DATE: February 23, 2010 STAFF: Helen Migchelbrink Steve McQuilkin, Kurt Ravenschlag Dwight Schock, Baker Engineering *Pre-taped staff presentation: available at fcgov.com/clerk/agendas.php*	**WORK SESSION ITEM** **FORT COLLINS CITY COUNCIL**

SUBJECT FOR DISCUSSION

Project Update on the Mason Corridor BRT Project Final Design.

EXECUTIVE SUMMARY

The Mason Corridor Bus Rapid Transit (BRT) Project has transitioned from a planning project to a capital project. The project team is advancing the thirty percent preliminary design plans from the Environmental Evaluation into a final design that is cost effective, constructible, and will result in an efficient and convenient BRT corridor that meets community expectations. Major project elements refined during this design process include: BRT guideway (roadway), structures, drainage, railroad and utility coordination, traffic engineering, station layout and architecture, and fare collection. Throughout this final design process, the project team will continue to work closely with stakeholders to identify urban design elements that will incorporate the BRT stations into the community.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

The purpose is to provide Council with a project update. The project team welcomes questions, feedback, and comments.

BACKGROUND

The Mason Corridor started with a citizen idea in the late 1990s. The Mason Corridor will provide economic development and new multi-modal transportation connections to enhance livability along the corridor linking community, lifestyle, and businesses. Bus Rapid Transit service is one of the planned elements of the overall Mason Corridor vision. Other critical elements include: Mason Corridor Bicycle and Pedestrian Trail, pedestrian crossings at Troutman and NRRC, Mason and Howes Street Conversion, Mid-Town Commercial Corridor, and other land use, redevelopment, and economic plans.

The Mason Corridor BRT is five miles long and will connect the Downtown Transit Center (Mason and Laporte) with the planned South Transit Center located south of Harmony Road. It will include 12 stations to serve residents, Colorado State University, and businesses along the corridor. Federal transit dollars obtained in March 2009 are funding the current project activities, including right-of-way acquisition and completion of the final design.

BRT Guideway and Stations

The Bus Rapid Transit guideway (roadway) and stations are being designed to accommodate 60-foot articulated BRT vehicles. Beginning at the Downtown Transit Center, the BRT will run within the existing Mason Street from Maple Street to Laurel Street with stations at Mountain, Olive, Mulberry, and Laurel. Each station will have two side station platforms along or adjacent to the existing sidewalks. These stations will provide direct access to businesses in the downtown area.

The BRT will operate on a dedicated concrete guideway with BRT-only traffic between Laurel Street and the South Transit Center. Stations at University, Prospect, Bay Farm, Drake, Swallow, Horsetooth, Troutman, and Harmony will have center passenger-loading platforms.

Each station platform will include standard elements such as ticket vending, signs, canopies, benches, and security. As part of the final design process, these elements will be configured at each platform based on available right-of-way and platform configuration (side or center). One of the ways to incorporate community and neighborhood identity into the stations is the use of functional art as part of the project's urban design. The City's Art in Public Places artist is working closely with the project team and stakeholders to develop art appropriate for the stations and corridor as a whole.

Accomplishments and Outreach

The City has had a number of recent successes implementing the Mason Corridor vision. These accomplishments include the completion of the Environmental Assessment and preliminary engineering, Howes conversion, and the development of the South Transit Center and BRT designs.

These successes are due in part to the City's commitment to effective public outreach. Extensive public outreach was completed during the planning process. The project team is building on these efforts and continues to coordinate with groups including Colorado State University, Colorado State University Research Foundation, UniverCity Connections, Downtown Development Authority, Chamber of Commerce, other civic and business groups, property owners, and citizens. Currently, presentations and small group meetings are being held to seek input on station elements, including urban design features.

The project team is committed to keeping City Council updated on this major capital project. Monthly written reports will be submitted to City Council throughout the duration of the project. The project team will also provide an update at the May 25th Work Session.

Timeline

The project team is on a fast pace to develop the 65 percent design plans by April 2010 to secure the Full Funding Grant Agreement with the Federal Transit Administration (FTA). The project team is working closely with a variety of stakeholders to maintain this aggressive project schedule.

2010	Public Outreach and Final Design
2011	FTA Full Funding Grant Agreement
2011/2012	Construction
2012	BRT Service Begins

ATTACHMENTS

1. Power Point presentation

Mason Corridor

City Council Work Session
February 23, 2010

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City of Fort Collins

Purpose of Presentation

- Provide City Council with project update
  - Moving from planning to capital project
  - Project benefits
- Welcome your questions, feedback, and comments

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Presentation Focus

- BRT Vehicles
- BRT Guideway Design
- Stations/Urban Design
- Outreach
- Schedule
- Issues/Concerns

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Mason Corridor

Linking Community, Lifestyle, and Business

Enhancing Environmental Quality

Providing Economic Development Opportunity

Offering Convenience and Choice

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Project Benefits

- Environmental Benefits
  - Supports Climate Action Plan goals
  - Reduces carbon footprint
  - Sustainable design, LEED certification for South Transit Center
- Economic Benefits
  - Transit Oriented Development
  - Improved access to jobs and businesses
  - Return on Investment

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Bus Rapid Transit (BRT)

"Rubber tired light rail"

- Flexibility & convenience
- Speed & comfort
- High service frequency
- Compressed Natural Gas (CNG)

Purchasing six North American Bus Industries (NABI) BRT Vehicles

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Mason BRT Corridor

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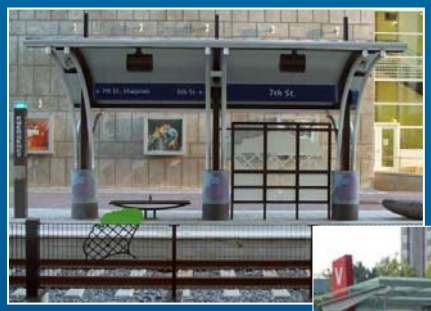
What do we mean "Station?"



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Station Canopies with Integrated Art

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Art Features at Stations

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Downtown Transit Center

(Laporte and Mason)

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Downtown Stations

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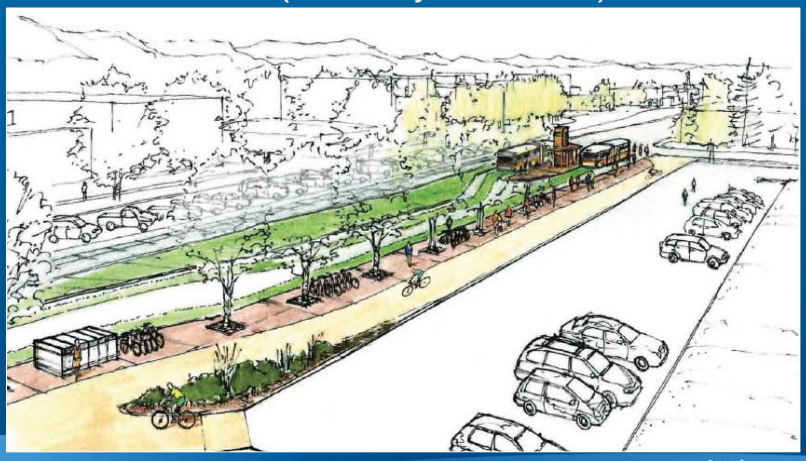
University Station

(University and Mason)



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South Transit Center

(Fairway Lane)

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South Transit Center

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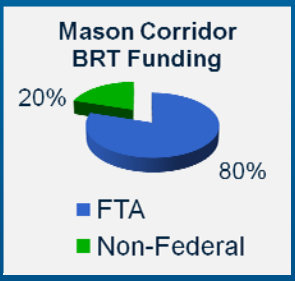
Accomplishments/Successes



- Environmental Approval
- Howes Conversion
- Guideway and Station Design
- South Transit Center Design
- Federal Transit Administration (FTA) funding

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Effective Outreach

- CSU / CSURF
- UniverCity Connections
- Downtown Development Authority
- Civic and Business Groups
- Property Owners and Citizens
- Public Open House

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Communication with Council

- Reports will be submitted to Council at key milestones
- Presentation at upcoming Council Work Session

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Next Steps

2010 – Public Outreach and Final Design

2011 - FTA Full Funding Grant Agreement

2011/2012 – Construction

2012 – BRT Service Begins
(pending railroad agreements)

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Challenges to Meeting Aggressive Schedule

- Acquiring BNSF Right of Way
- FEMA Coordination at Spring Creek
- Real Estate

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Thank You

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