

AGENDA ITEM SUMMARY

City Council



STAFF

Florian Fiebig, Project Manager
Dana Hornkohl, Capital Projects Manager

SUBJECT

First Reading of Ordinance No. 133, 2026, Making a Supplemental Appropriation and Authorizing Transfers of Appropriations for the Lemay and Drake Intersection Improvements Project and Related Art in Public Places.

EXECUTIVE SUMMARY

The purpose of this item is to request a supplemental appropriation for the Lemay and Drake Intersection Improvements project (the "Project"). The funding will be used to complete acquisition of private property adjacent to the intersection right-of-way that is needed for the Project and install a replacement traffic signal. If approved the item will (1) appropriate \$1,549,760 in Transportation Capital Expansion Fee funds to the Project; (2) appropriate \$307 in Transportation Services Reserve funds to the Project; and (3) transfer \$15,347 (1% of new Project funding) in capital projects funds to the Art in Public Places ("APP") program. The Project will help make progress towards the City's Vision Zero Goal and aims to improve safety with infrastructure improvements on the High Injury Network.

STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on First Reading.

BACKGROUND / DISCUSSION

The Lemay Avenue and Drake Road intersection (Project Location Map) has an excess crash cost of \$460,000 compared to a typical four-legged intersection where the roadways meet at right angles. This is determined by evaluating statistical safety performance using Colorado Department of Transportation ("CDOT") methodology. The intersection is in the top five with safety concerns in Fort Collins and registers as a Level of Service of Safety ("LOSS") IV using CDOT analysis techniques. This means the intersection has a high potential for crash reduction. It experiences almost three more injury crashes per year than would be expected given volumes and geometry. Of special concern are approach-turn crashes, with statistically far more crashes than anticipated.

The intent of this Project is to eliminate most of the conflicts that result in traffic crashes at the intersection. The proposed improvements (Project Typical Section and Site Plan) will add a southbound right-turn lane and convert the traffic signal from a "doghouse" style protected/permissive signal to flashing yellow arrows that can be operated protected-only on all four approaches. A protected signal is when, on the green arrow, drivers are given the right-of-way to complete their turns, free of other traffic conflicts. A protected/permissive signal is when a green arrow indicates a protected turn, and there is also a permissive phase in which the left-turning vehicles must yield to the opposing traffic during the green indication. This

will require a rebuild of the signal system with new signal poles and mast arms. The southbound approach is the highest volume approach, particularly during the afternoon peak period, and the approach with the highest propensity for rear-end crashes. Adding a southbound right turn lane is expected to reduce total crashes by 14% (Harwood et al. 2002, Crash Modification Factors Clearinghouse). The addition of flashing yellow arrows that can be operated in protected-only mode by time of day, such as during peak hour, will be used to target the unusual number of approach-turn crashes at the intersection. Based on experience at other locations in Fort Collins where this treatment has been used, the City anticipates about an 80% reduction in approach-turn crashes. The Project also includes improvements for active modes users. Existing refuge islands on the northwest and southeast corners are being expanded to better accommodate multiple users or cyclists with trailers. Accessible ramps at all four corners will be replaced to meet current federal Access Board Public Right-of-Way Accessibility Guidelines ("PROWAG"). The proposed channelized southbound right-turn lane will include a raised pedestrian crossing to protect active modes users. The Project is located on the City's High Injury Network and seeks to reduce motor vehicle crashes. The Project includes improvements designed to protect vulnerable road users and is in alignment with the City's Strategic Plan, Transportation & Mobility Goal 7.1.3 Reduce Speeds/Safe Infrastructure.

The City was awarded Highway Safety Improvement Program ("HSIP") grant funding from CDOT that was appropriated by City Council in 2023 (Ordinance No 135, 2023). The Project design effort began in 2024. The City's Real Estate Services Department has assisted with the acquisition of additional right-of-way on the northwest corner needed to construct the channelized right turn. The design effort is nearing completion and the estimated cost for the Project has increased significantly since the grant application cost estimate prepared in 2020, primarily escalation in the acquisition and construction costs.

Staff requests a supplemental appropriation of \$1,550,067 to complete the right-of-way acquisition and construct the Project. A transfer of \$15,347 is proposed to fulfill the Project's obligation to the APP program.

CITY FINANCIAL IMPACTS

This item would appropriate \$1,550,067 to support acquisition and construction for the Lemay and Drake Intersection Improvements project.

The following is a summary of the current and proposed funding appropriations and transfers for the Project.

Previously Appropriated and/or Transferred Funds	
Highway Safety Improvement Program (HSIP)	\$ 900,072
Community Capital Improvement Program - Arterial Intersection Improvements (CCIP-AII)	\$ 200,008
Art in Public Places (APP) Program	\$ (1,000)
Total Prior Appropriation	\$ 1,099,080

Funds to be Appropriated and/or Transferred with this Action	
Transportation Capital Expansion Fee (TCEF)	\$ 1,549,760
Transportation Services Reserve Fund (TSRF)	\$ 307
Net Total Funds to be Appropriated per this Action	\$ 1,550,067

Proposed Transfer to Art in Public Places (APP) Program	\$ 15,347
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Total Proposed Project Funds	\$ 2,633,800
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The total fund amount projected for this Project is \$2,633,800 composed of funds appropriated and transferred with prior actions and this action.

BOARD / COMMISSION / COMMITTEE RECOMMENDATION

City Council adopted the Transportation Capital Projects Prioritization Study (“TCPPS”) on September 19, 2023. The study recommended the Project (No. 7 of 15). The study was also brought to the Transportation Board on August 16, 2023, and the Bike Advisory Committee on August 28, 2023, and both bodies supported the results of the study. The Project has been before City Council on one occasion resulting in an appropriation to the Project: Ordinance No. 135, 2023.

Staff presented the Project to the Active Modes Advisory Board on September 21, 2026. The Board was supportive of the Project.

PUBLIC OUTREACH

A public engagement plan was established as part of the development of the TCPPS work plan. This effort included a bilingual webpage on ourcity.fcgov.com, social media platforms, press releases, newsletters published by the City and various organizations, email distribution in coordination with the Larimer County Department of Health and Environment, and an in-person open house table for the West Elizabeth Corridor Design Project in July 2021.

A virtual open house for TCPPS was held from October 14 - 31, 2021, to provide a progress update, display analysis findings, garner feedback, and encourage viewers to take a public survey if they hadn't done so already. The public survey was accessed by 472 visitors, contributed to by 166 unique people, and received 1,020 pins/comments.

The Project has been featured at City of Fort Collins Transportation Project Fairs held on February 23, 2023, February 22, 2024, March 6, 2025, and February 6, 2026. The Project was discussed at the Active Modes Advisory Board meeting on September 21, 2026.

Staff will work with the Communications and Engagement Department to alert residents to Project construction.

ATTACHMENTS / LINKS

1. Project Location Map
2. Project Typical Section and Site Plan
3. Ordinance No. 135, 2023 (Copy)
4. Ordinance No. 133, 2026