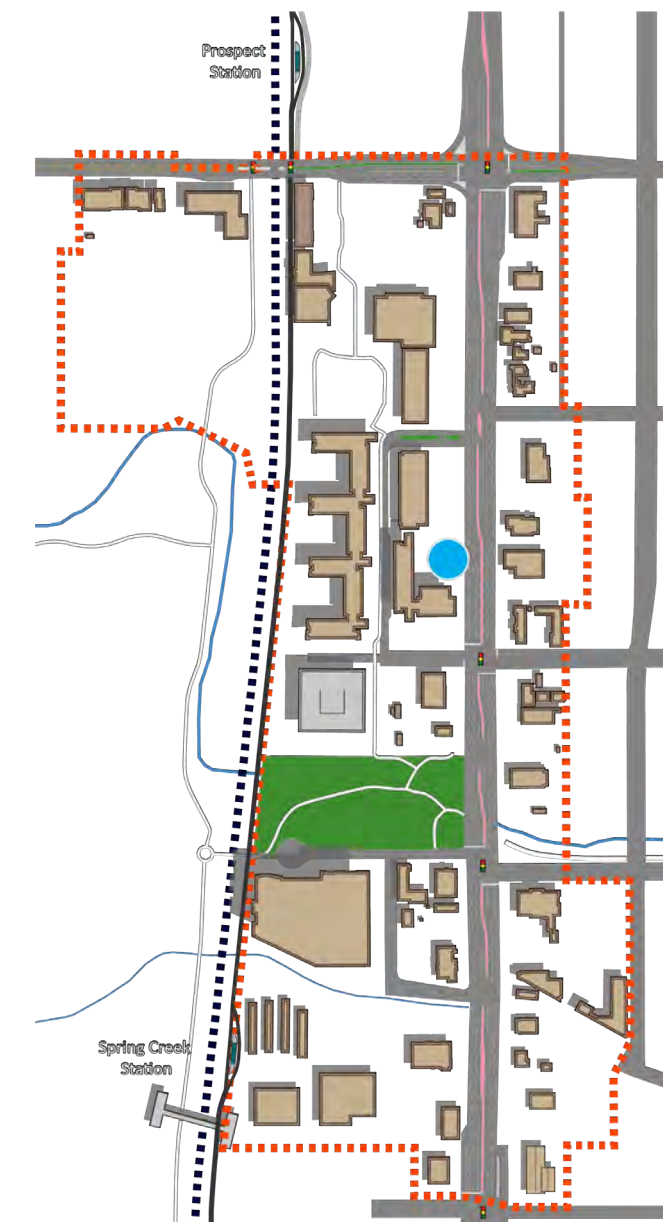
Modify the State's parking lot on College Avenue by converting standard 9'x19' spaces to compact dimensions 8'x15' and reorienting the angle parking to 90 degrees. This improvement will allow a sidewalk with landscaping consistent with the College Avenue Corridor. This solution will require some retaining walls and a driveway closure. In addition to the sidewalk improvements, the State would gain a beautiful address on the State Highway. No parking

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	3	20	3	1	3	14	3	4	28	62	15



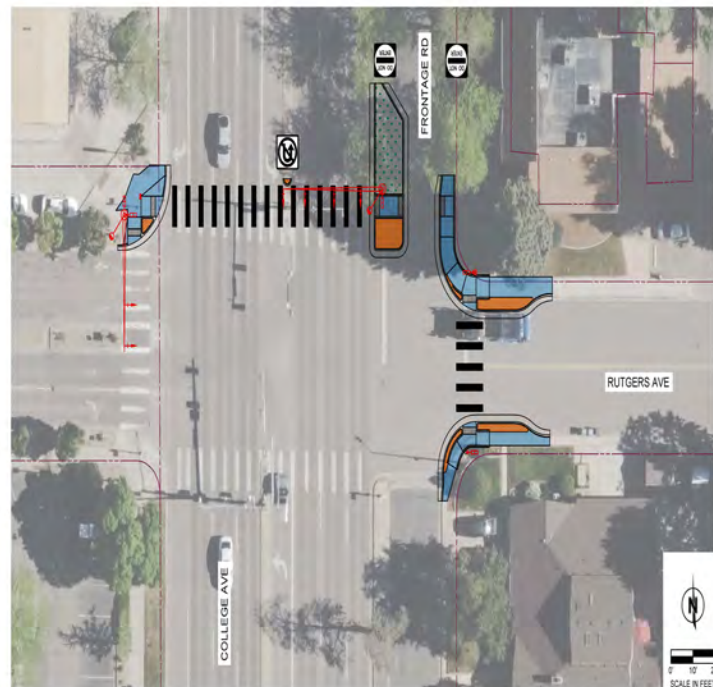
# College and Rutgers Intersection

(Strategic Advancement)

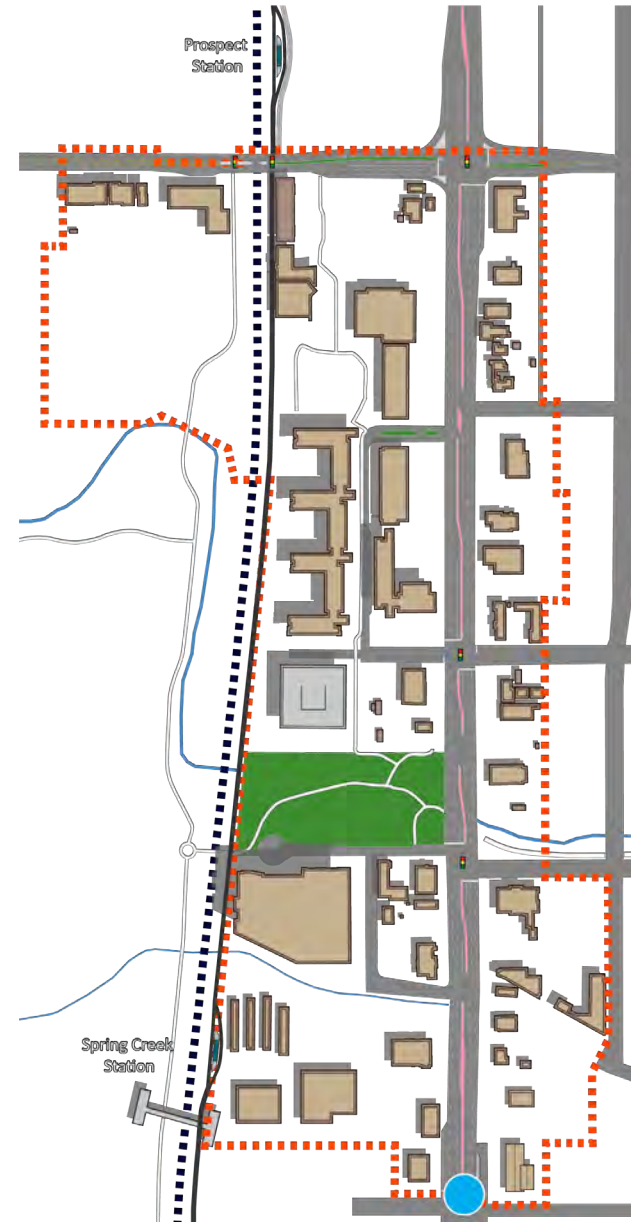
Improve pedestrian crossing and intersection geometrics at College and Rutgers Avenue, ensuring ADA compliance.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition			Permitting Requirements	Sub-Total
2	3	3	15	3	5	3	22	3	3	24	61	16



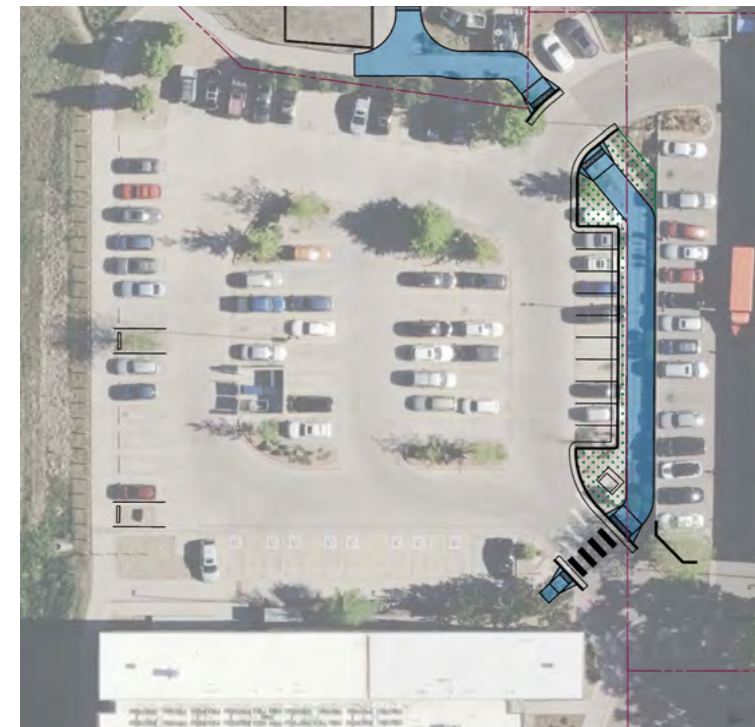
# North State Parking Lot Reconfiguration

(Long-Term Collaboration)

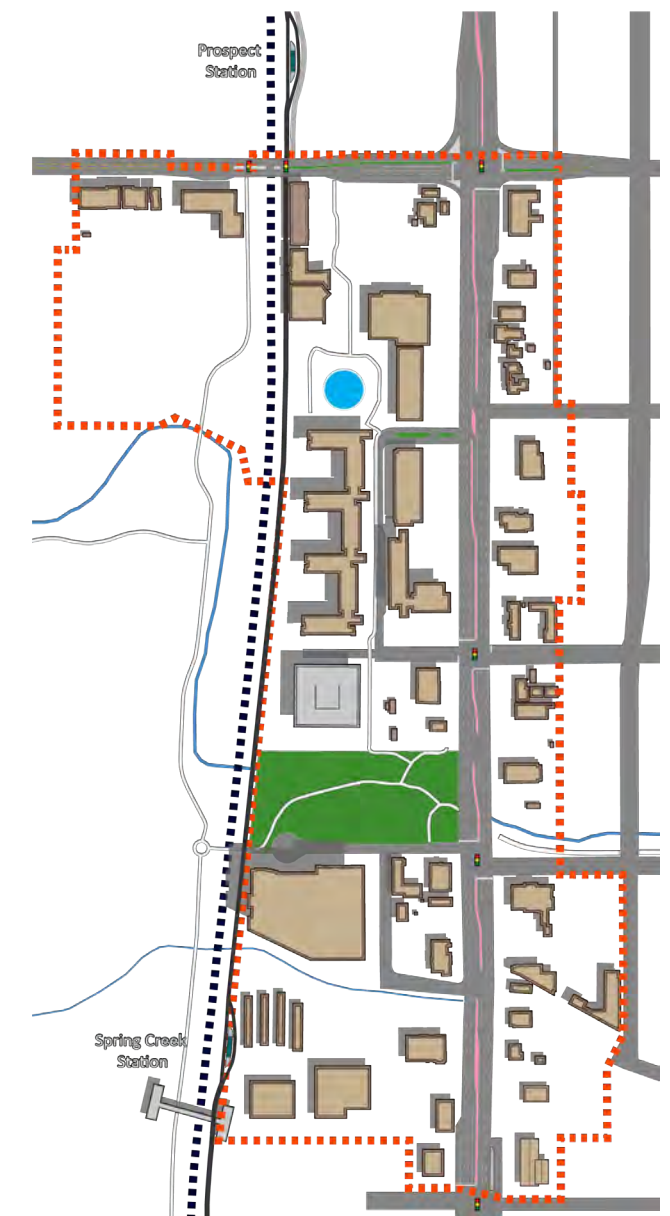
Modify the State's north parking lot by converting standard 9'x19' spaces to compact dimensions 8'x15'. This allows the curb to be moved and allow the adjacent trail four additional feet to improve trail continuity and comfort. No parking spaces were lost in this reconfiguration

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition			Permitting Requirements	Sub-Total
3	4	3	20	3	1	1	12	3	4	28	60	17



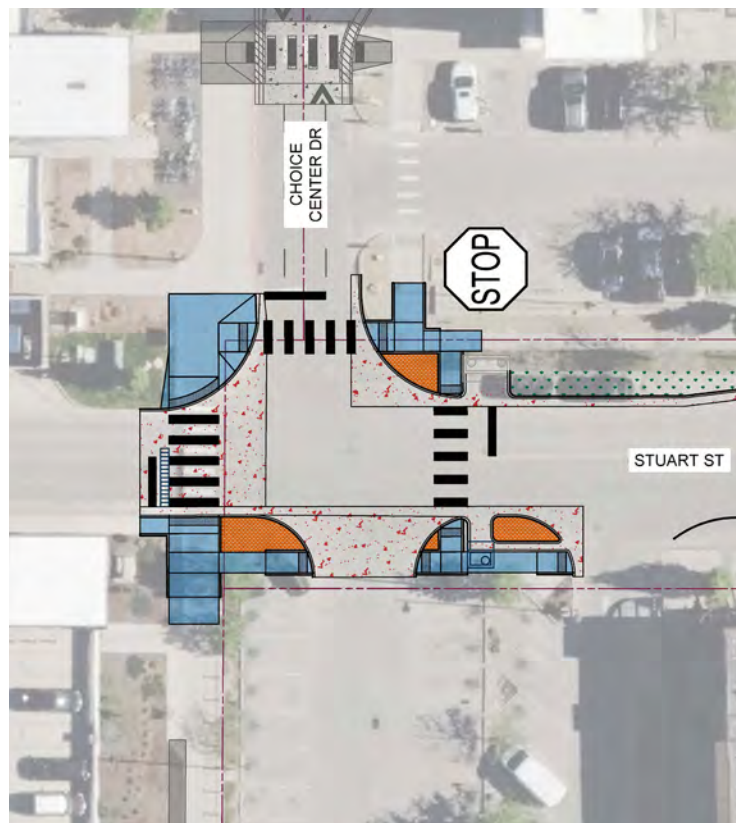
# Stuart Street and Choice Center Drive Intersection

## (Long-Term Collaboration)

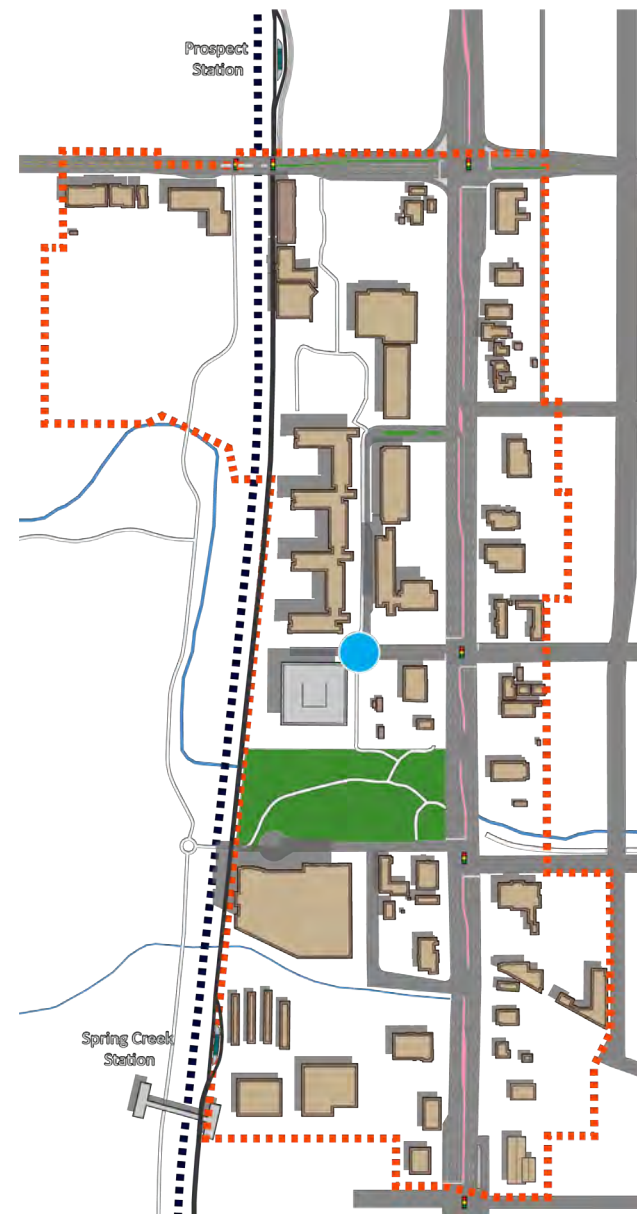
Install curb extensions at the Stuart Street and Choice Center Drive intersection to improve sight distances and yield compliance to pedestrians for vehicle turning in the intersection and accessing the State garage.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	3	14	3	1	1	12	3	4	28	60	18



# North State Parking Trail Realignment

## (Long-Term Collaboration)

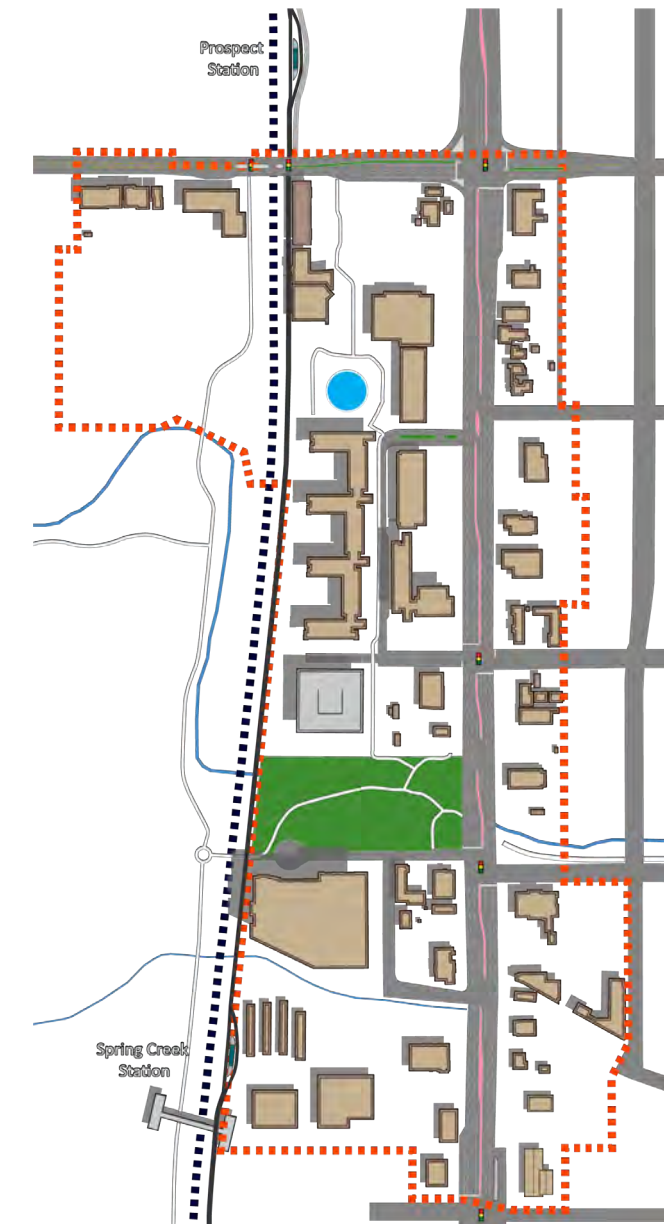
Modify the landscaping, trail alignment, and intersection at Choice Center Drive to improve visibility, continuity, and comfort. The adjusted trail alignment and corner clip the adjoining retaining wall to improve sight distances at the parking lot's entrance at Choice Center Drive.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	4	3	17	4	1	1	15	3	4	28	60	19




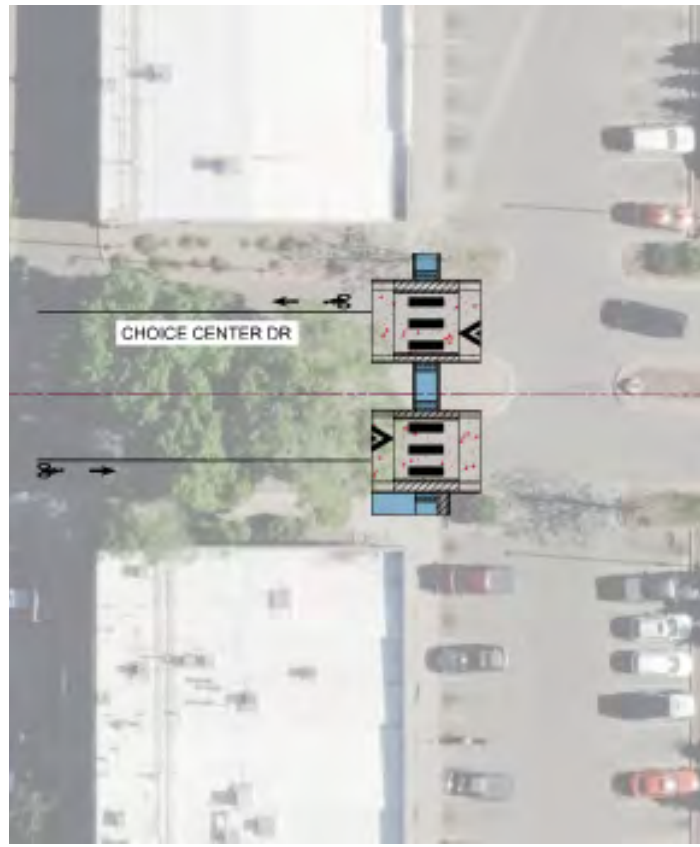
# College Avenue and Choice Center Drive Crosswalk

## (Long-Term Collaboration)

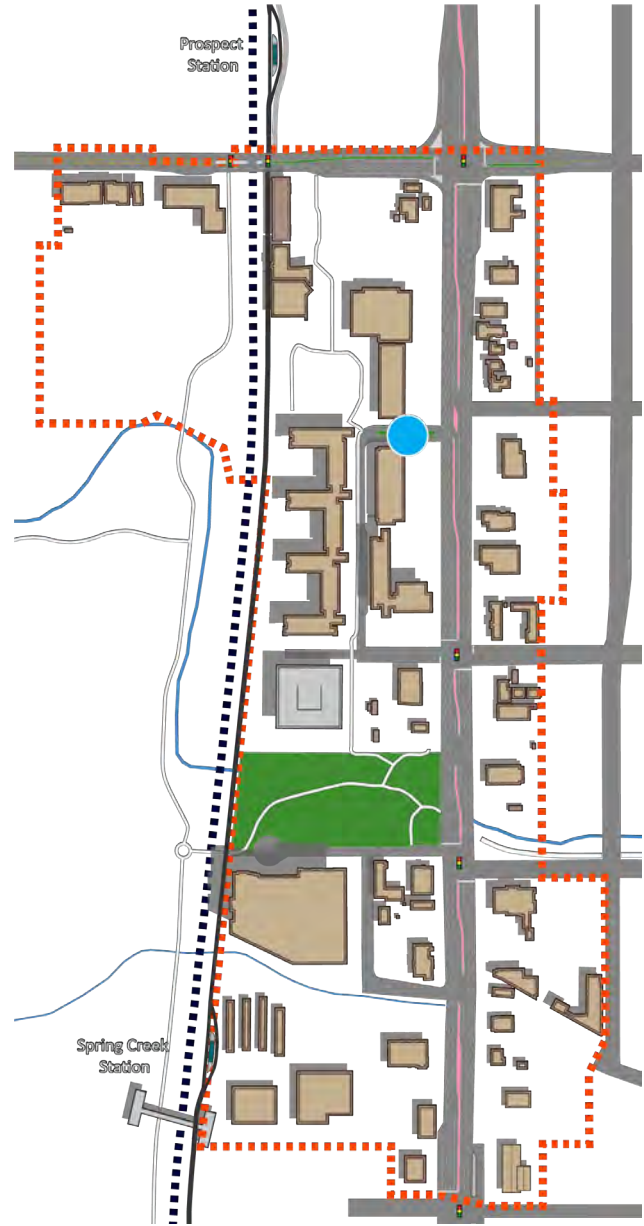
Install raised crosswalk to connect shopping centers near College Avenue on Choice Center Drive

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	3	3	14	4	3	1	19	3	3	24	58	20



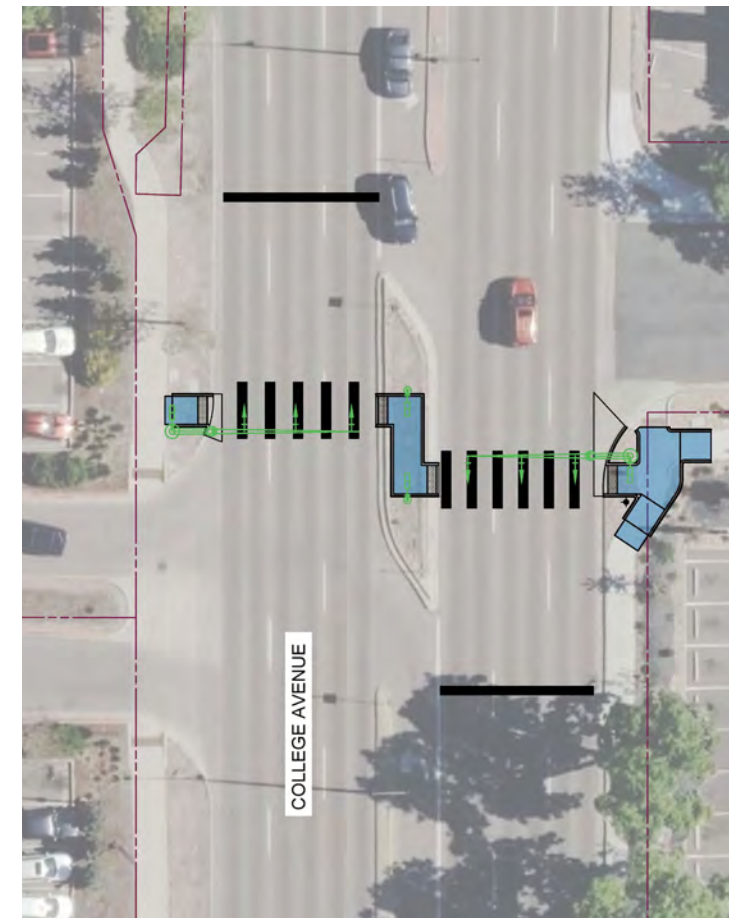
# College Avenue Pedestrian Crossing

## (Long-Term Collaboration)

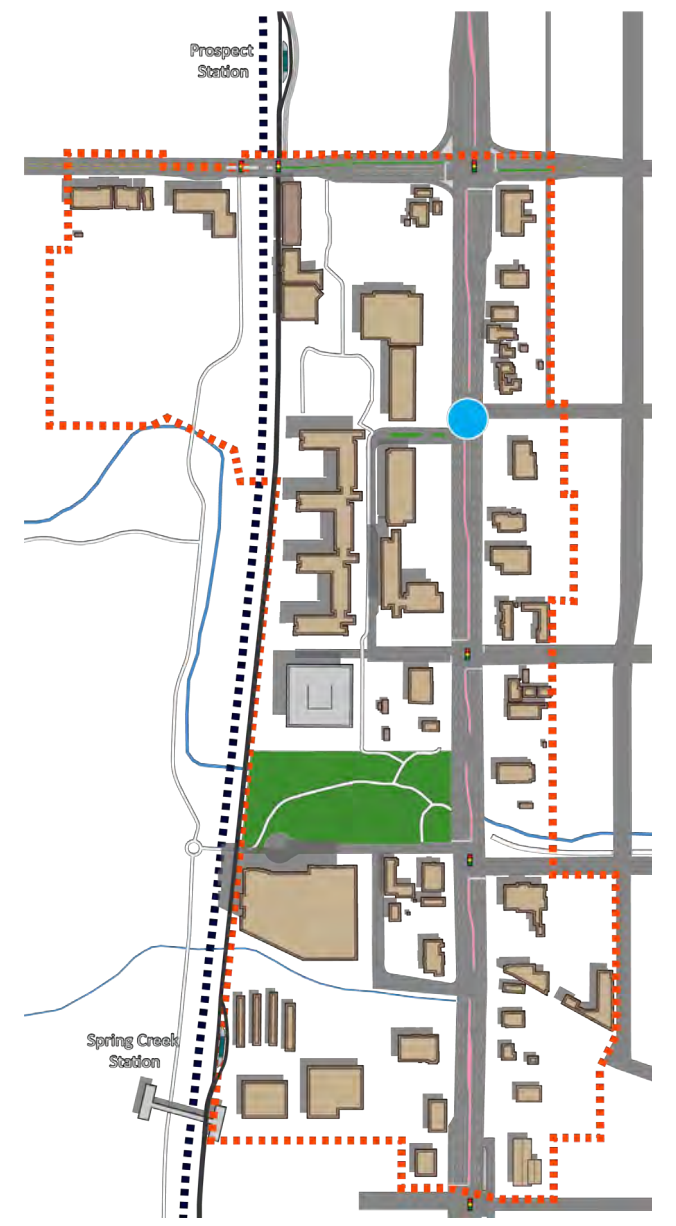
Install HAWK Crossing of College Avenue at Parker Street to eliminate a more than 1,200-foot gap in crossing the State Highway.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	3	3	15	3	3	3	18	3	3	24	57	21



# Spring Creek and College Avenue Pedestrian Bridge

## (Long-Term Collaboration)

Construct pedestrian/bike bridge over Spring Creek adjacent to College Avenue rather than modifying the existing bridge.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +

Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	2	19	2	3	1	13	3	3	24	56	22








# Mason Trail and Spring Creek Trail Underpass Widening

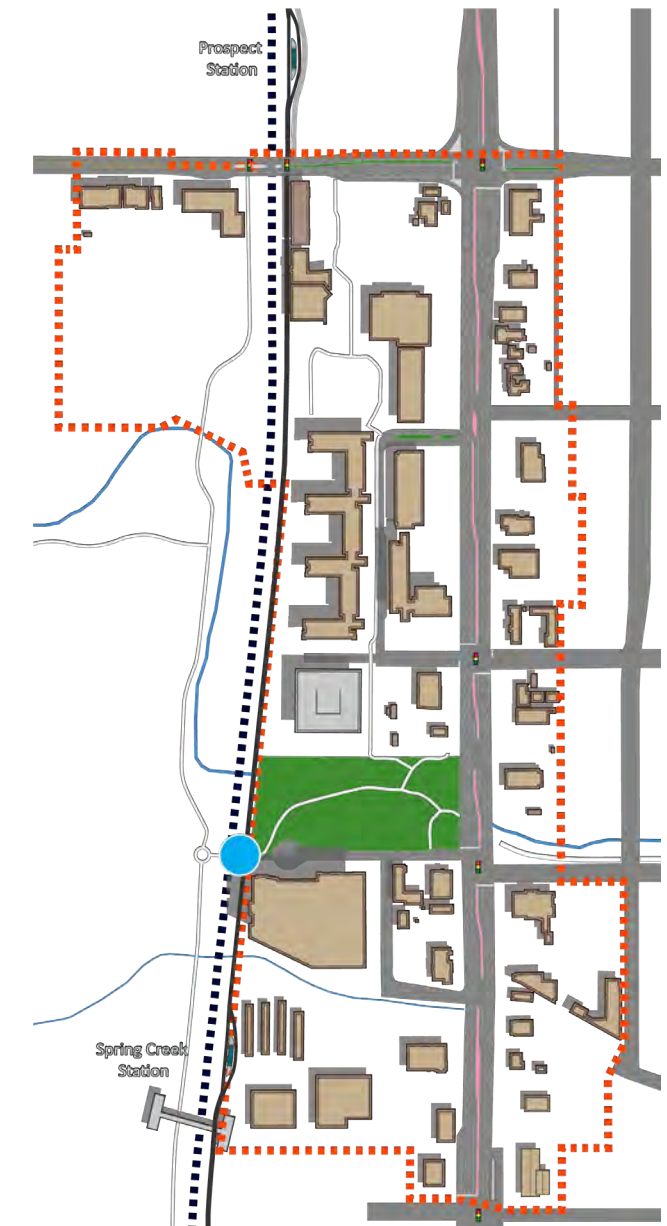
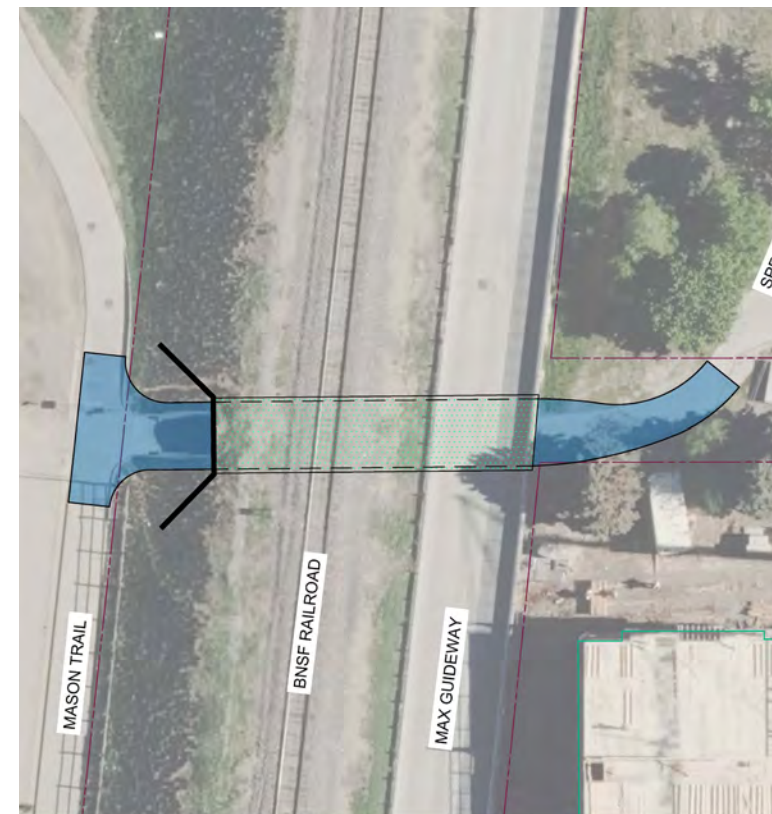
## (Heavy Lift)

Widen Mason Trail/Spring Creek Trail underpass at Max Guideway/BNSF to improve sight lines and comfort.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +

Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	3	3	17	1	3	3	12	3	3	24	53	23




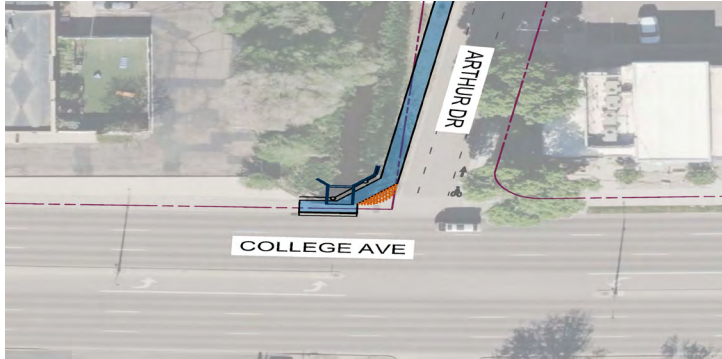
# College Avenue Sidewalk at Sherwood Lateral

(Heavy Lift)

Widen College Avenue Sidewalk over Sherwood Lateral.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +







Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
2	3	2	14	2	3	3	15	3	3	24	53	24

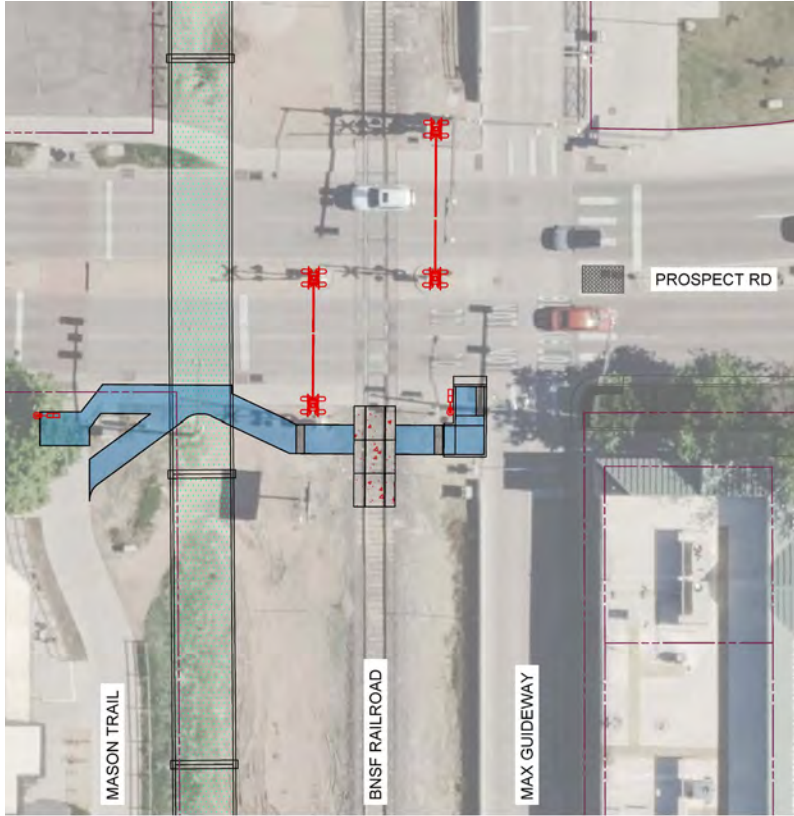


# Prospect Avenue and BNSF Track Sidewalk (Heavy Lift)

Widen sidewalk on south side of Prospect Avenue over BNSF track, complying with Federal Railroad Administration standards and a Public Utilities Commission permit.

### Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
2	3	4	16	1	5	5	18	1	1	8	42	25



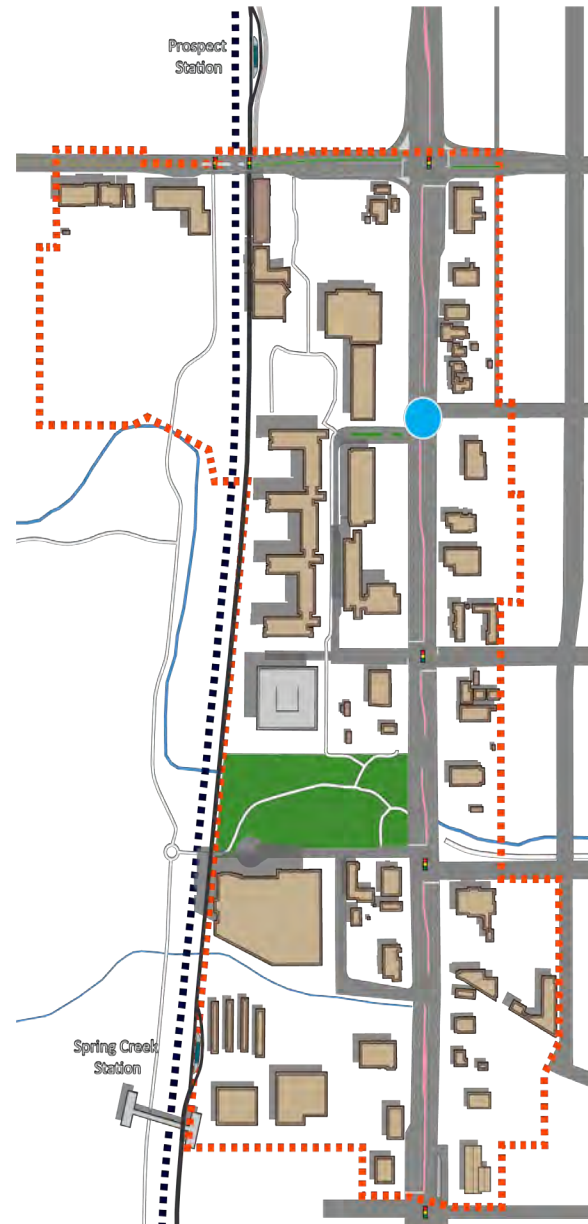
# College Avenue Corridor Study (Heavy Lift)

Conduct a corridor study with the Colorado Department of Transportation (CDOT) Corridor Study to examine long-term possibilities, such as the potential for a road diet, improve pedestrian crossing spacing, and other improved mobility choices in ROW.

Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
1	1	3	8	3	3	1	16	1	3	16	40	26

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



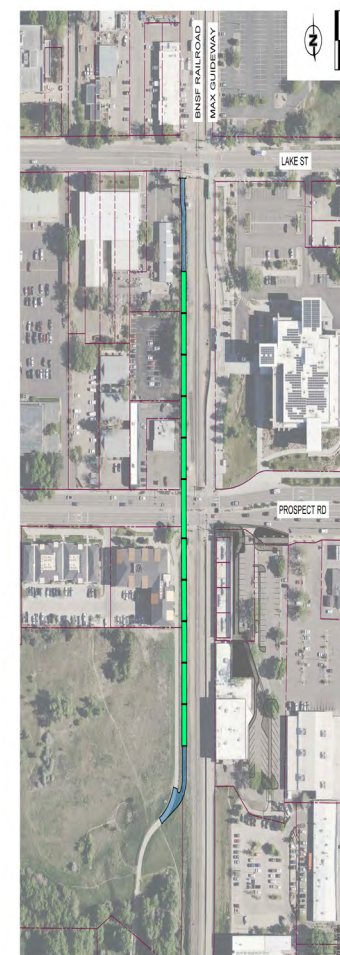
# Mason Trail Grade Separation Prospect Avenue (Heavy Lift)

Construct a grade-separated crossing of the Mason Trail with either an underpass or overpass at Prospect Avenue.

### Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

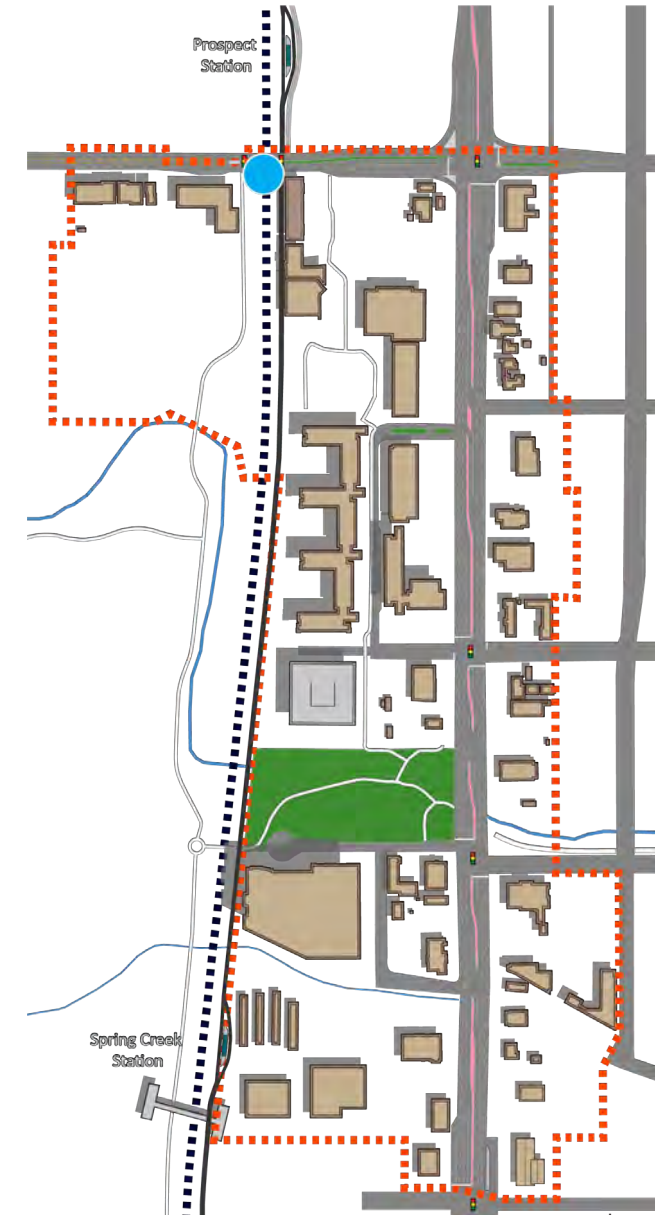
Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
1	3	4	13	1	3	3	12	1	1	8	33	27



Overpass.



Underpass



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City of  
**Fort Collins**



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