



AGENDA ITEM SUMMARY

City Council

STAFF

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SUBJECT

Second Reading of Ordinance No. 135, 2023, Appropriating Unanticipated Revenue and Authorizing Transfers for the Lemay and Drake Intersection Improvements Project and Related Art in Public Places.

EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on October 3, 2023, appropriates: 1) \$900,072 of Highway Safety Improvement Program (HSIP) grant funds for the Project; 2) \$100,008 from the Community Capital Improvement Program (CCIP); and 3) \$1,000 (1% of the CCIP amount) to the Art in Public Places Program.

STAFF RECOMMENDATION

Staff recommend adoption of the Ordinance on Second Reading.

BACKGROUND / DISCUSSION

Statistical safety performance evaluation of the Lemay Avenue and Drake Road intersection shows that for a crossroads where two roads meet at a right angle, or 4-legged intersection, this intersection has an excess crash cost (using CDOT 4-legged signalized intersection safety performance function methodology) of \$460,000 per year. The Lemay and Drake intersection is in the top 5 intersections of safety concerns in Fort Collins and registers as a LOSS IV using CDOT Level of Service of Safety (LOSS) analysis techniques, which means the intersection has a high potential for crash reduction. It experiences almost 3 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 accidents at this intersection. The proposed improvements will add a southbound right turn lane and convert from "doghouse" style protected/permissive signals to flashing yellow arrows that can be operated protected only, by time of day on all 4 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 - source

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 our experience at other locations in Fort Collins where this treatment has been used, the City anticipates an 80% reduction in approach turn crashes. The Project’s conceptual design includes improvements for pedestrian and bicyclist safety as well.

The HSIP funding became available to the City in the State fiscal year 2023 (July 2022). HSIP funding involves a 90%/10% (Federal/Local) match. The funding split for this award is \$900,072 Federal and \$100,008 Local. Community Capital Improvement Program (CCIP) Arterial Intersection Improvement funds are available for the local match for the Project.

Per Chapter 23 of the City Code, Article XII (addressing Art in Public Places), Section 23-304, all appropriations for construction projects estimated to a total cost of over \$250,000 shall include an amount equal to one percent of eligible funds for works of art. This appropriation includes a contribution of \$1,000 to the Art in Public Places Program which is 1% of the City match of \$100,008. The HSIP grant funds appropriated via this action are ineligible for use toward public art and, as such, are not subject to the 1% set aside.

The Project will require additional right-of-way acquisition for construction of the Project. Federal HSIP funds require the City to follow the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended (the Uniform Act) when acquiring right-of-way. Staff anticipates bringing a request before City Council seeking authorization for acquisition and the potential use of eminent domain, as required by the Uniform Act, once the Project design is finalized.

CITY FINANCIAL IMPACTS

The following is a summary of the funding anticipated for design, right-of-way acquisition, and construction for the Lemay and Drake Intersection Improvements Project:

Funds to be Appropriated with this Action	
HSIP Grant Award	\$900,072
Local Match (10%) – Community Capital Improvement Program	\$100,008
Total Appropriations with this Action	\$1,000,080
Transfer to Art in Public Places	\$(1,000)

The total fund amount projected for this Project is \$1,000,080, composed of funds appropriated with this action.

BOARD / COMMISSION / COMMITTEE RECOMMENDATION

Staff will present this Project to the Transportation Board as the plans are developed.

PUBLIC OUTREACH

Staff will seek public input and present Project details via open house meetings as the Project moves forward. Staff will develop a Project web page in conjunction with a comprehensive communication plan.

ATTACHMENTS

First Reading attachments not included.

1. Ordinance for Consideration