




Planning, Development & Transportation

FC Moves
281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580

970.224.6058
970.221.6239 - fax
fcgov.com/transportation

DATE: April 24, 2014

TO: Mayor and City Council

FROM: Darin Atteberry, City Manager 
Aaron Iverson, Senior Transportation Planner
Tessa Greegor, FC Bikes Program Manager

RE: Follow up on the Remington Greenway Project

The purpose of this memo is to update Council on the Remington Greenway Project. As discussed in the April 8th work session on the Bike Master Plan, the Remington Greenway project is a 2014 funded capital project. It is intended to serve as a demonstration project to help provide a basis for incorporating Green Streets concepts in projects throughout the City by testing ideas, clarifying costs, and establishing the benefits. The concept of a Green Street demonstration project is a specific near-term priority action item from the 2011 Transportation Master Plan (TMP).

Remington Street, from Prospect to Mountain, was selected as a strong candidate for this demonstration project as a designated 2-lane arterial that parallels College Avenue, with a mix of commercial, institutional and residential uses. Remington is identified in the 2008 Bike Plan as a "Secondary Commuter Route," which is important given the prohibition for bicycling on College Avenue. When there are no bicycle facilities provided, the City street standards require bikeway facilities to be constructed on a nearby (within a quarter mile) parallel roadway or Multi-Use Path, which the City has implemented on Remington and Mason. While the City has encouraged bicycle traffic on Remington, there are still impediments, including the number of stop signs and the signals.

The Remington Greenway project includes the potential for a number of "green" elements, including:

- Bioretention features such as rain gardens or stormwater planters;
- Paving options such as permeable pavers;
- Improvements to the bicycling and walking environment such as curb bulb-outs, roundabouts, medians, way-finding and innovative bike lane designs.

This demonstration project is part of the larger goal for the City which is to create a more sustainable, bicycle and pedestrian friendly community, not just on Remington but on streets throughout the City.

Project Development

Conceptual designs were developed to inform the final design and engineering, in collaboration among the City's Engineering department, Stormwater, Transport, Traffic Operations and FC Moves. This has included:

- December 16, 2013: Whedbee Street neighbor meeting
- December 17, 2013: Team field review
- January 27, 2014: Presentation to the Bicycle Advisory Committee
- February 11, 2014: Public Open House Neighborhood Meeting (Saint John's Lutheran Church)
- February 20, 2014: Joint Planning Open House (Museum of Discovery)
- April 8, 2014: Council outreach, work session discussion

Support for the project has been strong overall. Neighbors living on Whedbee reached out to the City with initial concerns, primarily about potential traffic diversion to Whedbee due to work on Remington. We worked through their concerns and made adjustments to the final plan, they have indicated they are now fine with the project and support moving forward. Some of the adjustments that were made include:

- Reducing the number of potential roundabouts from three to one
- No changes to the intersection of Prospect and Remington in terms of traffic movements
- Locating the Stormwater Low Impact Development features near the CSU flower gardens
- Development of a monitoring program to assess any changes to traffic patterns, in particular on adjacent parallel neighborhood streets
- Conducting a before and after analysis of the project

The approved project budget is \$450,000. The conceptual cost estimates are currently showing a total cost of about \$780,000. Consequently, the improvements are planned to be phased, with future improvements made as additional funding is approved. The first \$450,000 phase will include the following elements:

- Removal of the continuous center turn lane (major intersections will still have left and right turn lanes)
- Installation of a buffered bike lane. This is a bike lane with a 3 foot striped buffer on either side of the bike lane
- Removal of traffic signals at Pitkin, Elizabeth and Laurel
- Replacement of these 3 signals with a roundabout at Laurel a four-way stop at Elizabeth and a two way stop at Pitkin
- Removal of north/south stop sign at Magnolia and Olive to facilitate north/south movements.
- Improved way finding and signing
- A permanent bicycle counter (funded separately through a grant)

Subsequent phases, if funded, will include extensive pedestrian improvements including sidewalk replacements (where needed), ADA upgrades and pedestrian neck downs at key intersections. Additionally the project team is evaluating the extension of the enhanced buffered bike lanes south of Prospect to the Spring Creek Trail connection.

Downloads of the graphics showing all the features described above can be found at:
www.fcgov.com/remingtongreenway

Timeline

The conceptual designs will go forward into final design starting in May 2014. Construction is expected to occur fall 2014. Unless Council has additional feedback or concerns we will be moving forward with the project on that timeline.



Planning, Development & Transportation

281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580
970.221.6376
970.224.6134 - fax

MEMORANDUM

DATE: April 25, 2014

TO: Mayor Weitkunat and City Councilmembers

THRU: Darin Atteberry, City Manager *D*
Jeff Mihelich, Deputy City Manager *J.M.*
Karen Cumbo, Director of Planning, Development & Transportation *KC my name*
Laurie Kadrich, Community Development & Neighborhood Services Director *LK*
Paul Sizemore, FC Moves Program Manager *PS my name*
Cameron Gloss, Planning Services Manager *CG my name*

FROM: Pete Wray, Senior City Planner *PW*
Amy Lewin, Transportation Planner *AL*

RE: **April 22, 2014 Work Session Summary – Lincoln Corridor Plan Update**

Attendees:

City Council: Mayor Karen Weitkunat, Mayor Pro-Tem Gerry Horak, Councilmember Gino Campana, Councilmember Ross Cunniff, Councilmember Bob Overbeck, Councilmember Wade Troxell

City Staff: Darin Atteberry, Karen Cumbo, Bruce Hendee, Mark Jackson, Amy Lewin, Joe Olson, Paul Sizemore, Pete Wray; Kurt Friesen and Jana McKenzie (Logan Simpson Design consultants).

Discussion Summary:

- Definition of gateway, how much flexibility we have within design
- Phasing options and considerations
- Plan meets expectations
- Costs are in line with an enhanced corridor that is an asset to the community
- Support for constructing basic roadway framework as defined in Plan initially, while not precluding phasing in enhancements later
- The design supports Lincoln as an extension of and a gateway to Downtown
- Support for implementing neighborhood projects through BFO offer separate from Lincoln

Discussion Summary (continued):

- Questions about which boards were involved in the project process
- Support for safe pedestrian crossings
- Landscaping should reflect water-wise best practices
- Questions on timing of bridge and components of design
- Support for path connecting Odell and New Belgium Brewery on private land
- Questions on buffer between Buckingham Neighborhood and industrial uses
- Differing support for the use of various funding sources
- Support for moving forward to adoption hearing

Follow-up Items:

- Provide more information on the status of the Lincoln bridge and how it compares with other bridges re: replacements needs
- Incorporate ideas for phasing (basic roadway framework, then enhancements)
- Provide more detail on operations & maintenance costs for landscaping
- Follow up on potential path connecting Odell and New Belgium Brewery

Staff appreciates the opportunity to discuss the *Lincoln Corridor Plan* with the City Council and received valuable feedback and direction for the project. For more information regarding the project, please visit: <http://www.fcgov.com/lincoln>.



Environmental Services
215 N. Mason
PO Box 580
Fort Collins, CO 80522
970.221-6600
970.224-6177 - fax
fcgov.com

MEMO

DATE: April 24, 2014

TO: Mayor and Councilmembers

THRU: Darin Atteberry, City Manager
Jeff Mihelich, Deputy City Manager
Bruce Hendee, Chief Sustainability Officer
Lucinda Smith, Environmental Services Director

FROM: Susie Gordon, Sr. Environmental Planner

RE: Community Recycling Center: Follow-up from April 22 Council Work Session

The purpose of this memo is to respond to questions and comments provided by Council concerning a discussion about building a Community Recycling Center (CRC) with the capability for accepting hard-to-recycle materials.

Feedback from Council:

- Slow down the process in order to develop a complete facility, manage budget and maximize the value received. Set aside the \$750K in a reserve dedicated for a budget in 2015.
- Building the CRC better enables the City to move forward with more curbside programs for yard waste being collected (during the April-October growing season).
- Consider the importance of being able to collect household hazardous waste (HHW) from the public at the CRC, and recognize the convenience that this offers.
- Avoid "scope creep" that could turn the CRC into a City solid waste utility.
- Consider holding more specialized materials "round-up" activities.
- Need to talk to the County about its role in developing this facility; it will help prevent the landfill from filling up as fast if the CRC diverts more materials for recycling.
- Work with private sector on involvement.
- Have it be a singular package.
- The sooner the facility can get built, the sooner it can start helping the community..
- It's not clear what the additional money (\$1.4M) for Phase 2 actually gets us; are there are enough additional benefits for the costs?
- Look at the low-hanging fruit and what's left in the waste stream, like yard debris.
- Very important to consider this project in a county perspective for its role in the region. Need to look at not just getting to our goals, but how we get there.

- Ensure that the project, once built, doesn't create a situation that allows the "back end to be unbounded", whereby a contractor could decide not to continue operating the CRC, and the City is forced to become the operator.




Summary

Staff will provide ongoing sponsorship for the BFO proposal that has been submitted for Phase 2 of the CRC to be built, as part of the budget adopted by Council in November for 2015-16.

The Phase 1 construction plans will be put on hold; money remaining in this account will be placed into a reserve account for expenditure in 2015, enabling the combined Phase 1-2 facility to be constructed and thereby avoiding wasted expenditures that would result from separate construction phases.



Information Technology
215 North Mason Street
3rd Floor
PO Box 580
Fort Collins, CO 80522
970.221-6790
970.221-6329 - fax
fcgov.com

Date: April 25, 2014
To: Mayor Weitkumat and City Councilmembers
Thru: Darin Atteberry, City Manager 
Kelly DiMartino, Assistant City Manager 
From: Dan Coldiron, Chief Information Officer 
Re: April 22, 2014 Work Session Summary: Comcast Franchise Renewal Process

City Council in Attendance: Mayor Weitkumat, Mayor Pro Tem Horak, Councilmembers Campana, Cunniff, Overbeck, and Troxell. Absent: Councilmember Poppaw

Presenting Staff: Dan Coldiron, joined by Connie Ledoux Book and Ken Fellman, consultants.

Council was provided with an update on the process to renew the Comcast cable franchise agreement during the April 22, 2014 Work Session. The presentation included an overview of the evaluation of Comcast's compliance with the current franchise agreement, the community needs assessment, and the current state of the cable industry. Council identified a number of issues to be addressed during the upcoming franchise renewal negotiations:

A basic programming package is highly desired in the new agreement. It was noted that although this was provided by Comcast as part of the current franchise agreement, communication and availability of the package to customers was severely lacking.

The needs assessment indicated a significant interest by the community in Public, Education and Government (PEG) programming. The needs of the PEG channels point to a need to increase the PEG fee; some Councilmembers prefer a percentage-based fee over a flat fee.

There is a need to have a better definition of gross revenue in the new agreement. In conjunction with this, financial reporting should enable frequent, periodic auditing.

Technical standards and system performance testing should be required on a frequent basis in the new agreement.

There is a need for the City to be more proactive in monitoring the performance of Comcast during the life of the agreement.

More well-defined customer service standards should be developed and enforced. Periodic updates will be provided to Council as the negotiations progress.