

AGENDA ITEM SUMMARY

City Council



STAFF

John Gerwel, Project Manager
Cortney Geary, Active Modes Manager
Dana Hornkohl, Capital Projects Manager

SUBJECT

Second Reading of Ordinance No. 079, 2025, Authorizing Transfers of Appropriations for the Shields Street Protected Infrastructure – Lake Street to Stuart Street Project and the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue Project.

EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on May 20, 2025, transfers Active Modes Plan Implementation funding to the Shields Street Protected Infrastructure – Lake Street to Stuart Street and the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue capital projects.

STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading.

FIRST READING BACKGROUND / DISCUSSION

The City's adopted Active Modes Plan (AMP) and Transportation Capital Projects Prioritization Study (TCPPS) recommended improvements within the Shields Street corridor. Between Mountain Avenue and Mulberry Street, a road diet was recommended that would remove one northbound vehicular travel lane and restripe this section of Shields Street to include separated bike lanes. Protected intersection infrastructure was recommended at the intersections with Prospect Road and Stuart Street, as well as separated bike lanes between the intersections. A protected intersection is a type of intersection design that prioritizes the safety and comfort of pedestrians and cyclists by providing them with physical separation from motorized vehicles. Upon reviewing these high priority recommendations, it was determined the proposed work could be implemented with two projects.

1. The Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue (SSBL) project could be accomplished utilizing City forces in conjunction with street resurfacing and restriping.
2. The Shields Street Protected Infrastructure – Lake Street to Stuart Street (SPI) capital project would require consulting assistance and a phased approach with robust outreach, design, right-of-way acquisition, and construction. City Staff determined as they were conceptualizing the SPI project that extending the northern boundary of the project from Prospect Road to Lake Street would provide better connectivity between separated bike lanes on Shields Street and Lake Street. The City received a federal Safe Streets and Roads for All grant to construct separated bike lanes on Lake Street from Shields Street to College Avenue.

A key theme that arose from engagement during the AMP and TCPPS efforts was resident desire for direct routes with infrastructure that is physically separated from vehicular traffic. Constructing separated bike lanes and protected intersections (providing user comfort) is critical to achieving the AMP goal of 50% active mode share of all trips by 2032. These improvements would meaningfully advance Our Climate Future Big Move 4: Convenient Transportation Choices and would result in greenhouse gas and air pollution reduction.

FC Moves Department staff successfully sought funding through the 2025-2026 budget process to implement the SSBL project (\$580,000) and perform design on the SPI project (\$1,100,000). Staff from the Engineering and Traffic Operations Departments have begun working with FC Moves to implement these projects. There is a need to transfer the funding to designated capital projects that will allow for future grant funding to be received and tracked for reporting requirements.

These projects support the City's Strategic Plan Goals (TM1) and the 2024-2026 City Council Priorities (4 and 8). These projects also address needs for Safe Routes to Schools for Dunn Elementary, Bennett Elementary, two preschools, and Colorado State University.

- (TM1) Make significant progress toward the City's Vision Zero goal to have no serious injury or fatal crashes for people walking, biking, rolling or driving in Fort Collins.
- (4) Advance a 15-minute city by igniting neighborhood centers.
- (8) Advance a 15-minute city by accelerating our shift to active modes.

Specific project elements that will be evaluated for use in the projects include the following:

- In-street separated bike lanes with vertical barriers such as curbs and delineator posts between the bike lane and the vehicular travel lane (SSBL).
- Raised, separated bike lanes, elevated above the roadway, are often at sidewalk level but separate from the sidewalk (SPI).
- Protected intersections with dedicated cycle and pedestrian paths through the intersection (SPI).

The projects will include robust outreach and public engagement. Travel times through these corridors may be impacted (during construction and post construction) to accommodate the additional infrastructure for vulnerable road users and improve roadway safety for all users. Setting expectations with community members who use these corridors will be key to the projects' success. If approved, this item will transfer funding that has already been appropriated to these two capital projects.

CITY FINANCIAL IMPACTS

The following is a summary of the funding anticipated for implementation of the Shields Street Separated Bike Lanes – Mulberry Street to Mountain Avenue capital project, as well as the design of the Shields Street Protected Infrastructure – Lake Street to Stuart Street capital project.

Prior Appropriated Funds	
2050 Tax - Our Climate Future	\$ 1,680,000
Transfer to Art in Public Places	\$ (16,800)
TOTAL PRIOR APPROPRIATION	\$ 1,663,200

Funds to be Transferred per this Action to Capital Projects	
Shields Street Protected Infrastructure - Lake Street to Stuart Street	\$ 574,200
Shields Street Separated Bike Lanes - Mulberry Street to Mountain Avenue	\$ 1,089,000
Total Funds to be Transferred per this Action	\$ 1,663,200

Total Proposed Capital Projects Funds	\$ 1,663,200
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The total fund amount projected for these projects is \$1,663,200 composed of prior appropriated funds.

BOARD / COMMISSION / COMMITTEE RECOMMENDATION

The projects were identified as part of the AMP adopted by Council in December 2022 and the TCPPS adopted by Council in August 2023. The AMP and TCPPS were presented to the Transportation Board as part of the adoption process.

PUBLIC OUTREACH

Staff will develop and implement a public engagement plan for the projects in conjunction with the Communications and Public Involvement Office.

ATTACHMENTS

First Reading attachments available in May 20, 2025, agenda materials at the following link: <https://fortcollins-co.municodemeetings.com/>.

1. Ordinance No. 079, 2025