



Urban Renewal Authority Board Work Session Agenda

March 26, 2026 at 5:30 PM
(Immediately following Regular Meeting)

Emily Francis, Chair
Kristin Stephens, Vice Chair
Chris Conway
Julie Pignataro
Josh Fudge
Melanie Potyondy
Amy Hoeven
Jessica Zamora
Dan Sapienza
Matt Schild

Council Information Center (CIC) in
City Hall, 300 Laporte Ave,
Fort Collins, CO and via Zoom at
<https://zoom.us/j/98687657267>

Cablecast on FCTV
Channel 14 on Connexion
Channel 14 and 881 on Comcast

Angela Hygh
Authority Attorney

Josh Birks
Acting Executive Director

Amani Chamberlin
Acting Secretary

URBAN RENEWAL AUTHORITY WORK SESSION Immediately Following URA Regular Meeting

- A) CALL MEETING TO ORDER
- B) ROLL CALL
- C) AGENDA REVIEW

Executive Director's Review of Agenda.

D) DISCUSSION ITEMS

The method of debate for discussion items is as follows:

- Chair introduces the item number and subject; asks if formal presentation will be made by staff
- Staff and/or Applicant presentation (optional)
- Chair requests public comment on the item (three minute limit for each person)
- Board questions of staff on the item
- Board motion on the item
- Board discussion
- Final Board comments
- Board vote on the item

Note: Time limits for individual agenda items may be revised, at the discretion of the Chair, to ensure all have an opportunity to speak. **If attending in person, please sign in at the table in the back of the room.** The timer will buzz when there are 30 seconds left and the light will turn yellow. It will buzz again at the end of the speaker's time.

1. Update: Prospect South Pedestrian, Bike and Public Spaces Planning and Design

The purpose of this item is to provide the Board with an update regarding the Prospect South Pedestrian, Bike, and Public Spaces Planning and Design project ("Project").

E) OTHER BUSINESS

F) ADJOURNMENT

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide 48 hours advance notice when possible.

A petición, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione 48 horas de aviso previo cuando sea posible.

March 26, 2026

WORK SESSION AGENDA
ITEM SUMMARY
Urban Renewal Authority



STAFF

Andy Smith, Redevelopment Manager
Josh Birks, Acting Executive Director
Chris Sheafor, Program Coordinator

SUBJECT FOR DISCUSSION

Update: Prospect South Pedestrian, Bike and Public Spaces Planning and Design

EXECUTIVE SUMMARY

The purpose of this item is to provide the Board with an update regarding the Prospect South Pedestrian, Bike, and Public Spaces Planning and Design project (“Project”).

STAFF RECOMMENDATION

This item is for discussion purposes, and there is no official action to be taken by the Board, though Authority staff seek feedback from the Board to help determine next steps.

It should be noted that the role of the Authority in the Project is limited and distinct from that of the City of Fort Collins. Since URA staff are working closely with City of Fort Collins colleagues on the Project, the Authority Board may become aware of Project milestones and deliverables through their other respective roles, especially as the Fort Collins City Council.

Authority staff seeks Board feedback on the following question:

Please identify specific improvement opportunities from the “Immediate Action” and/or “Strategic Advancements” table that the Board would like Authority staff and the consultant team to further explore for future funding consideration.

BACKGROUND / DISCUSSION

BACKGROUND

The Prospect South TIF District, which is located within the Midtown Plan Area, was created in 2011 to remediate blight conditions in the area generally from College Avenue on the east to the railroad tracks on the west, and from Prospect Avenue on the north to Rutgers Avenue on the south.

In 2020 and 2021, Authority staff collaborated with the Institute for the Built Environment on a series of public workshops to generate ideas on how to best spend unpledged tax increment in the Prospect South

Plan Area. The top priority project from this engagement was bicycle and pedestrian connectivity west of College Ave. On March 25, 2021, the URA Board adopted the Prospect South Community Investment Plan. The Prospect South Community Investment Plan identified five projects for investment with enhanced bicycle and pedestrian connectivity west of College Avenue as the top priority project.

- Creation of an existing conditions report documenting the bicycle and pedestrian network in its current state;
- Series of public meetings to generate ideas and solicit feedback on potential design solutions;
- Development of a preferred design with preliminary engineering design (30% design);
- Maintenance plan for proposed improvements; and
- Initial survey and easement work for acquiring property needed for completion of bicycle and pedestrian network.

At the April 24, 2025, Authority Board meeting, \$275,000 was appropriated to fund a Request for Proposals for partial design of bike and pedestrian improvements in the Prospect South Plan Area.

DISCUSSION

In October 2025, the Authority engaged the services of planning and engineering consultants Olsson, Inc. to refine and clarify the community priorities into a slate of achievable projects through focused community input and collaboration with key stakeholders like Colorado State University, residents, businesses, and City departments. City of Fort Collins departments that have participated on the Project team include:

- FCMoves
- Planning
- Engineering/Capital Projects
- Parks and Recreation
- Streets

From the work completed so far, which included activities like a walk-and-roll audit and a community design charrette, a list of 27 projects emerged and are grouped into the following general categories:

- 1) Immediate Action
- 2) Strategic Advancement
- 3) Long-Term Collaboration
- 4) Heavy Lift projects

As the Project team moves further into the design phase, there is a need to prioritize projects that may be feasible to proceed to 30% design (this level of design may enable projects to be eligible for federal and state funding, grant applications, and partnerships with other entities).

The Project budget has funds remaining that are dedicated to advancing designs for a few strategic investments to be selected by the Authority Board. Authority staff seeks Board feedback on the following question in order to come back in a few months with specific project funding recommendations:

Please identify specific improvement opportunities from the “Immediate Action” and/or “Strategic Advancements” table that the Board would like Authority staff and the consultant team to further explore for future funding consideration.

Finally, an assortment of projects from the lists may or may not be brought forward by City of Fort Collins staff through their respective City Department budgets and workplans, and representatives from the City

are available to answer Board questions. In some instances, Authority funding may accelerate projects, improve projects, or make projects happen that would not otherwise occur.

BOARD / COMMISSION / COMMITTEE RECOMMENDATION

None.

AUTHORITY FINANCIAL IMPACTS

There are no funding impacts at this time, but Board input will guide project funding recommendations. Broad costs estimate ranges are included with the project descriptions to illustrate order of magnitude only. Actual estimates will not be available until design is moved to 30%.

Currently the Prospect South TIF District undesignated fund balance is approximately \$2.7 million and is forecast to be approximately \$8.4 million at the sunset in 2036.

PUBLIC OUTREACH

Extensive public outreach was done in 2020-21 and again in 2026 to develop the list of potential improvements.

ATTACHMENTS

1. Prospect South Pedestrian, Bike, and Public Spaces Planning and Design Walkability Audit Summary
2. Prospect South Pedestrian, Bike, and Public Spaces Planning and Design Charrette Summary
3. Prospect South Pedestrian, Bike, and Public Spaces Planning and Design Charrette Appendix – Project List
4. Presentation

A walkability audit is a review of actual walking conditions against established principles of what makes a truly walkable experience. The most successful walkability audits are conducted with diverse groups of people who bring different experiences and perspectives, as these:

1. Allow people to see the environment from different view points... from people with different backgrounds, ages, and mobilities;
2. Help participants understand their many shared values...to be safe, healthy, economically vibrant, socially connected; and,
3. Focus attention on what's really happening on the ground.



The Fort Collins Urban Renewal Authority (FCURA) is advancing projects from the Prospect South Community Investment Plan to help the City realize the community's vision established in the Midtown Corridor Plan and support the neighborhood's transition to a transit supportive, mixed-use activity centers.

This initiative aims to identify, prioritize, design, and deliver pedestrian, bike, and public space improvements to ensure the neighborhood evolves into a more walkable and accessible place to gather, work, live, do business, and go to school. Two walk + roll audits, 12 facilitated focus groups meetings, and a community-wide meeting were held January 11th and 12th to identify this list of specific projects.

The FCURA will continue to work with the City and the community to prioritize, design, and construct the South Prospect URA's Community Investment Plan's five prioritized improvements:

West side Bicycle & Pedestrian Corridor – Enhance walking and biking corridor through the center of the west side of the plan area, including creating a safe crossing over the Sherwood Lateral.

Sidewalk & Crosswalk Improvements along College Avenue – Improve sidewalk connectivity and safety along both sides of College Avenue and at east-west street crossings.

Creekside Park Enhancements – Increase enjoyment opportunities of Creekside Park with food truck(s), wayfinding, improved gathering spaces, and nature play / learning opportunities at the creek.

Green Plaza and/or Outdoor Dining – Create an inviting public green plaza and/or outdoor dining area.

Existing Small Business Preservation – Make efforts to preserve existing small businesses in the plan area.



Assessment Questions?

ACCESSIBLE

Are the sidewalks and pedestrian ramps level and well-maintained?
 Could the route accommodate a wheelchair or stroller?
 Do the pedestrian ramps align with the striped crosswalk?
 Are there visual and physical obstructions along the walk?
 Do the traffic control devices at intersections and mid-block crossings provide pedestrian features?

COMFORTABLE

Is the sidewalk wide enough for comfort?
 Are the sidewalks protected from the moving traffic?
 Could a pedestrian, regardless of age or ability, be seen by motorists when crossing a Street?

CONVENIENT

Did the sidewalk connect directly to your origin and destination? Were the sidewalks and crosswalks located conveniently to serve your trip?
 Did their location make you walk out of your way?
 Did the traffic signals make you wait too long before crossing?
 Did they give you enough time to cross?

ENGAGING

Was the walk visually interesting?
 Are buildings designed for the pedestrian by opening to the sidewalk, offer transparency to allow the pedestrian to see into the building, and provide protection, such as awnings, from the sun or rain?
 Were there businesses using the sidewalk for sales, or dining areas, etc.?
 Which areas along the walk sparked your interest?
 Were there locations along the walk that encouraged you to linger?

VIBRANT

Were there people around on the walk?
 What were they doing?
 Were there locations along the walk with a sponsored event or activity?
 Did the atmosphere excite you, or make you want to return?



Principles of a Walkable City



Accessible - A place that can be enjoyed by people of all ages and mobility levels.



Comfortable - A place where visitors feel at ease with their surroundings and provides a feeling of safety and personal security.



Connected - A place that links multiple routes to multiple activities and resources regardless if individuals arrive by car, transit, or bicycle before they move around on-foot.



Convenient - A place which is easily understood by its residents, employees and visitors by ensuring the walking environment provides visual and physical directness between destinations.



Engaging - A visually rich place with interrelated parts allowing visitors and residents of all ages connect with each other and the environment.



Vibrant - A place that pulsates with life, vigor, and activity.

Identified Improvements



Individual Projects

1. Parker Street high-intensity activated crosswalk beacon (HAWK) Crossing
2. Evaluate consolidating driveways to improve trail connection to Prospect Avenue
3. Re-stripe Choice Center Drive for an Advisory Bike Lane configurations
4. Widen Prospect Avenue's south sidewalk to improve pedestrian landing and storage for crossing
5. Improve pedestrian crossing of College Avenue at Rutgers Avenue
6. Realign trail, relocate and screen waste containers
7. Realign corner to improve line of sight (consider relocating utility box)
8. Redesign parking lot's configuration to improve trail continuity
9. Redesign parking lot's configuration and consolidate driveways to improve sidewalk width
10. Remove median and narrow roadway to narrow driveway and add parking
11. Construct pedestrian trail from Sherwood Lateral to Whole Foods & Max Spring Creek Station
12. Improve at-grade pedestrian crossing at Prospect Avenue
13. Install underpass at Prospect Avenue and Mason Trail
14. Study realigning trail with reconfigured parking lot to improve public space for businesses
15. Widen trail adjacent to garage from 7.5 feet to 12 feet
16. Prioritize movement at garage entrance by raising crosswalk
17. Redesign Stuart Avenue and Choice Center Drive intersection to prioritize pedestrians
18. Redesign Dairy Queen lot to consolidate driveways, connected to park, and proved green space
19. Re-stripe Spring Court for an Advisory Bike Lane configurations
20. Install 12-trail along Spring Court
21. Install pedestrian/bike bridge over Spring Creek adjacent to the west side of College Avenue
22. Redesign Creekside Park to become a node of activity with improve north-south connectivity
23. Widen Mason Trail and RR underpass
24. Widen College Avenue Sidewalk over Sherwood Lateral

Program Improvements

- A. Widen ramps and truncated domes to match trail & sidewalk widths
- B. Introduce Pedestrian scale lighting
- C. Install curb stops along trail
- D. Program a College Avenue Corridor Study to reallocated mobility choices in ROW

Relevant Plans and Policies

- The Prospect South Community Investment Plan and Community Engagement Report - 2021
- Walk.Bike.Roll - Active Modes Plan - 2022
- The Midtown Plan - An Urban Design Vision for a Revitalized Corridor - 2013
- ReCreate - Parks & Recreation Master Plan - 2021
- Parks Infrastructure Replacement Program - Management Plan - 2022
- Fort Collins, City Plan - Planning Our Future Together - 2019

	Access	Comf	Conn	Conv	Enga	Vibrant
1.	●	●	●	●	●	●
2.	●	●	●	●	●	●
3.	●	●	●	●	●	●
4.	●	●	●	●	●	●
5.	●	●	●	●	●	●
6.	●	●	●	●	●	●
7.	●	●	●	●	●	●
8.	●	●	●	●	●	●
9.	●	●	●	●	●	●
10.	●	●	●	●	●	●
11.	●	●	●	●	●	●
12.	●	●	●	●	●	●
13.	●	●	●	●	●	●
14.	●	●	●	●	●	●
15.	●	●	●	●	●	●
16.	●	●	●	●	●	●
17.	●	●	●	●	●	●
18.	●	●	●	●	●	●
19.	●	●	●	●	●	●
20.	●	●	●	●	●	●
21.	●	●	●	●	●	●
22.	●	●	●	●	●	●
23.	●	●	●	●	●	●
24.	●	●	●	●	●	●
A.	●	●	●	●	●	●
B.	●	●	●	●	●	●
C.	●	●	●	●	●	●
D.	●	●	●	●	●	●

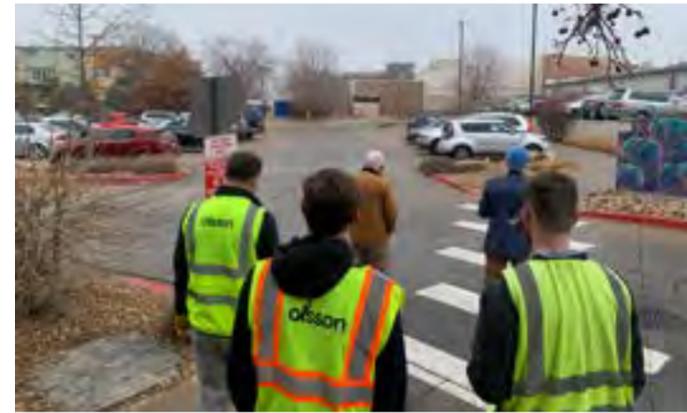
Community Feedback

What We Heard From Our Partners

Members of the local community had the opportunity to attend two open houses during the multi-day design Charrette, where they learned about the project's purpose and recent progress and shared feedback on needed improvements the Prospect South study area.

Feedback from the first open house closely aligned with concerns raised through 2021 outreach efforts conducted prior as part of the Community investment Plan.

Having community feedback is essential to for the project team to ensure it is meeting the needs and concerns of community members.



The project team conducted a site visit to review the Prospect South Corridor's existing conditions.



Attendees provided their feedback on areas of concern within the project area.



At the Community Open House #2, attendees were able to review proposed concepts and provide their immediate feedback. The project team was available to answer any questions.

Prospect South

Pedestrian, Bike, & Public Spaces Planning & Design
Design Charrette Summary



The Fort Collins Urban Renewal Authority (FCURA) is developing an implementation framework for the community's desired outcomes identified in the Prospect South Community Investment Plan. This planning and design effort aims to identify, prioritize, design, and deliver improvements to ensure the Prospect South evolves into a more walkable and accessible place to gather, work, live, do business, and go to school.

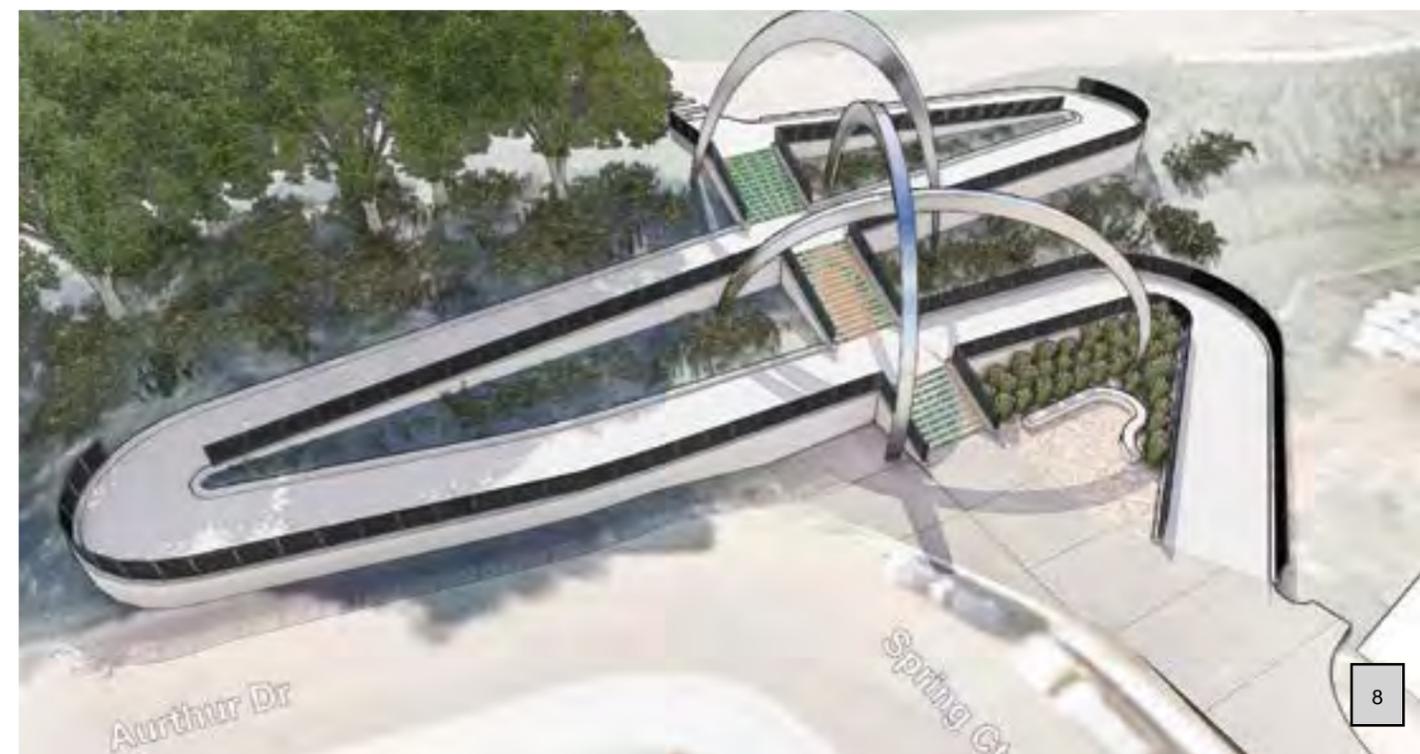
The project's first engagement effort involved two walk + roll audits and 12 facilitated focus groups meetings to generate a list of specific projects that met the desired outcomes of the Community Investment Plan. A summary of that first engagement effort can be found here [\(LINK\)](#).

The second engagement effort, summarized in this document, involved a three-day design charrette to refine identified projects and draft a prioritization program.

The charrette's schedule included:

- **Site Visit** - The team of engineers, urban planners, and landscape architects conducted a site visit to review the findings from first engagement effort and to familiarize themselves with the study area.

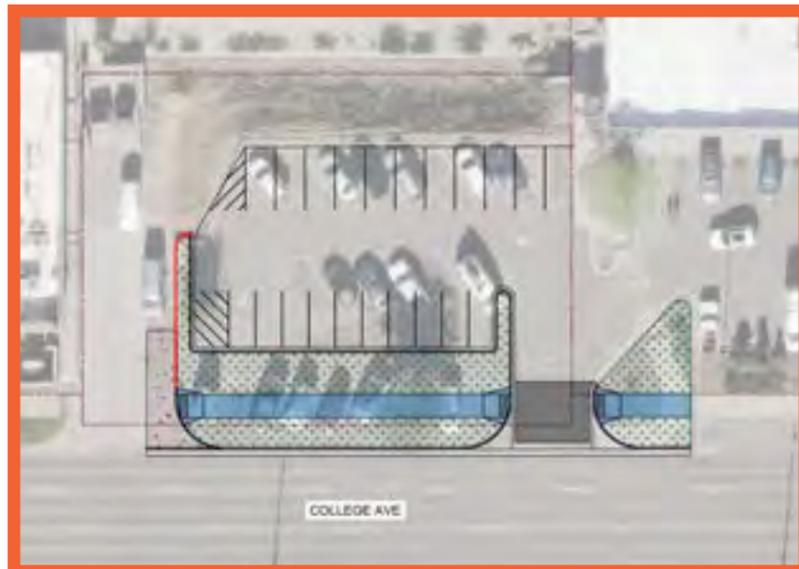
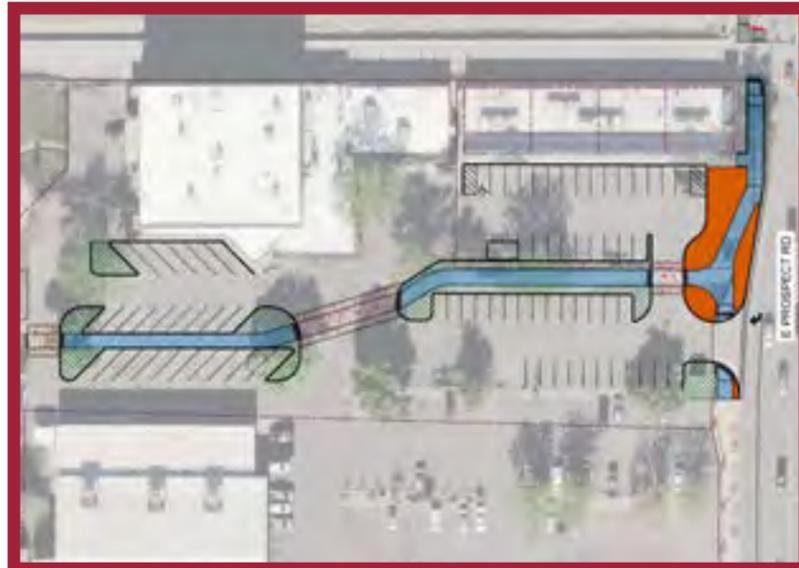
- **Community Open House #1** - On day one the Project Team presented the findings of the walk + roll audit and focus group meetings and encouraged participants to identify what they felt was working in the study area and what needed to be addressed.
- **Studio Time** - The multi-day charrette included studio time for the project team to draft preliminary concepts, coordinate potential solutions with city staff, and craft an implementation framework.
- **Stakeholder Pin-ups** - The project team met with City departments, Colorado State University, and local businesses to gain feedback on initial concepts. These conversations were pivotal to ensuring solutions could meet the desired outcomes of the Community Investment Plan.
- **Community Open House #2** - A second open house was held on the final day of the charrette. Attendees were presented with 22 specific project concepts and five district-wide improvements for their consideration and feedback. Attendees were able to speak one-on-one with team members to learn more about each project and voice any support, concerns, or new ideas they wanted the team to consider.



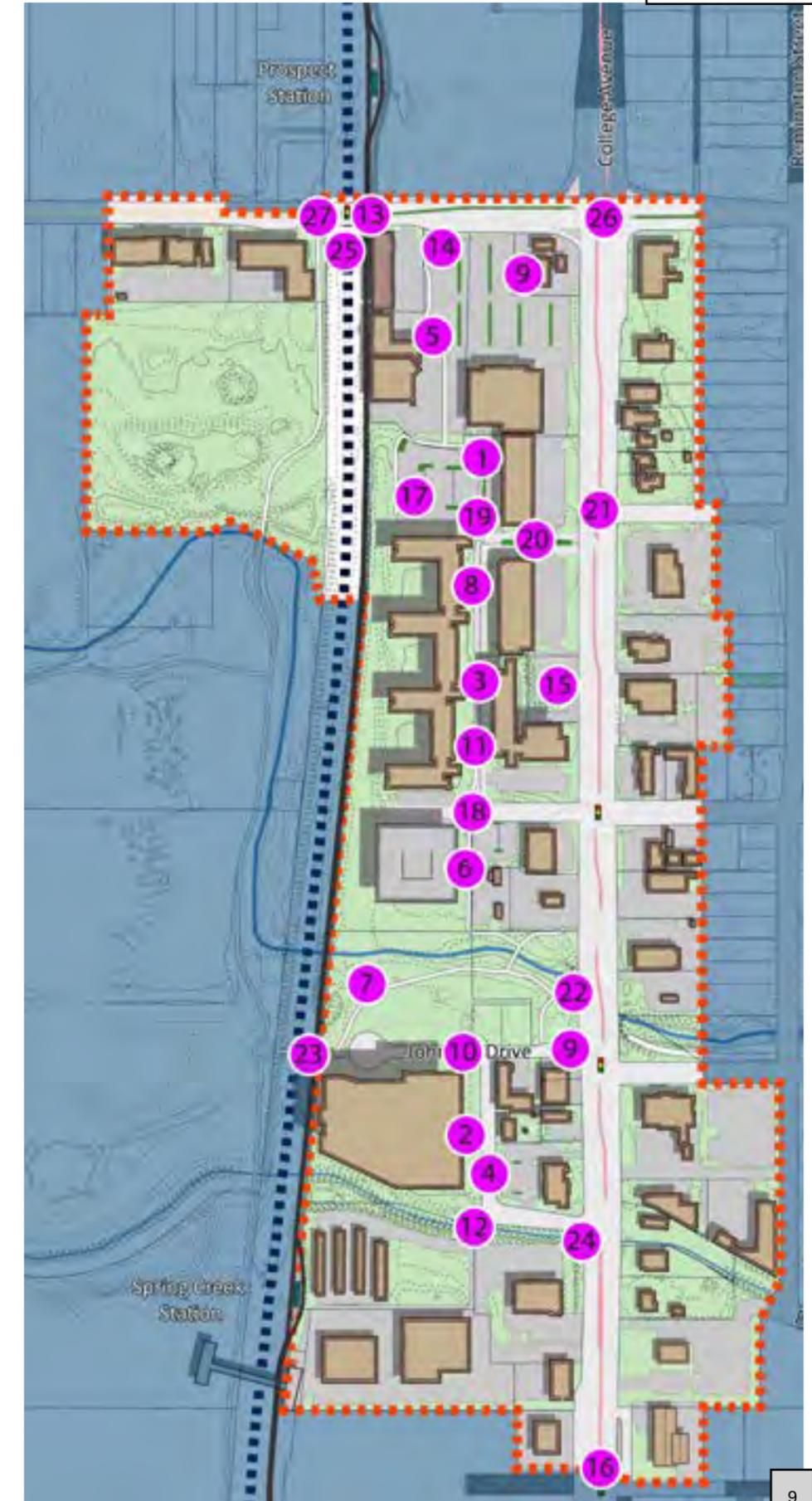
- KEY THEMES -

1. A desire for increased greenery and green space within the corridor, including enhancements to Creekside Park
2. Strong support for local businesses throughout the Prospect South Corridor and appreciation for their proximity to nearby neighborhoods
3. Limited comfortable connections to grocery stores other retail destinations located south of the corridor
4. Concerns about narrow and uncomfortable sidewalks along College Avenue, along with the need for additional and safer crossing opportunities
5. The need for a safe and effective solution for pedestrians and bicyclists at the railroad crossing along Prospect Avenue

Implementation



Project/Program Implementation Schedule Summary			
	Project or Program	Total Score	Rank
Immediate Action	District-Wide Murals	83	1
	Spring Court Trail	77	2
	Choice Center Drive ABL	73	3
	Spring Court ABL	73	4
	District-Wide Curb Stops	71	5
	State Parking Garage Trail Widening	70	6
Strategic Advancement	Creekside Park Improvements	69	7
	District-Wide Pedestrian Scale Lighting	68	8
	District-Wide Curb Ramp Improvements	68	9
	Johnson Drive Raised Crosswalks	63	10
	Choice Center Drive Raised Crosswalks	63	11
	Sherwood Lateral Crossing	62	12
	Prospect Avenue Crossing Improvements	62	13
	Prospect Avenue Trail Gateway	62	14
	College Avenue State Parking Lot Reconfiguration	62	15
College and Rutgers Pedestrian Intersection Improvements	61	16	
Long-Term Collaboration	North State Parking Lot Reconfiguration	60	17
	Stuart Street and Choice Center Drive Intersection Improvements	60	18
	North State Parking Trail Realignment	60	19
	College Avenue and Choice Center Drive Crosswalk	58	20
	College Avenue Pedestrian Crossing	57	21
	Spring Creek and College Avenue Pedestrian Bridge	56	22
Heavy Lift	Mason Trail and Spring Creek Trail Underpass Widening	53	23
	College Avenue Sidewalk at Sherwood Lateral	53	24
	Prospect Avenue and BNSF Track Sidewalk	42	25
	College Avenue Corridor Study	40	26
	Mason Trail Grade Separation at Prospect Avenue	33	27



Prospect South

Pedestrian, Bike, & Public Spaces Planning & Design Appendix - Project List

Identified Improvements

- 24 Projects
- 4 Project Programs (Multiple Projects)
- College Avenue ROW Utilization Study
- Corb strip-along trail
- Pedestrian scale lighting
- Widen ramps and truncated domes to match trail & sidewalk widths

Olsson

City of
Fort Collins

FORT COLLINS **URA** URBAN RENEWAL AUTHORITY

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Project Prioritization and Implementation Framework

A project prioritization scheme was developed to help communicate the relative importance and challenges to implementation. Project prioritization was guided by a structured evaluation framework built around three core categories: Merit, Budgeting, and Delivery.

- **Merit** - Merit evaluates how effectively a project advances FCURA objectives, City goals, and those related to the walkability Principles. District goals were weighted most heavily as this plan is intended to advance the district's needs first.
- **Budgeting** - Budgeting assesses a project's financial feasibility by considering its cost, potential funding partners, and its ability to catalyze redevelopment that could generate revenue for FCURA and the TIF district.
- **Delivery** - Delivery identifies practical obstacles such as right-of-way and utility needs or required permits that could delay or complicate project implementation. The Delivery criteria were weighted higher than all others to bring into focus how relatively easy or difficult it will be to implement the project.

Merit		
Criteria	Description	Weight
FCURA Desired Outcomes	Does it meet one or more of the FCURA's Community Investment Plans desired outcomes?	3
Walkability Principles	Does it meet one or more of the Walkability Principles?	2
Other City Priorities	Does it meet one or more other City Priorities?	1
Budgeting		
Criteria	Description	Weight
Overall Cost	What is the overall cost?	3
Funding Partners	Are there other funding partners?	2
Redevelopment Catalyst	Will the project motivate redevelopment?	1
Delivery		
Criteria	Description	Weight
ROW Acquisition	Will the project require any property acquisitions?	4
Permitting Requirements	Will the project require any permits?	4

The project prioritization framework acts as a helpful guide for making decisions, not as a strict order of tasks. Actual project delivery depends on factors like complexity, the need for coordination, opportunities for collaboration, and when funding becomes available.

After prioritizing projects, they were sorted into four categories that indicate the timing and method of implementation: Immediate Action, Strategic Advancement, Long-Term Collaboration, and Heavy Lift.

- **Immediate Action** - These projects have a low bar to implementation and a high benefit to the District and should be implemented as soon as possible.
- **Strategic Advancement** - These projects require a high bar for implementation, but because they also have a high benefit to the District they should be advanced as soon as possible to allow adequate time to design, permit, and construct the project.
- **Long-Term Collaboration** - These have moderate benefits and moderate to high barriers to implementation. The District should look at these as opportunistic projects, advancing them as time or collaboration other partners presents.
- **Heavy Lift** - Projects in this category have a moderate to low relative benefit and will require extensive coordination. While important to completely realize the vision of the plan, they should be considered the lowest priority and accomplished after other high priority projects are completed.

Projects Evaluation Table

Category	Project Name	Description	District Goals	Walkability Principles	Other City Goals	Merit Total	Overall Cost	Funding Partners	Redevelopment Catalyst	Budgeting Total	ROW Acquisition	Permitting Needs	Delivery Total	Total Score
Program Improvements			3	2	1	30	3	2	1	30	4	4	40	100
A	District-Wide Curb Stops	Install curb stops along the trail	2	2	3	13	5	1	1	18	5	5	40	71
B	District-Wide Pedestrian Scale Lighting	Pedestrian scale lighting	3	4	2	19	4	1	3	17	3	5	32	68
C	District-Wide Curb Ramp Improvements	Pedestrian ramps and truncated domes improvements - District-wide	2	3	3	15	2	3	1	13	5	5	40	68
D	College Avenue Corridor Study	Conduct a College Avenue Corridor Study to study road diet, crossings and mobility choices in ROW	1	1	3	8	3	3	1	16	1	3	16	40
E	District-Wide Murals	District-wide murals	4	3	4	22	4	3	3	21	5	5	40	83
Projects														
1	College Avenue Pedestrian Crossing	Install HAWK Crossing of College Avenue at Parker Street	2	3	3	15	3	3	3	18	3	3	24	57
2	Prospect Avenue Trail Gateway	Modify Shopping Center parking lot to create northern gateway, consolidate driveways on Prospect.	3	4	4	21	2	1	5	13	3	4	28	62
3	Prospect Avenue Crossing Improvements	Widen south sidewalk and install a flush median (pedestrian) at the Prospect and Max Guideway	3	3	3	18	3	3	5	20	3	3	24	62
4	Choice Center Drive ABL	Re-Stripe Choice Center for an ABL	2	3	3	15	5	1	1	18	5	5	40	73
5	Prospect Avenue and BNSF Track Sidewalk	Widen sidewalk on south side of Prospect Avenue over BNSF railing, complying with Federal Railroad Administration standards and Public Utilities Commission permit.	2	3	4	16	1	5	5	18	1	1	8	42
6	College and Rutgers Pedestrian Intersection Improvements	Improve pedestrian crossing and intersection geometrics at College and Rutgers Avenue	2	3	3	15	3	5	3	22	3	3	24	61
7	North State Parking Trail Realignment	Relocate and enclose dumpsters, realign trail, and improve landscaping	2	4	3	17	4	1	1	15	3	4	28	60
8	Stuart Street and Choice Center Drive Intersection	Install curb extensions at Stuart and Choice Center Drive intersection. Explore all-way stop.	3	4	3	20	3	1	1	12	3	4	28	60
9	North State Parking Lot Reconfiguration	Modify The State's north parking lot and Choice Center Drive intersection to improve trail continuity and comfort	3	4	3	20	3	1	1	12	3	4	28	60
10	College Avenue State Parking Lot Reconfiguration	Modify The State's College Ave parking lot to improve widen sidewalk	3	4	3	20	3	1	3	14	3	4	28	62
11	College Avenue and Choice Center Drive Crosswalk Improvements	Install raise crosswalk near College Avenue on Choice Center Drive	2	3	3	15	4	3	1	19	3	3	24	58
12	Sherwood Lateral Crossing	Extend trail across the Sherwood Lateral and over bluff (with easement) to Whole Foods.	5	5	4	29	2	5	5	21	1	2	12	62
13	Mason Trail Grade Separation at Prospect Avenue	Construct underpass at Prospect Avenue and Mason Trail	1	3	4	13	1	3	3	12	1	1	8	33
14	State Parking Garage Trail Widening	Widen trail adjacent to The State parking garage 5' feet	2	3	3	15	4	1	1	15	5	5	40	70
15	Spring Court ABL	Re-Stripe Spring Ct for an ABL	2	3	3	15	5	1	1	18	5	5	40	73
16	Spring Court Trail	Construct 12-foot trail on Spring Ct	2	3	3	15	5	3	1	22	5	5	40	77
17	Spring Creek and College Avenue Pedestrian Bridge	Construct pedestrian/bike bridge over Spring Creek adjacent to College Avenue	3	4	2	19	2	3	1	13	3	3	24	56
18	Creekside Park Improvements	Redesign/update Creekside Park	5	5	3	28	2	3	5	17	3	3	24	69
19	Mason Trail and Spring Creek Trail Underpass Widening	Widen Mason Trail and Max Guideway/BNSF underpass	2	3	5	17	1	3	3	12	3	3	24	53
20	Johnson Drive Raised Crosswalks	Install raised crosswalk on Johnson Drive at Creekside Park	2	2	2	12	4	1	1	15	5	4	36	63
21	Choice Center Drive Raised Crosswalks	Install raised crosswalks on Choice Center Drive	2	2	2	12	4	1	1	15	5	4	36	63
22	College Avenue Sidewalk at Sherwood Lateral	Widen College Avenue Sidewalk over Sherwood Lateral	2	3	2	14	2	3	3	15	3	3	24	53

Project Implementation Schedule Summary

	Project or Program	Merit	Budgeting	Delivery	Total	Rank
Immediate Action	District-Wide Murals	22	21	40	83	1
	Spring Court Trail	15	22	40	77	2
	Choice Center Drive ABLs	15	18	40	73	3
	Spring Court ABLs	15	18	40	73	4
	District-Wide Curb Stops	13	18	40	71	5
	State Parking Garage Trail Widening	15	15	40	70	6
Strategic Advancement	Creekside Park Improvements	28	17	24	69	7
	District-Wide Pedestrian Scale Lighting	19	17	32	68	8
	District-Wide Curb Ramp Improvements	15	13	40	68	9
	Johnson Drive Raised Crosswalks	12	15	36	63	10
	Choice Center Drive Raised Crosswalks	12	15	36	63	11
	Sherwood Lateral Crossing	29	21	12	62	12
	Prospect Avenue Crossing Improvements	18	20	24	62	13
	Prospect Avenue Trail Gateway	21	13	28	62	14
	College Avenue State Parking Lot Reconfiguration	20	14	28	62	15
	College & Rutgers Pedestrian Intersection Improvements	15	22	24	61	16
Long-Term Collaboration	North State Parking Lot Reconfiguration	20	12	28	60	17
	Stuart Street and Choice Center Drive Intersection Improvements	20	12	28	60	18
	North State Parking Trail Realignment	17	15	28	60	19
	College Avenue & Choice Center Dr Crosswalk Improvements	15	19	24	58	20
	College Avenue Pedestrian Crossing	15	18	24	57	21
	Spring Creek & College Ave Pedestrian Bridge	19	13	24	56	22
Heavy Lift	Mason Trail and Underpass Widening	17	12	24	53	23
	College Avenue Sidewalk	14	15	24	53	24
	Prospect Avenue and BNSF Track Sidewalk	16	18	8	42	25
	College Avenue and Corridor Study	8	16	16	40	26
	Mason Trail Grade Separation at Prospect	13	12	8	33	27

District-wide Murals
(Immediate Action)

The Prospect South contains its share of blank concrete walls. A Mural Program would greatly improve the district's experience and walkability through enhanced visual engagement. The FCURA should partner with FC Mural Project to engage property owners and businesses to retain local artists and strengthen Prospect South's sense-of-place.

Order of Magnitude Costs

- 🇸 < \$50,000
- 🇸 \$50,000-\$500,000
- 🇸 \$500,000-\$1,000,000
- 🇸 \$1,000,000 - \$5,000,000
- 🇸 \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total			ROW Acquisition	Permitting Requirements	Sub-Total
4	3	4	22	4	3	3	21	5	5	40	83	1



Spring Court Trail (Immediate Action)

Reconstruct, or incentivize, rebuilding of, the proposed west side six-foot sidewalk with six-foot landscape parkway to a 10-foot trail with two-foot decorative concrete buffer to the back of curb. The project extends from Johnson Drive to the Sherwood lateral crossing.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	2	3	15	5	3	1	22	5	5	40	77	2

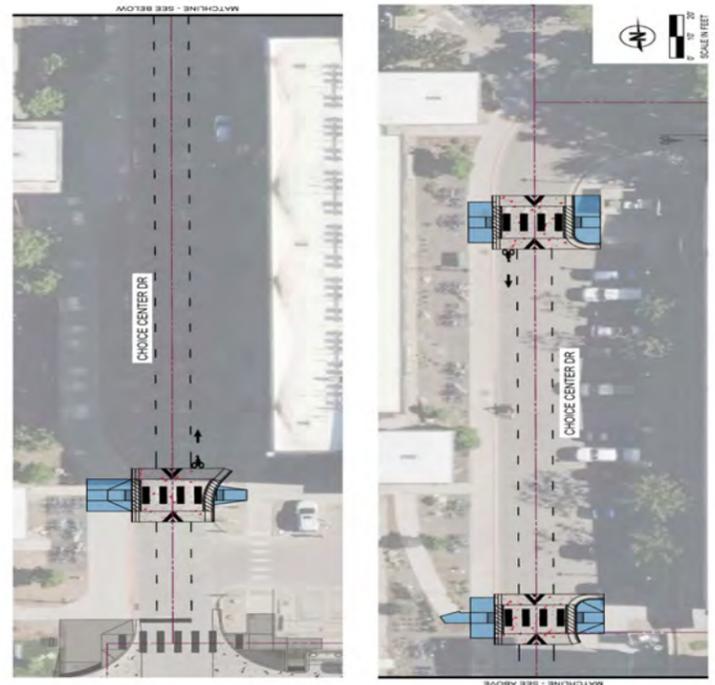


Choice Center Drive ABL (Immediate Action)

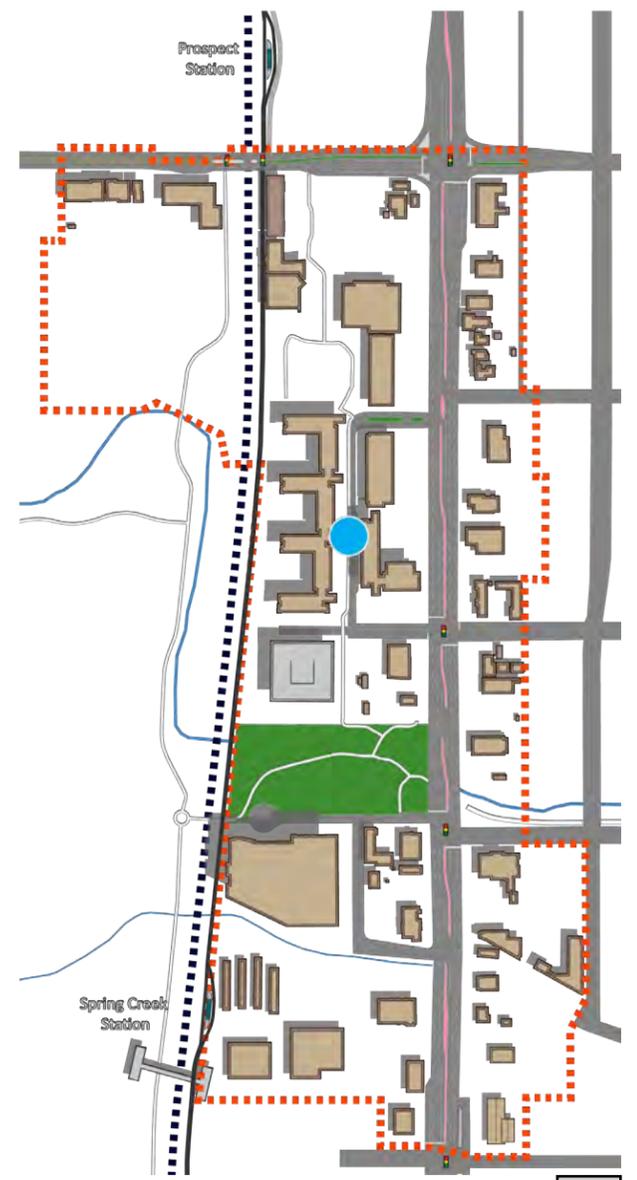
Low traffic volumes, low travel speeds, and need to elevate the pedestrian and bicycle comfort suggest re-striping Choice Center Drive between Stuart Street and College Avenue to an Advisory Bike Lane.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	3	3	15	5	1	1	18	5	5	40	73	3



Spring Court ABL

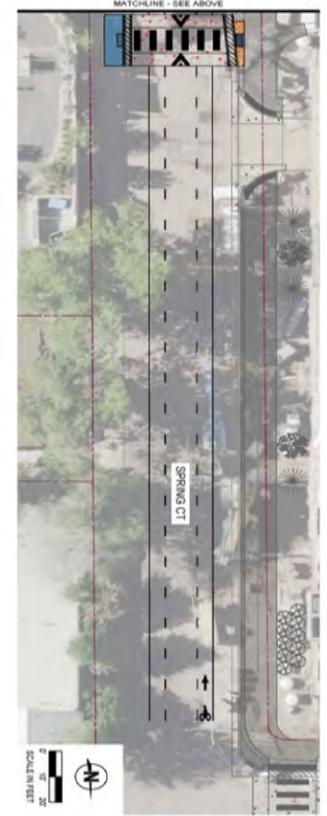
(Immediate Action)

Low traffic volumes, low travel speeds, and need to elevate the pedestrian and bicycle comfort suggest restriping Spring Court and Arthur Drive between Johnson Street and College Avenue to an Advisory Bike Lane.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	3	3	15	5	1	1	18	5	5	40	73	3



District-wide Curb Stops

(Immediate Action)

Install curb stops in parking areas adjacent to the trail to prevent cars from over parking the trail throughout the district.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	2	3	13	5	1	1	18	5	5	40	71	5



State Parking Garage Trail Widening (Immediate Action)

Widen trail adjacent to the State parking garage 5-feet, enabling a full-sized 12-foot multi-use trail. Demolition of the existing trail is not anticipated.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total					
2	3	3	15	5	5	1	18	5	5	40	73	6



Creekside Park Improvements (Strategic Advancement)

The FCURA should partner with the City to reprogram and design upgrades to Creekside Park to address needed infrastructure improvements identified in the Parks Infrastructure Replacement Program (IRP) and accommodate the redevelopment and new residents within Prospect South URA.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit		Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total					
5	5	3	28	2	3	5	17	3	3	24	69	7



District-wide Pedestrian Scale Lighting

(Strategic Advancement)

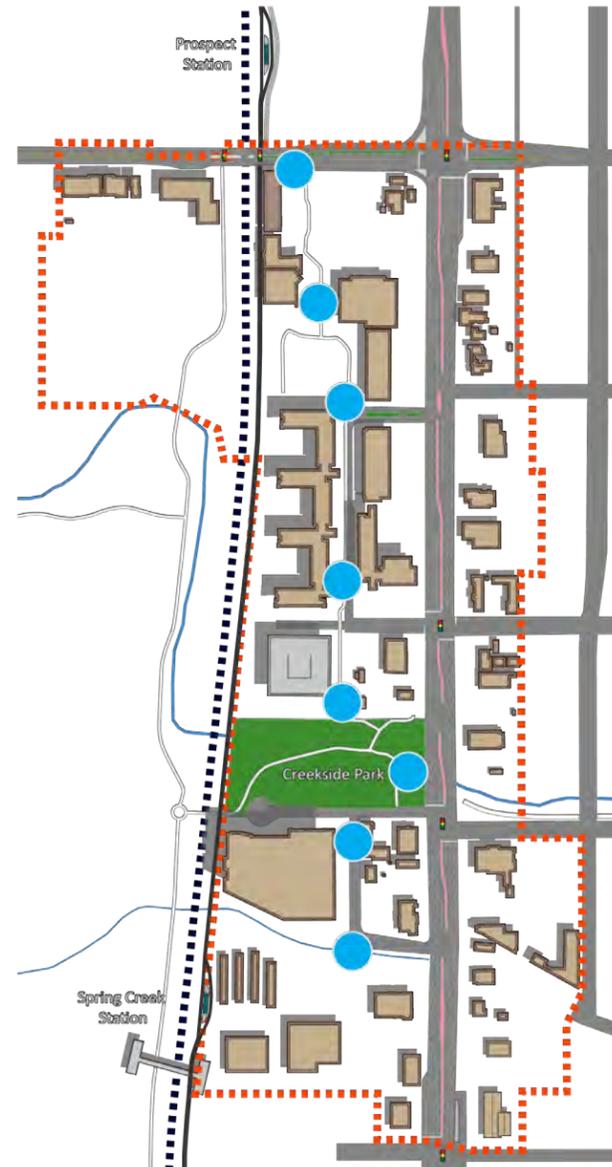
Master plan and install a branded pedestrian scale lighting throughout the district to improve the comfort and security of the walking and bicycling experience at night.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
3	4	2	12	4	1	3	17	5	3	32	68	8



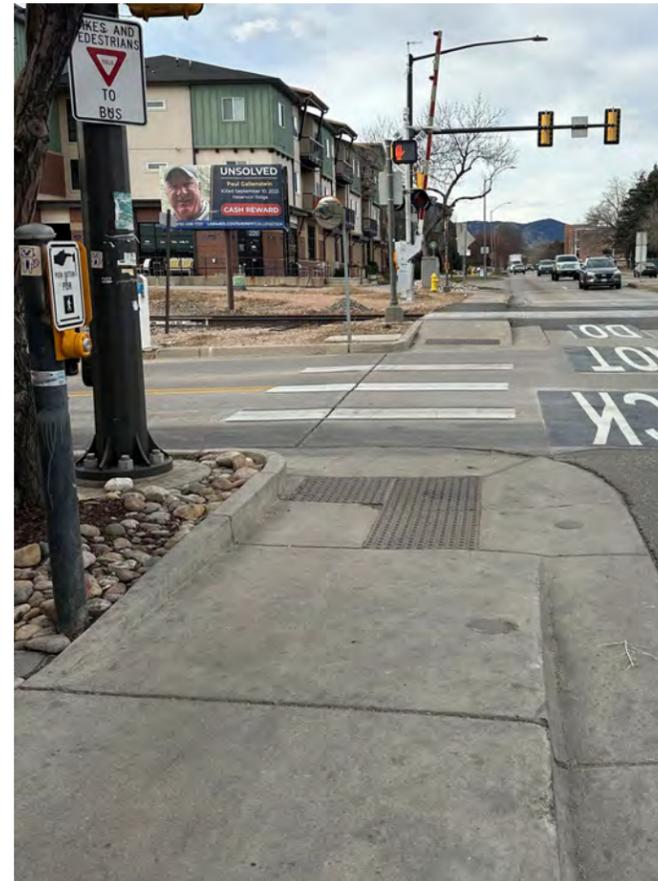
District-wide Curb Ramp Improvements

(Strategic Advancement)

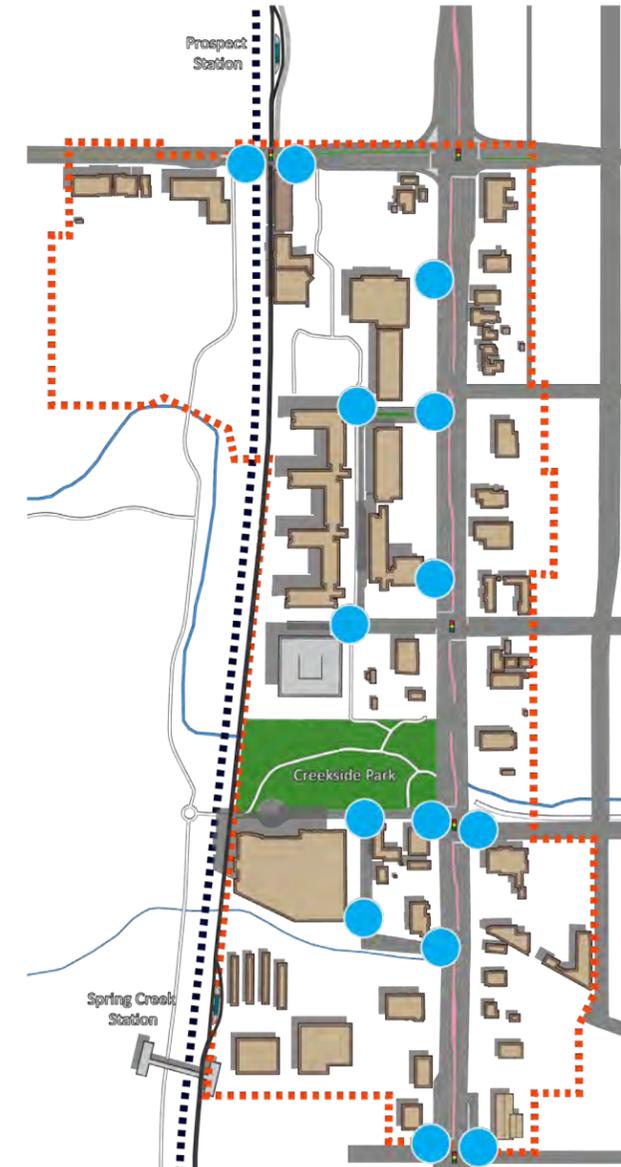
Update existing pedestrian ramps and truncated domes to match the width of the trail, or sidewalk they are located throughout the district.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
2	3	3	12	2	3	1	13	5	5	40	68	9



Johnson Drive Raised Crosswalks

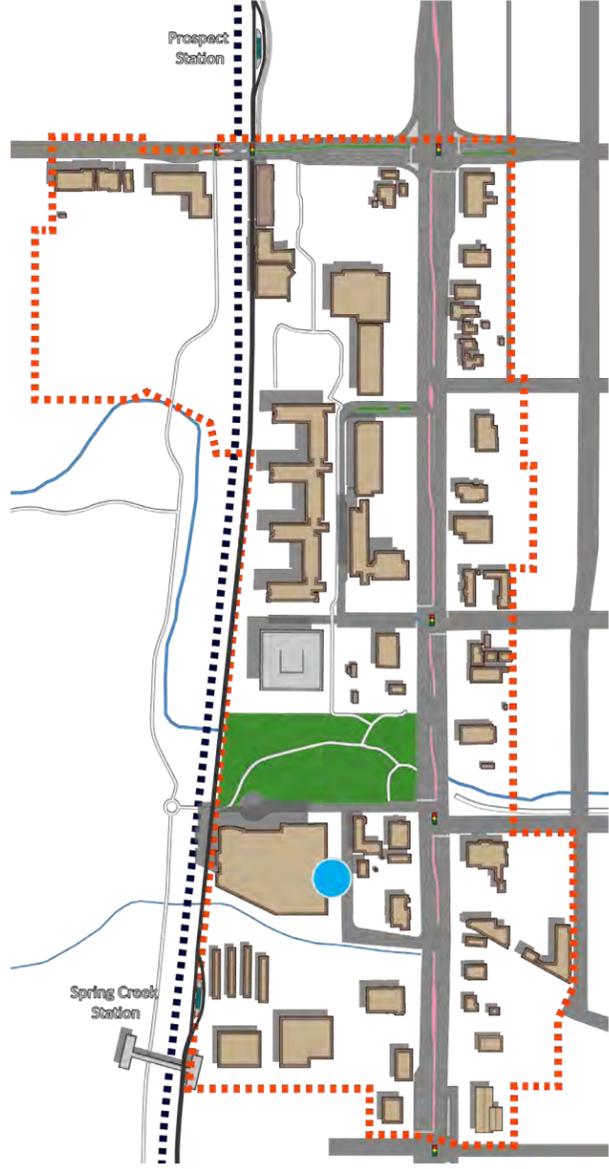
(Strategic Advancement)

Install raised crosswalk on Johnson Drive at Creekside Park to improve trail connectivity and improved vehicle yield compliance.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
2	2	2	12	4	1	1	15	5	4	36	63	10



Choice Center Drive Raised Crosswalks

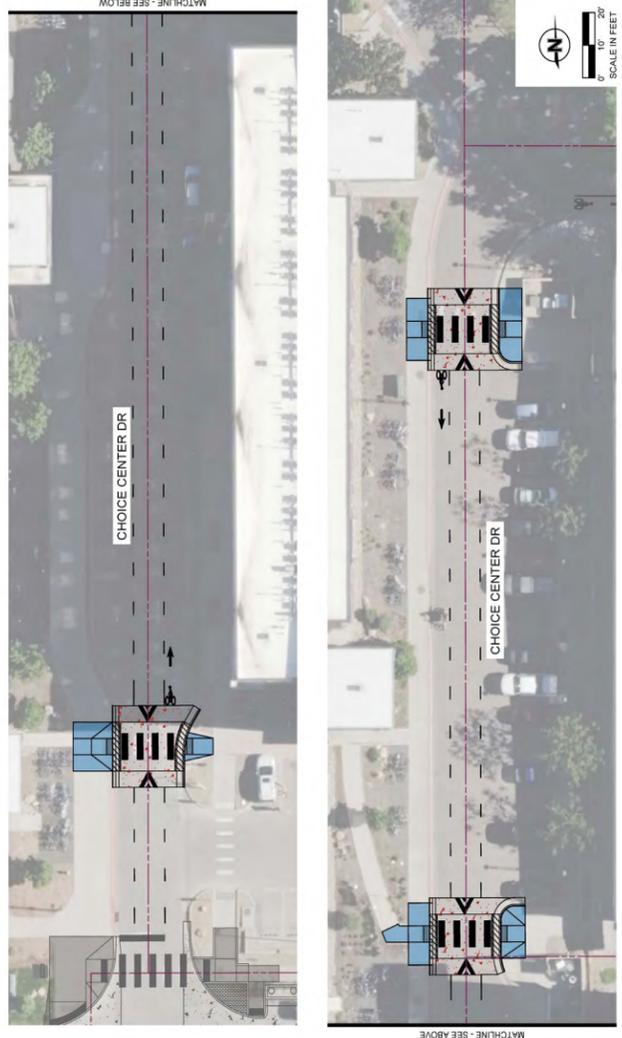
(Strategic Advancement)

Install three raised crosswalks on Center Court Drive to improve pedestrian connectivity and improved vehicle yield compliance.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
2	2	3	12	4	1	1	15	5	4	36	63	11



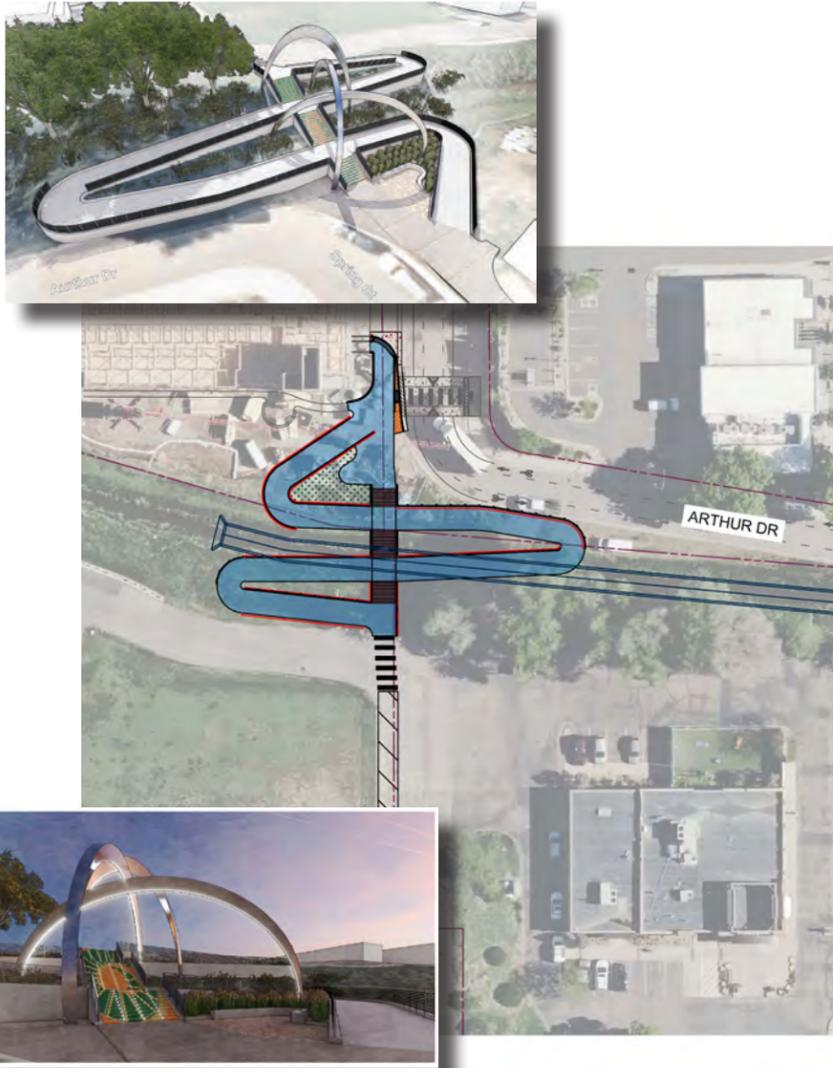
Sherwood Lateral Crossing

(Strategic Advancement)

Plan and design the extension of the trail across the Sherwood Lateral from Spring Court and over bluff (with easement acquisition) to Whole Foods.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
5	5	4	29	2	5	5	21	1	2	12	62	12



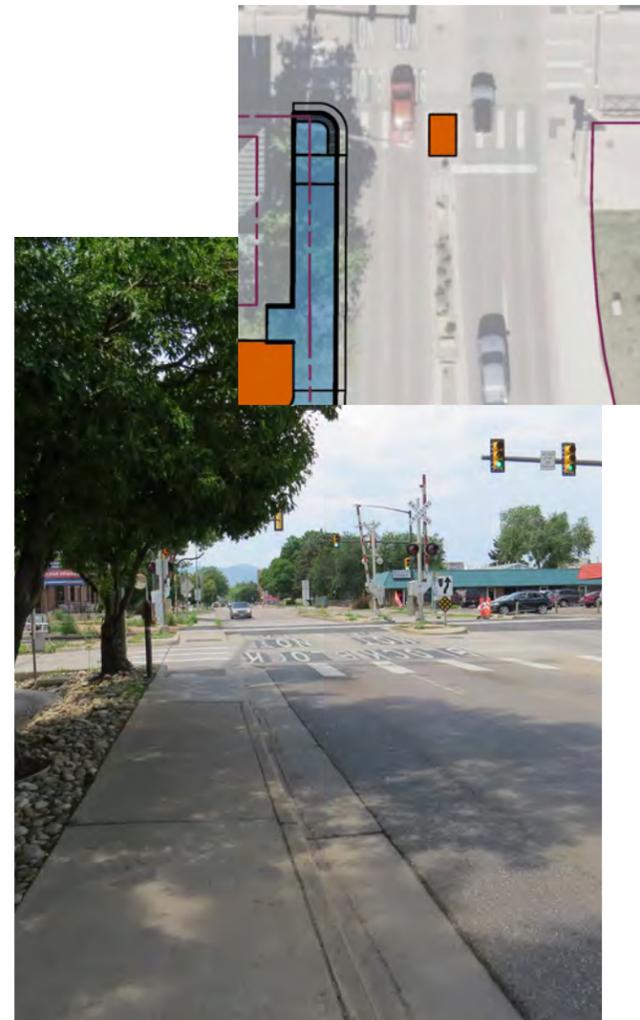
Prospect Avenue Crossing Improvements

(Strategic Advancement)

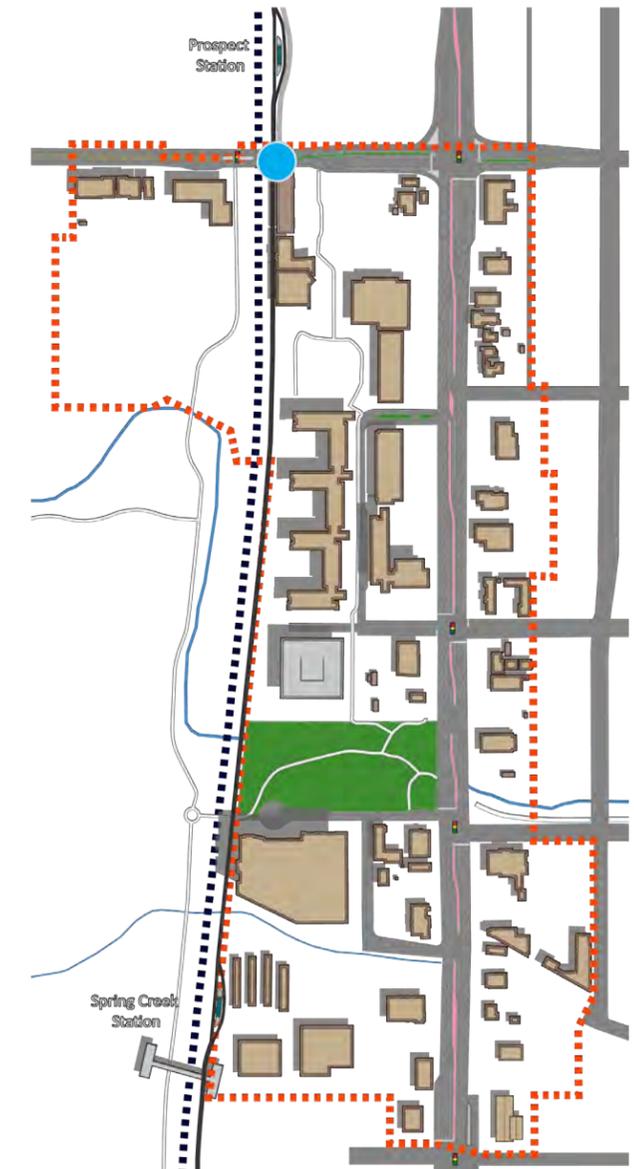
Widen south sidewalk with retaining wall and install a flush median (pedestrian refuge) at the Prospect Avenue and Max Guideway pedestrian crossing.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	3	3	18	3	3	5	20	3	3	24	62	13

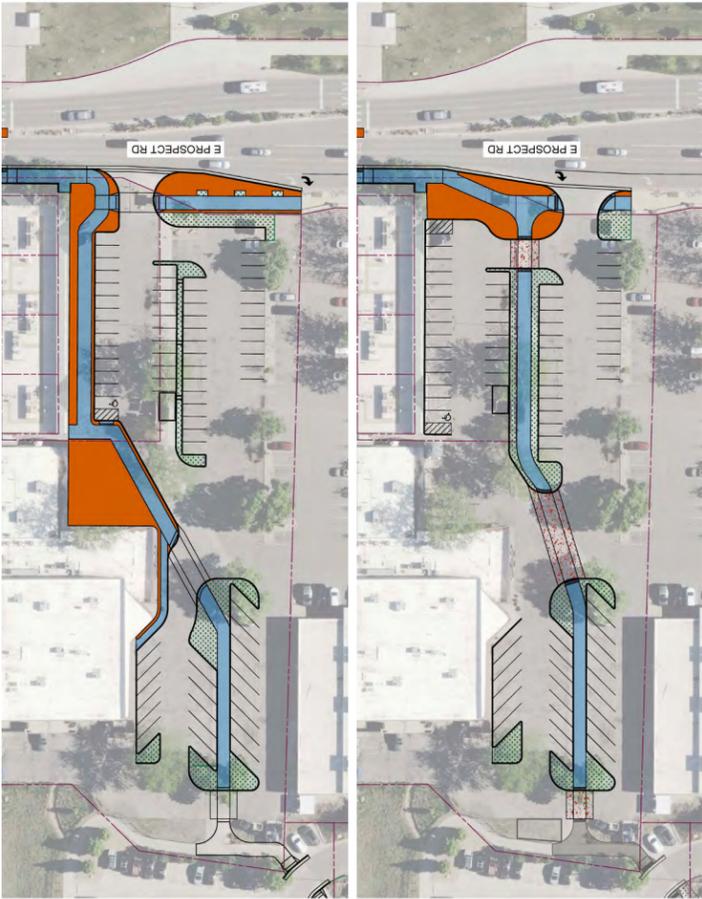


Prospect Avenue Trail Gateway (Strategic Advancement)

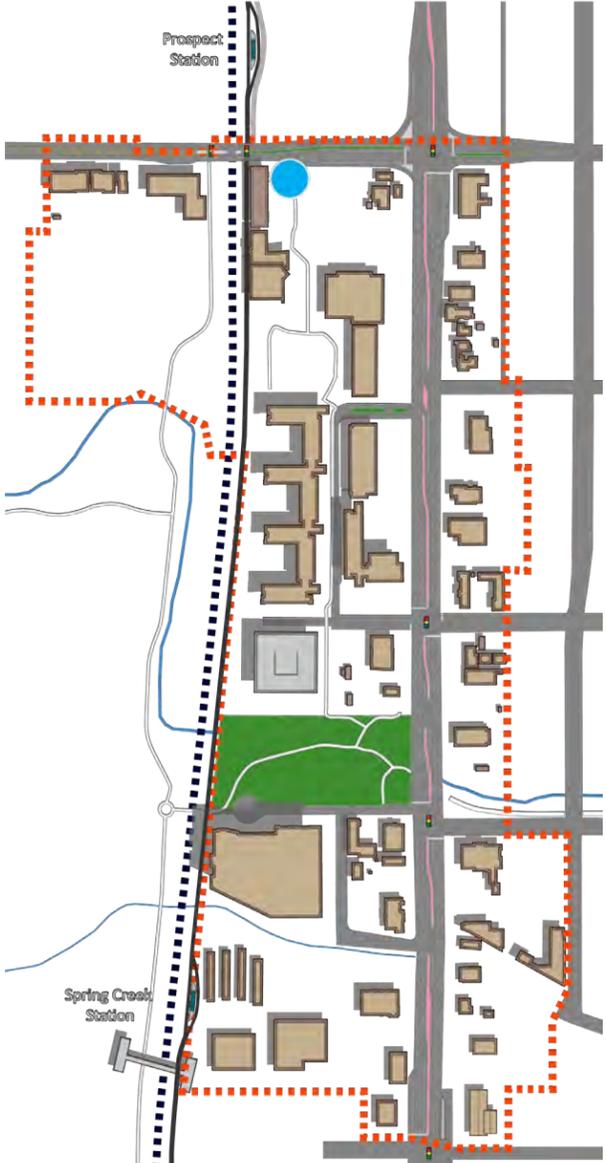
Modify Shopping Center parking lot to create northern gateway, improve trail continuity, and consolidate driveways on Prospect Avenue. Two alternative driveway closings and trail alignments should be evaluated with property owners and permitted with City Traffic Operations.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	4	21	2	1	5	13	3	4	28	62	14

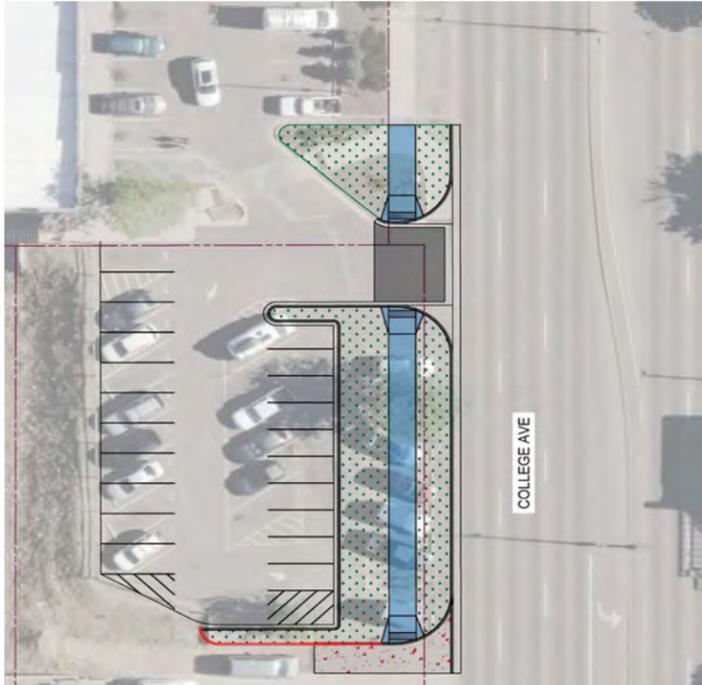


College Avenue State Parking Lot (Strategic Advancement)

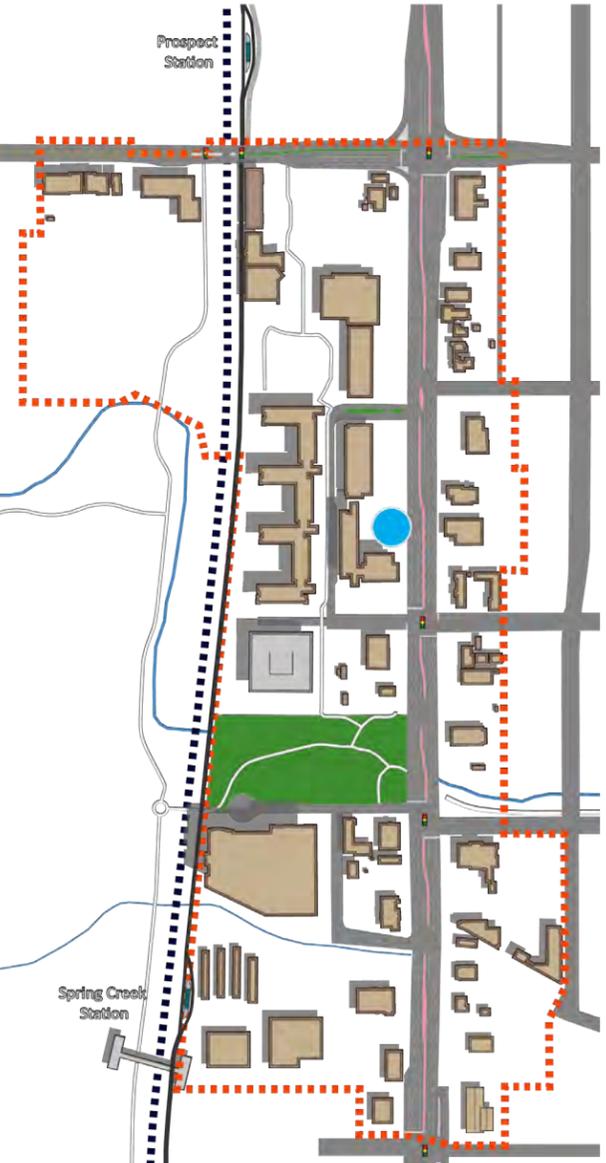
Modify the State's parking lot on College Avenue by converting standard 9'x19' spaces to compact dimensions 8'x15' and reorienting the angle parking to 90 degrees. This improvement will allow a sidewalk with landscaping consistent with the College Avenue Corridor. This solution will require some retaining walls and a driveway closure. In addition to the sidewalk improvements, the State would gain a beautiful address on the State Highway. No parking

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	3	20	3	1	3	14	3	4	28	62	15

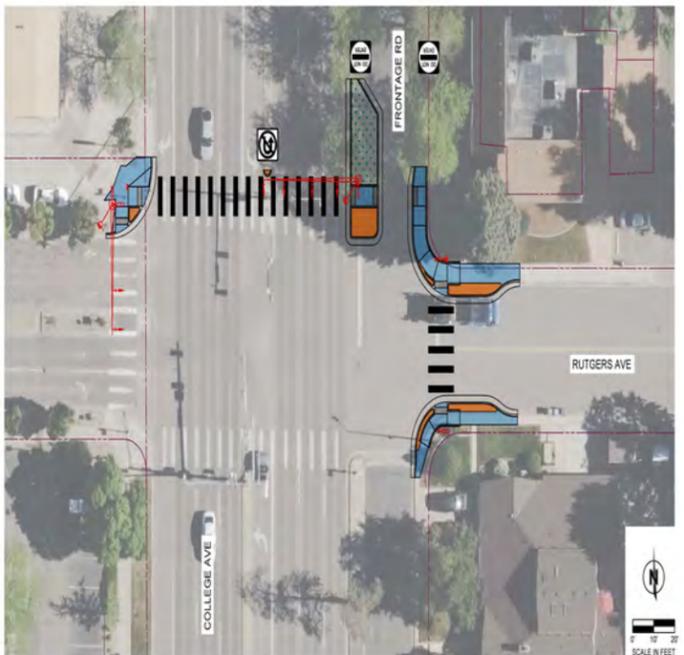


College and Rutgers Intersection (Strategic Advancement)

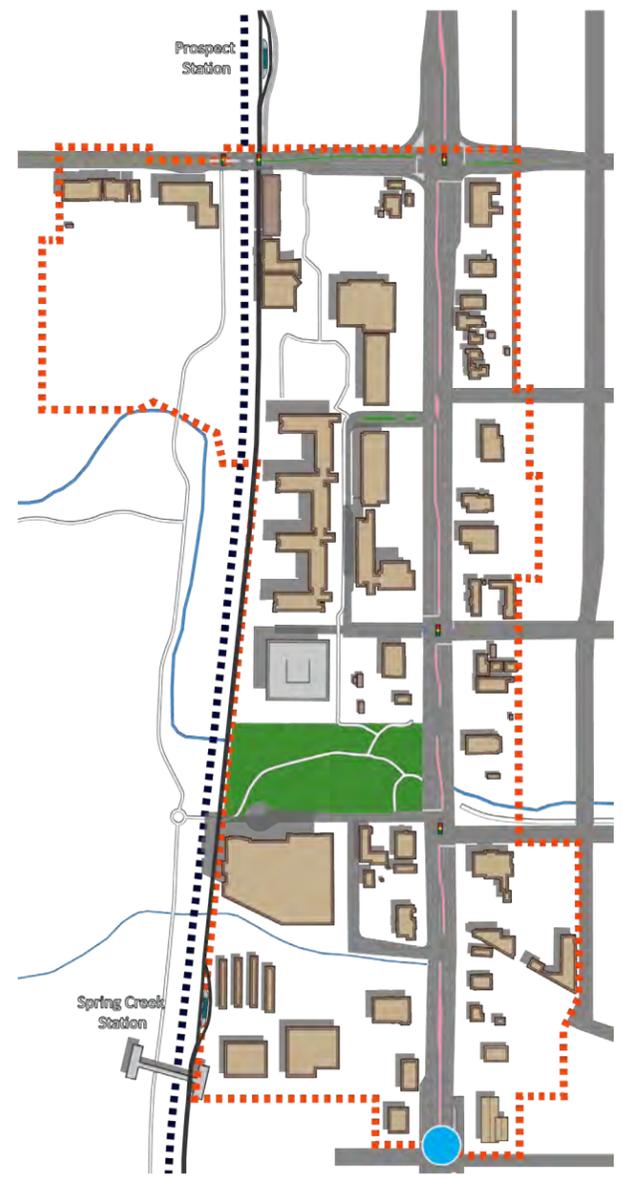
Improve pedestrian crossing and intersection geometrics at College and Rutgers Avenue, ensuring ADA compliance.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition			Permitting Requirements	Sub-Total
2	3	3	15	3	5	3	22	3	3	24	61	16



North State Parking Lot Reconfiguration (Long-Term Collaboration)

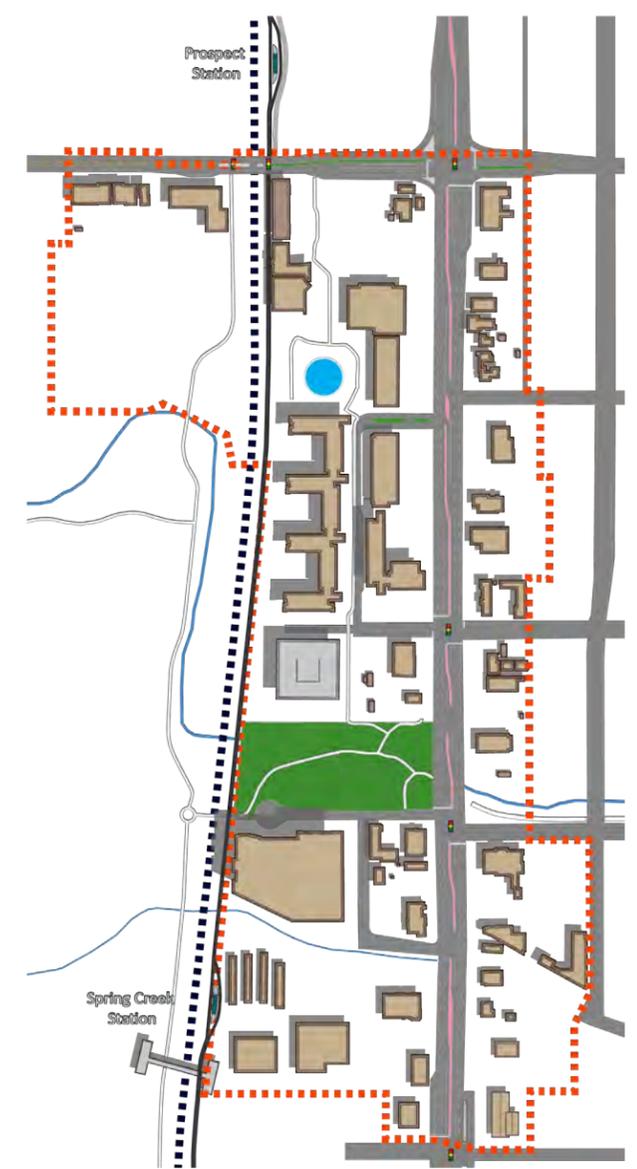
Modify the State's north parking lot by converting standard 9'x19' spaces to compact dimensions 8'x15'. This allows the curb to be moved and allow the adjacent trail four additional feet to improve trail continuity and comfort. No parking spaces were lost in this reconfiguration

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition			Permitting Requirements	Sub-Total
3	4	3	20	3	1	1	12	3	4	28	60	17



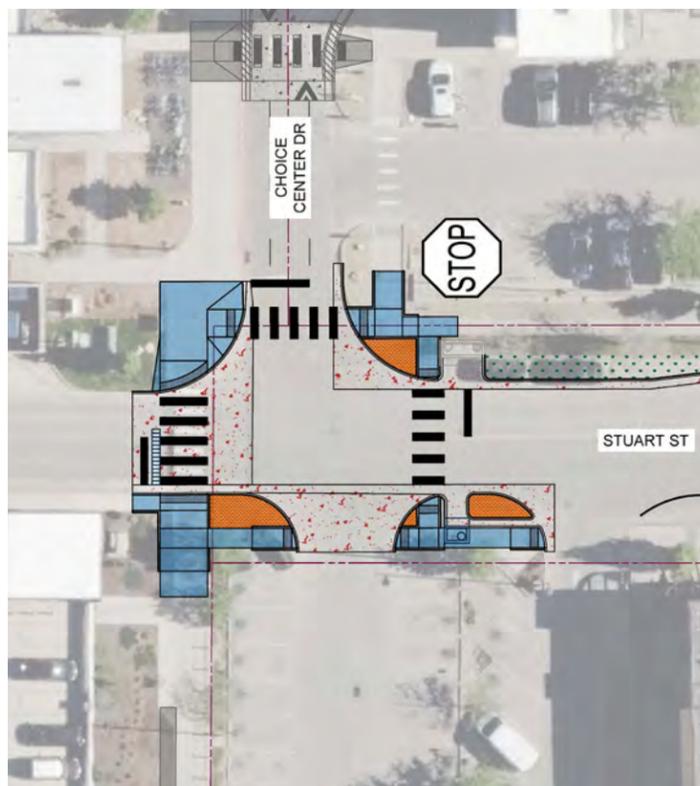
Stuart Street and Choice Center Drive Intersection

(Long-Term Collaboration)

Install curb extensions at the Stuart Street and Choice Center Drive intersection to improve sight distances and yield compliance to pedestrians for vehicle turning in the intersection and accessing the State garage.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
3	4	3	14	3	1	1	12	3	4	28	60	18



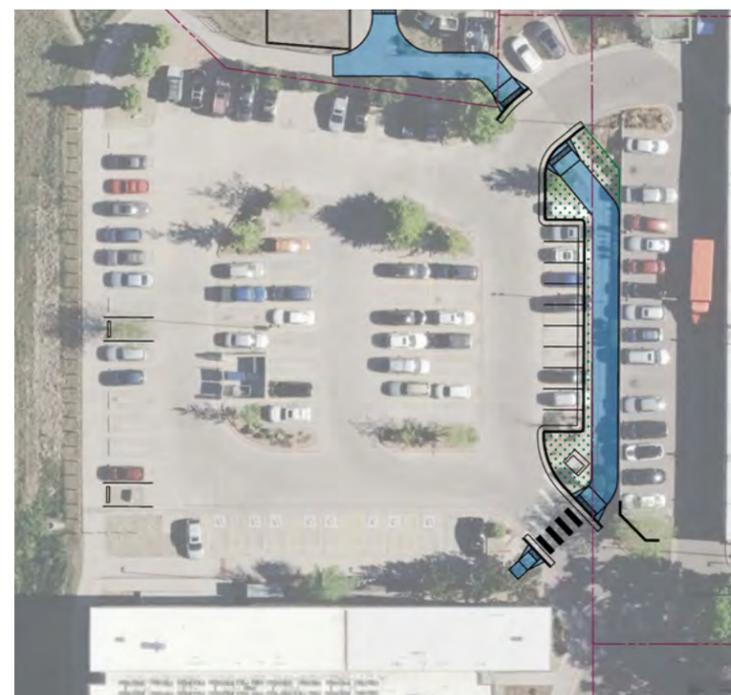
North State Parking Trail Realignment

(Long-Term Collaboration)

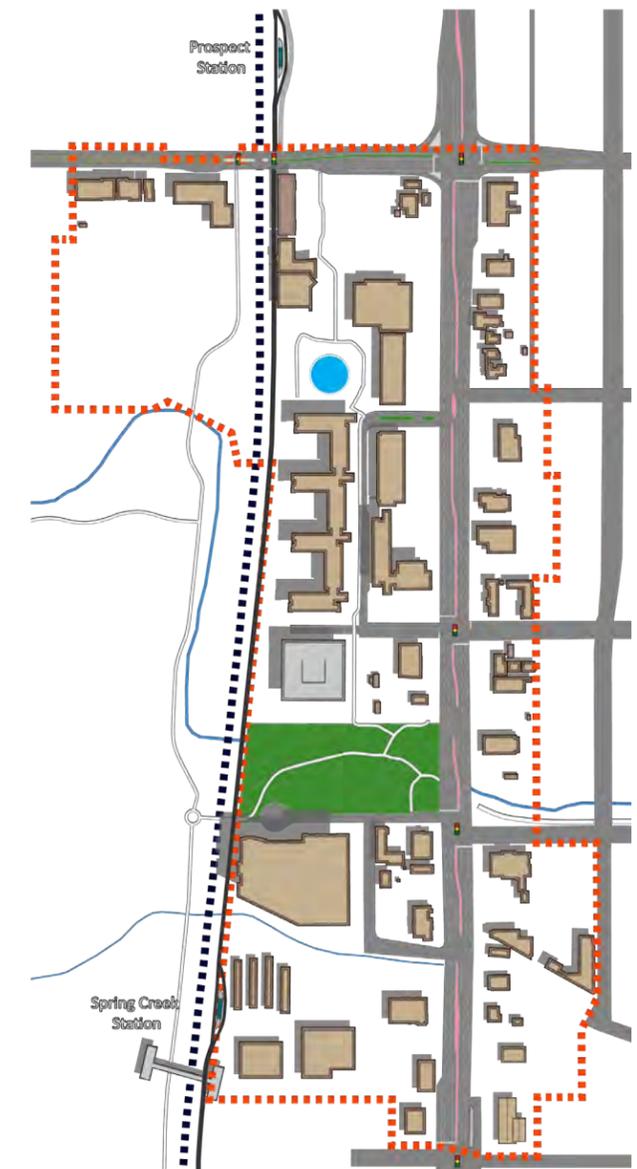
Modify the landscaping, trail alignment, and intersection at Choice Center Drive to improve visibility, continuity, and comfort. The adjusted trail alignment and corner clip the adjoining retaining wall to improve sight distances at the parking lot's entrance at Choice Center Drive.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	4	3	17	4	1	1	15	3	4	28	60	19



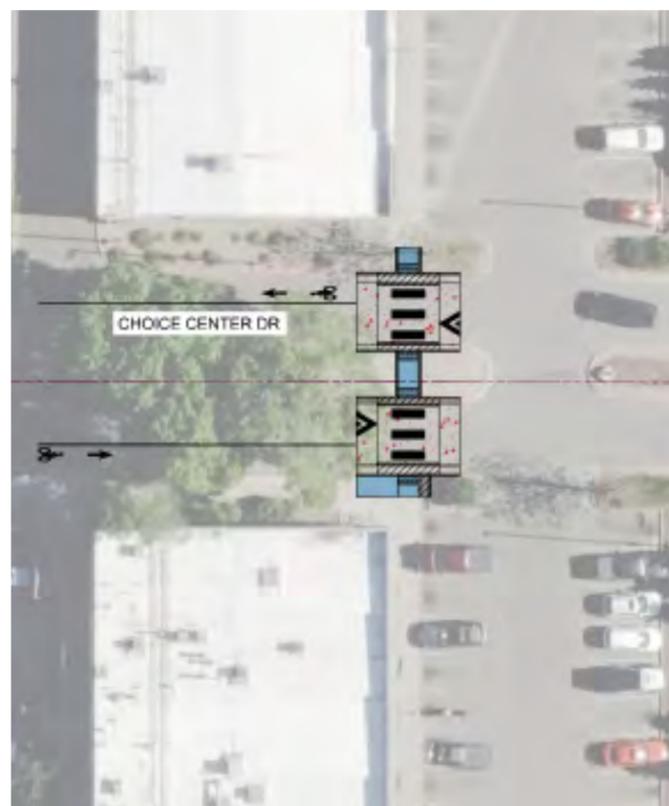
College Avenue and Choice Center Drive Crosswalk

(Long-Term Collaboration)

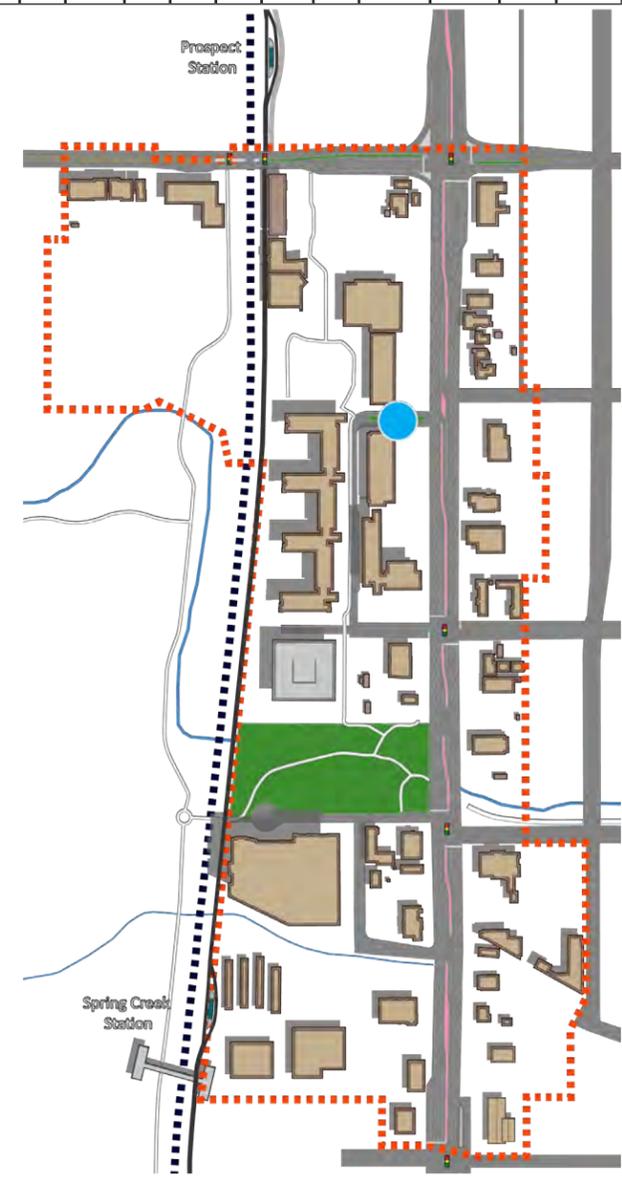
Install raised crosswalk to connect shopping centers near College Avenue on Choice Center Drive

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements						
2	3	3	14	4	3	1	19	3	3	24	58	20	
Sub-Total			Sub-Total			Sub-Total							



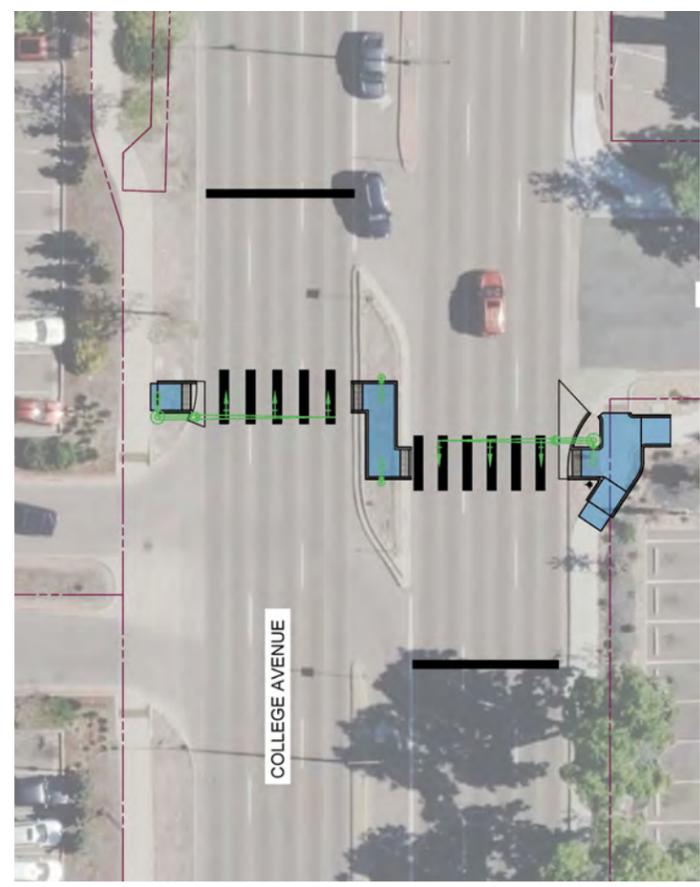
College Avenue Pedestrian Crossing

(Long-Term Collaboration)

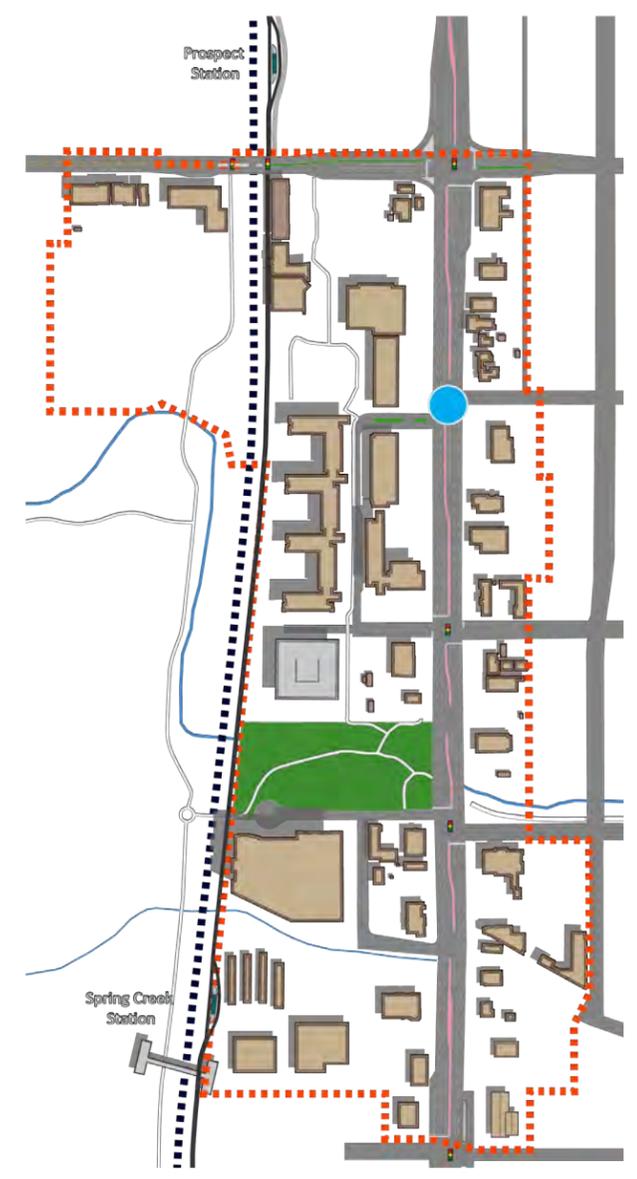
Install HAWK Crossing of College Avenue at Parker Street to eliminate a more than 1,200-foot gap in crossing the State Highway.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank			
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements						
2	3	3	15	3	3	3	18	3	3	24	57	21	
Sub-Total			Sub-Total			Sub-Total							



Spring Creek and College Avenue Pedestrian Bridge

(Long-Term Collaboration)

Construct pedestrian/bike bridge over Spring Creek adjacent to College Avenue rather than modifying the existing bridge.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
3	4	2	19	2	3	1	13	3	3	24	56	22



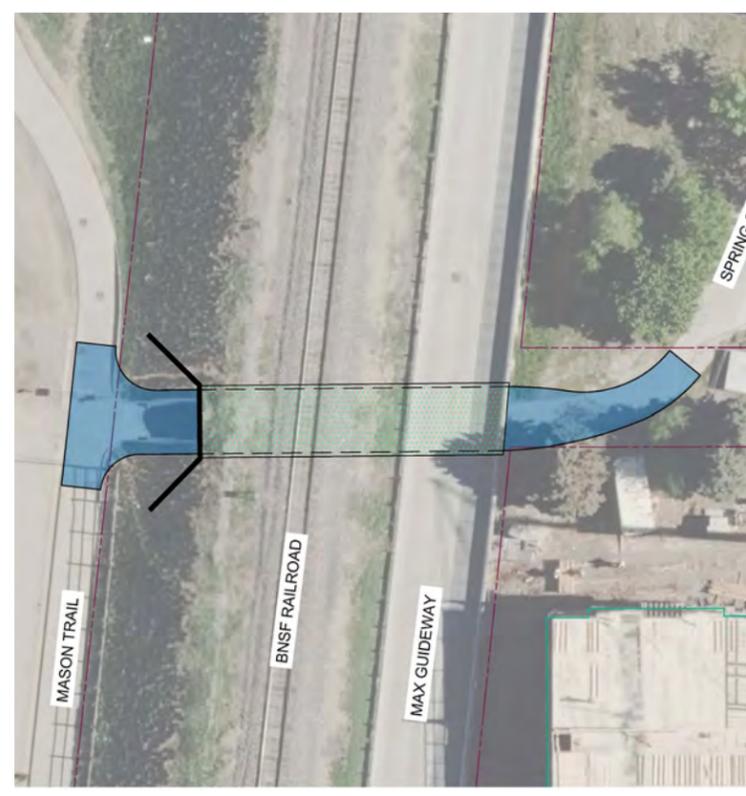
Mason Trail and Spring Creek Trail Underpass Widening

(Heavy Lift)

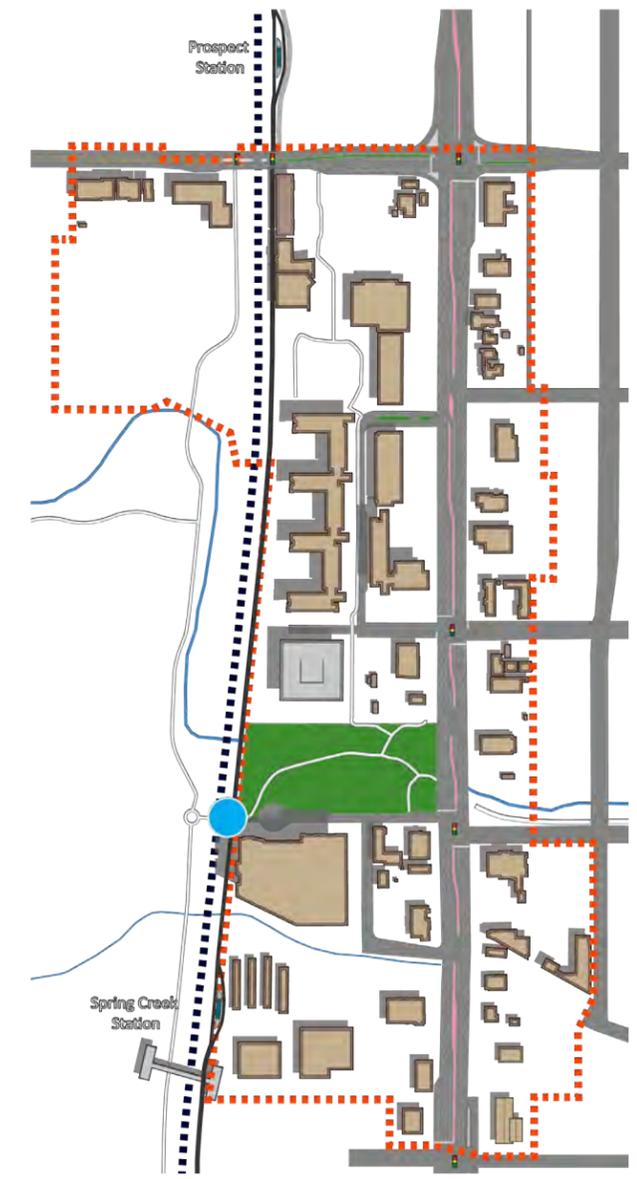
Widen Mason Trail/Spring Creek Trail underpass at Max Guideway/BNSF to improve sight lines and comfort.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit				Budgeting			Delivery			Total	Rank	
District Goals	Walkability	City Goals	Sub-Total	Overall Cost	Funding Partners	Catalyst	Sub-Total	ROW Acquisition	Permitting Requirements			Sub-Total
2	3	3	17	1	3	3	12	3	3	24	53	23



College Avenue Sidewalk at Sherwood Lateral

(Heavy Lift)

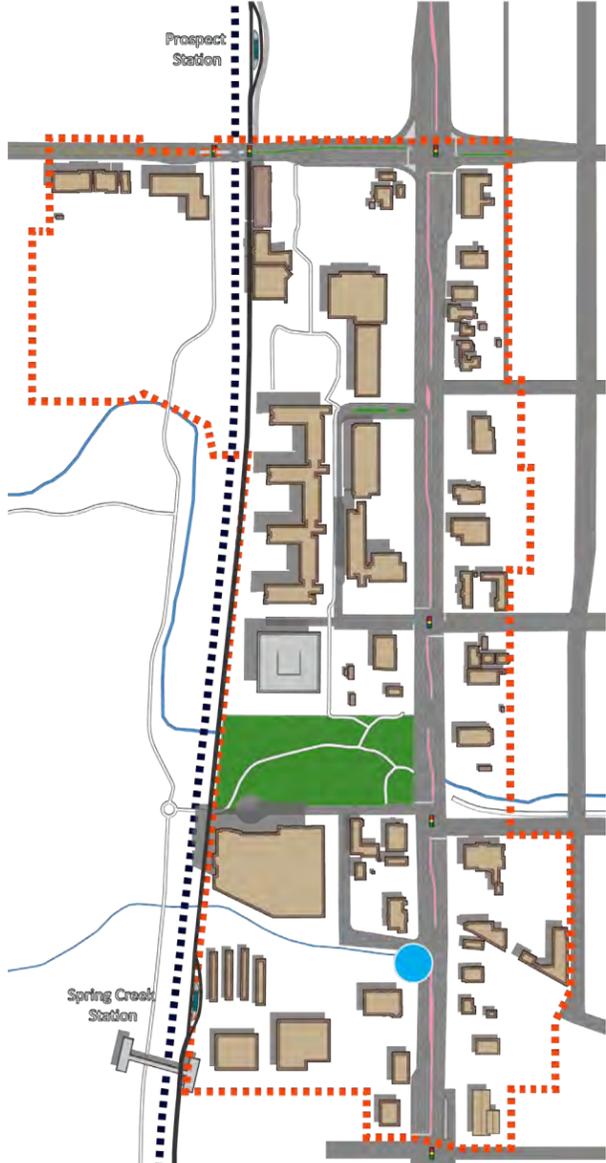
Widen College Avenue Sidewalk over Sherwood Lateral.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	3	2	14	2	3	3	15	3	3	24	53	24

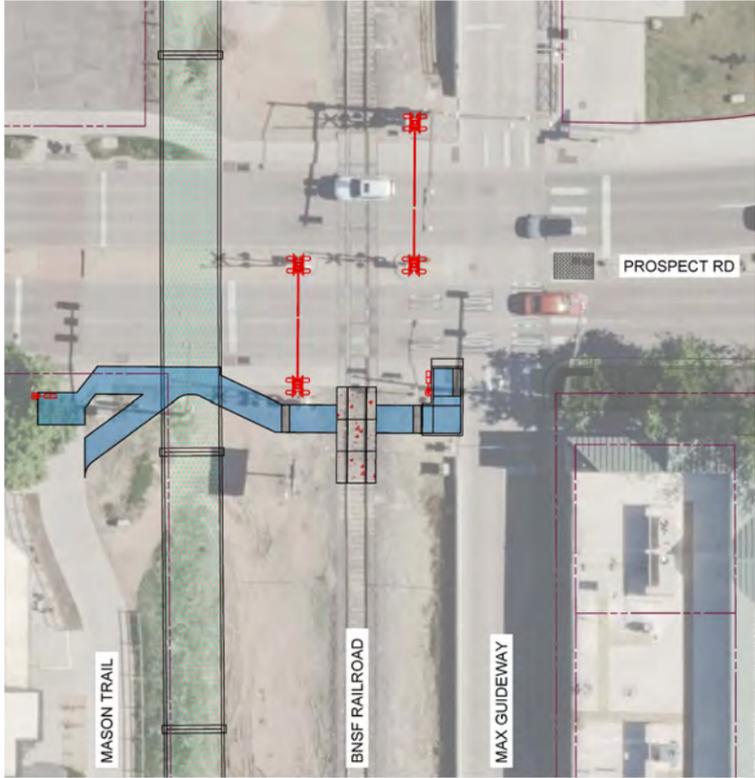


Prospect Avenue and BNSF Track Sidewalk (Heavy Lift)

Widen sidewalk on south side of Prospect Avenue over BNSF track, complying with Federal Railroad Administration standards and a Public Utilities Commission permit.

Order of Magnitude Costs

-  < \$50,000
-  \$50,000-\$500,000
-  \$500,000-\$1,000,000
-  \$1,000,000 - \$5,000,000
-  \$5,000,000 +



Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements	Sub-Total				
2	3	4	16	1	5	5	18	1	1	8	42	25



College Avenue Corridor Study (Heavy Lift)

Conduct a corridor study with the Colorado Department of Transportation (CDOT) Corridor Study to examine long-term possibilities, such as the potential for a road diet, improve pedestrian crossing spacing, and other improved mobility choices in ROW.

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
1	1	3	8	3	3	1	16	1	3	16	40	26

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +



Mason Trail Grade Separation Prospect Avenue (Heavy Lift)

Construct a grade-separated crossing of the Mason Trail with either an underpass or overpass at Prospect Avenue.

Order of Magnitude Costs

- < \$50,000
- \$50,000-\$500,000
- \$500,000-\$1,000,000
- \$1,000,000 - \$5,000,000
- \$5,000,000 +

Merit			Budgeting			Delivery			Total	Rank		
District Goals	Walkability	City Goals	Overall Cost	Funding Partners	Catalyst	ROW Acquisition	Permitting Requirements					
1	3	4	13	1	3	3	12	1	1	8	33	27



Overpass.



Underpass



City of
Fort Collins



FORT COLLINS **URA** URBAN RENEWAL AUTHORITY

PROSPECT SOUTH

Pedestrian, Bike, & Public Spaces Planning & Design Update

URA Board Worksession – March 26, 2026



Context:

- Project update (information and discussion)
- No action tonight; just feedback and Q&A
- Role: URA Board, not City Council (yet)

Project Team Intros:

- URA Staff
- City of Fort Collins Staff
- Olsson Staff



Brief History:

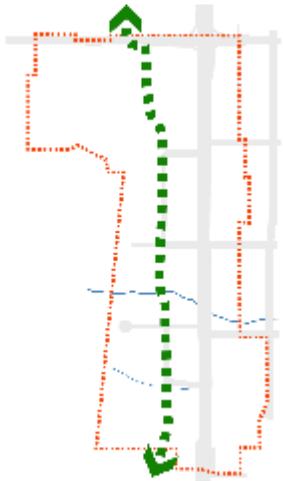
- Prospect South formed in 2011
- Outreach in 2020/21
- Design project funded in April 2025
- Kick-off in October 2025: team formed
- Audits and Charrettes: Jan and Feb 2026



Question for Board:

Please identify specific improvement opportunities from the “Immediate Action” and/or “Strategic Advancements” table that the Board would like Authority staff and the consultant team to further explore for future funding consideration.

Project Purpose Identify, Prioritize and Implement projects from the Prospect South Community Investment Plan's Goals



Westside Bicycle & Pedestrian Corridor



Sidewalk & Crosswalk Improvements along College Avenue



Creekside Park Enhancements



Green Plazas & Outdoor Dining



Existing Small Business Preservation

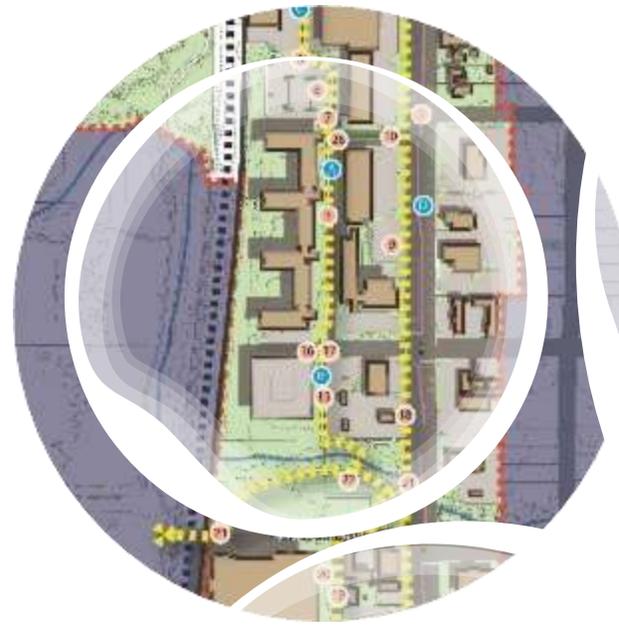


Walk + Roll Audit, Interviews, & Community Meeting

Identified

24 Projects

4 Project Programs (Multiple
Projects)



District-wide Improvements

A. Install curb stops along the trail

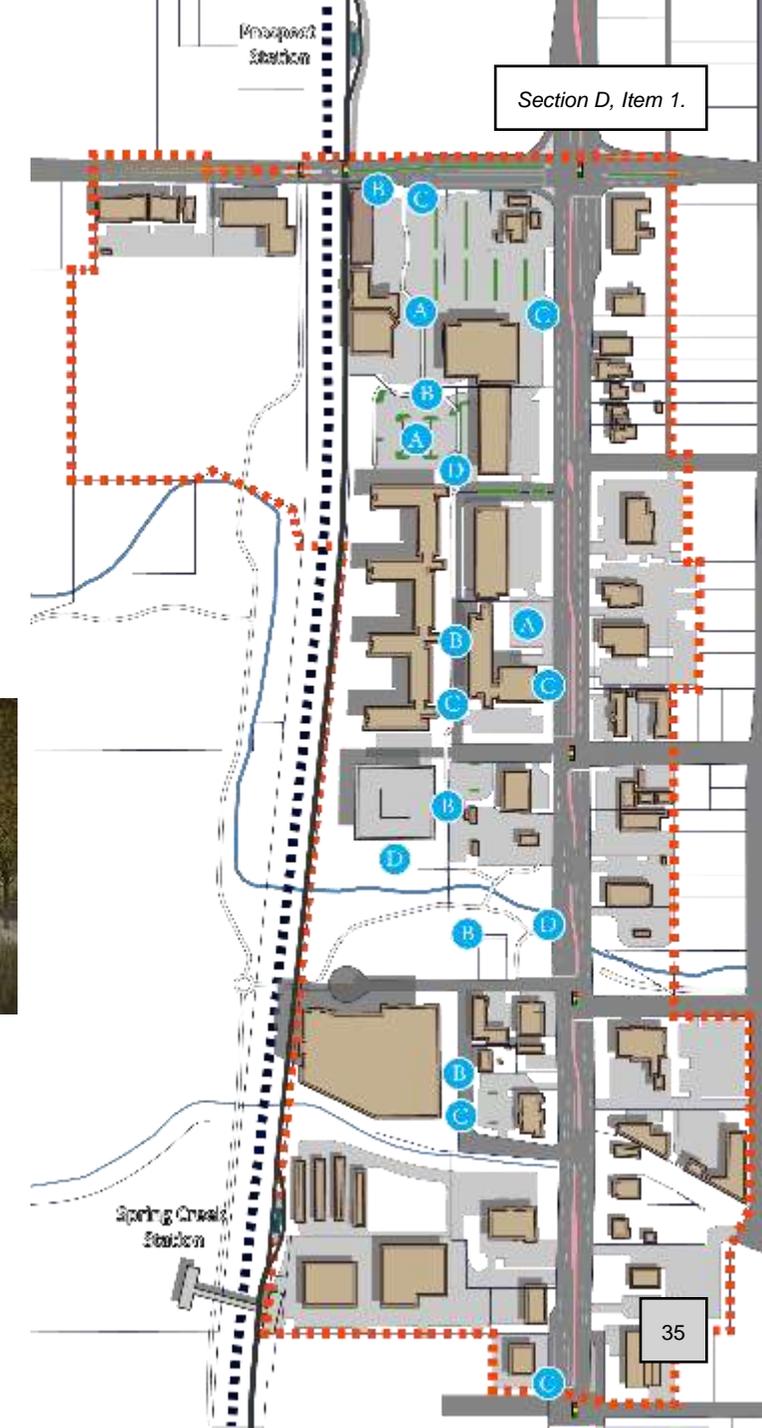


B. Pedestrian scale lighting



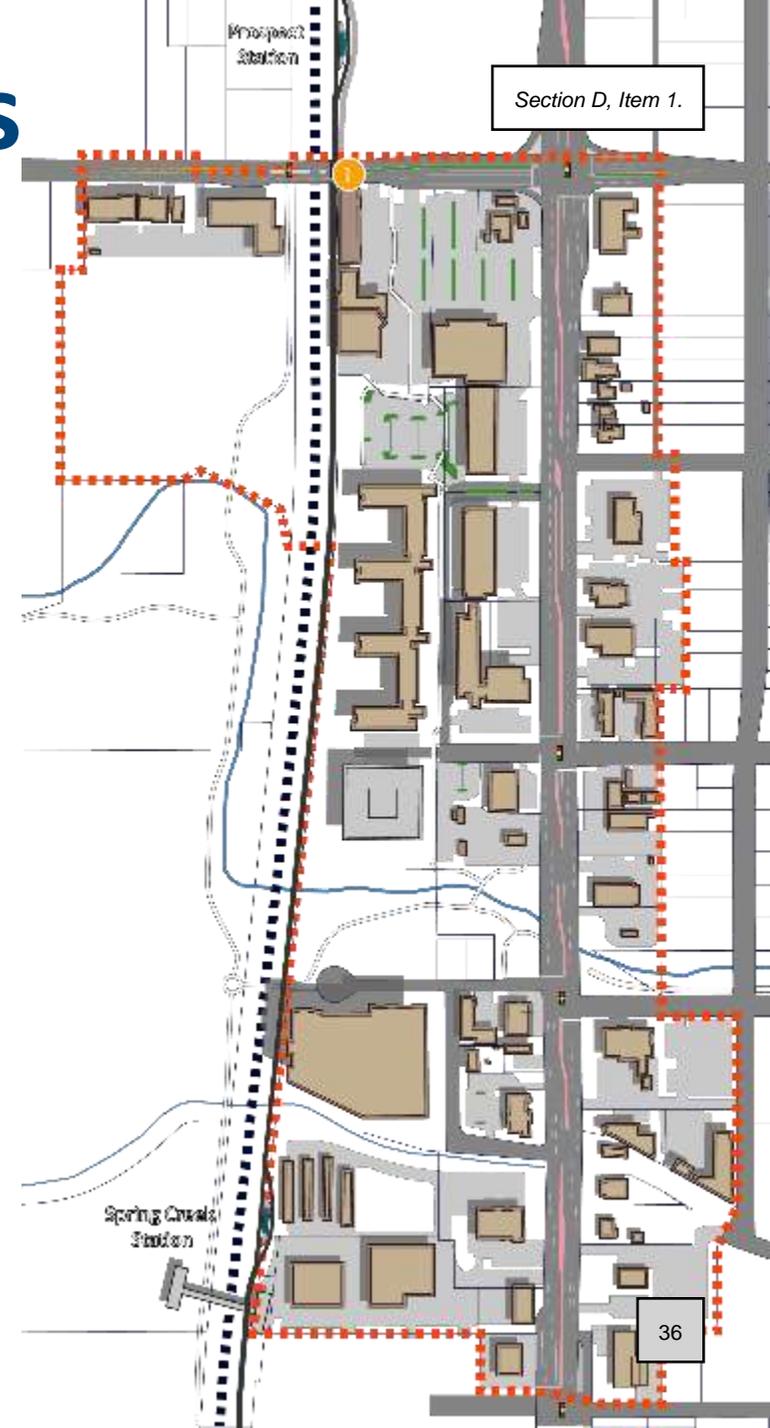
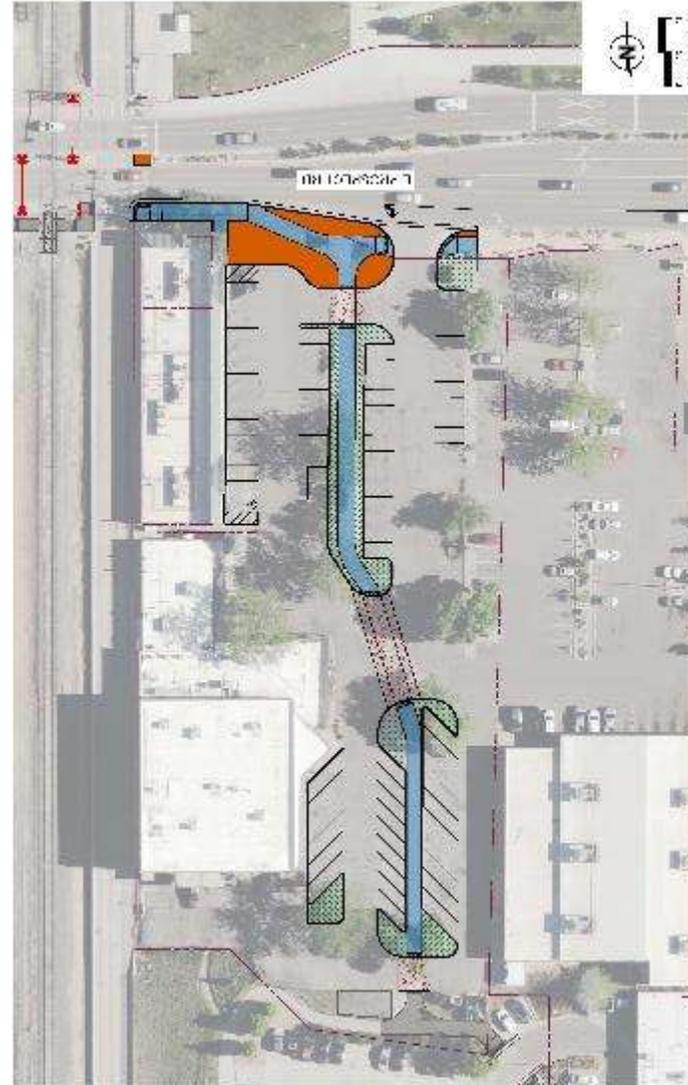
C. Widen ramps truncated domes

D. Mural Program



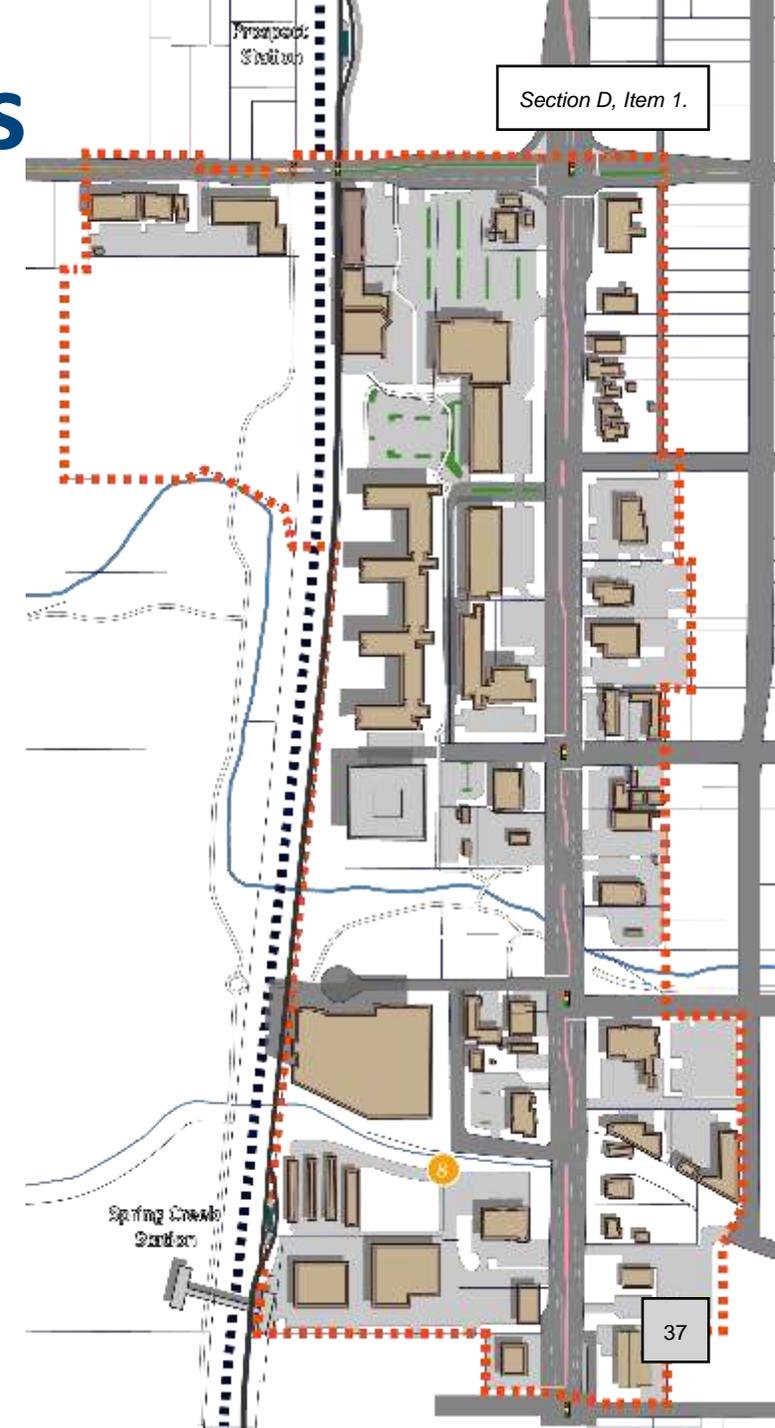
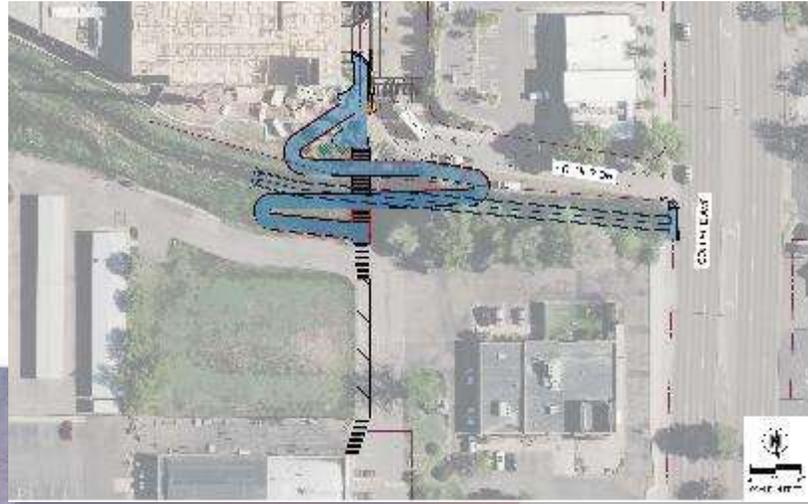
Westside Pedestrian Improvements

Prospect Crossing & Gateway



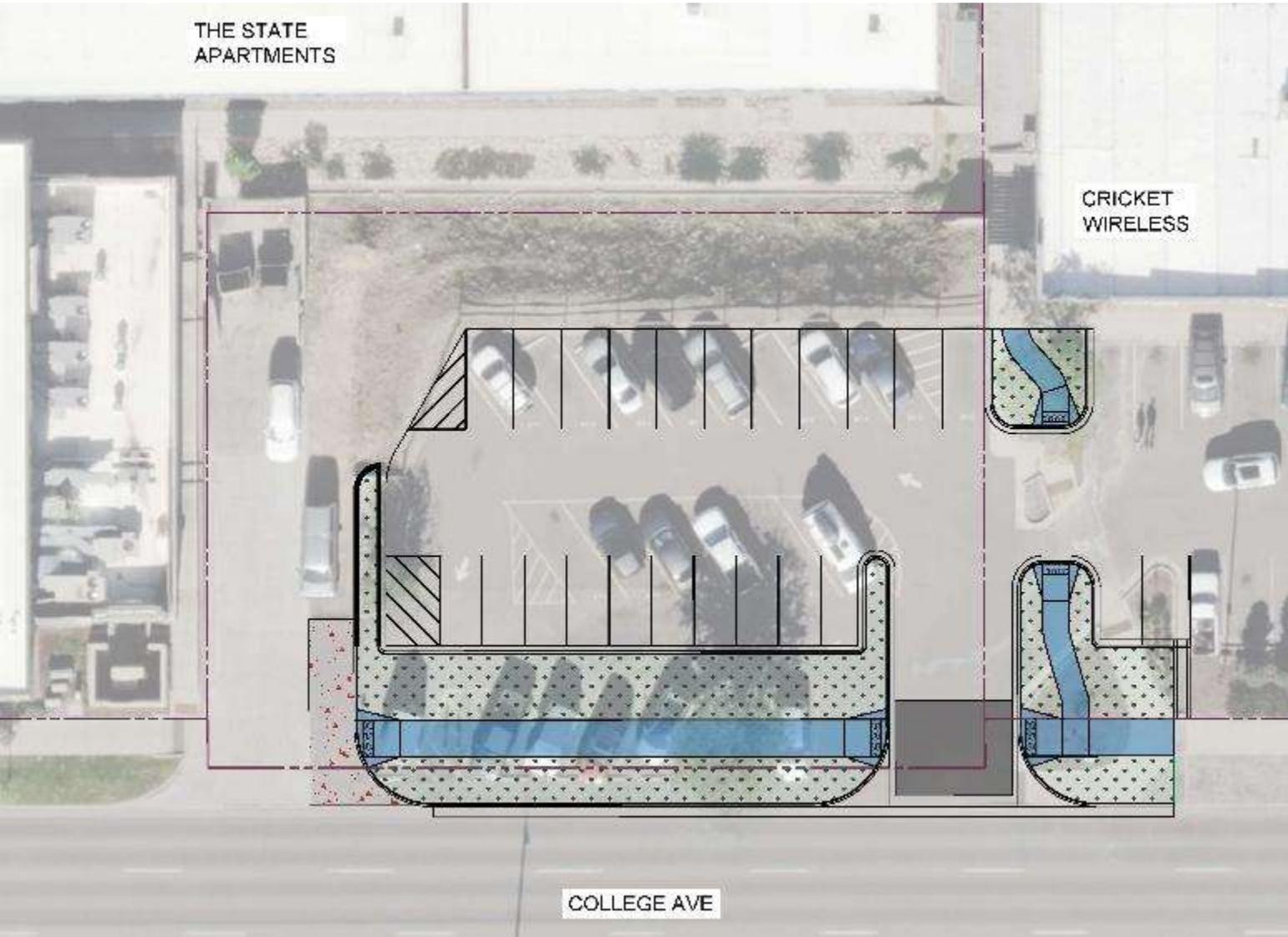
Westside Pedestrian Improvements

Sherwood Lateral & District Branding



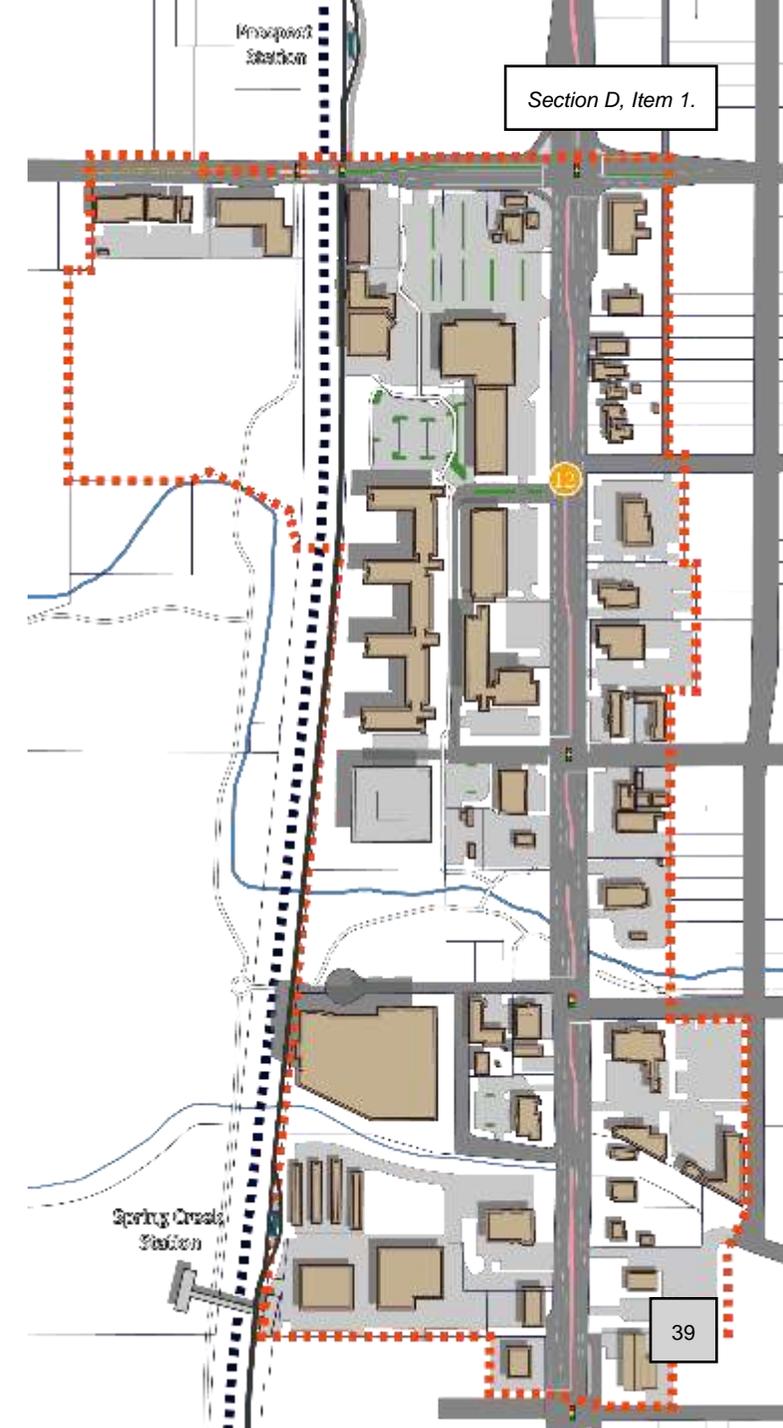
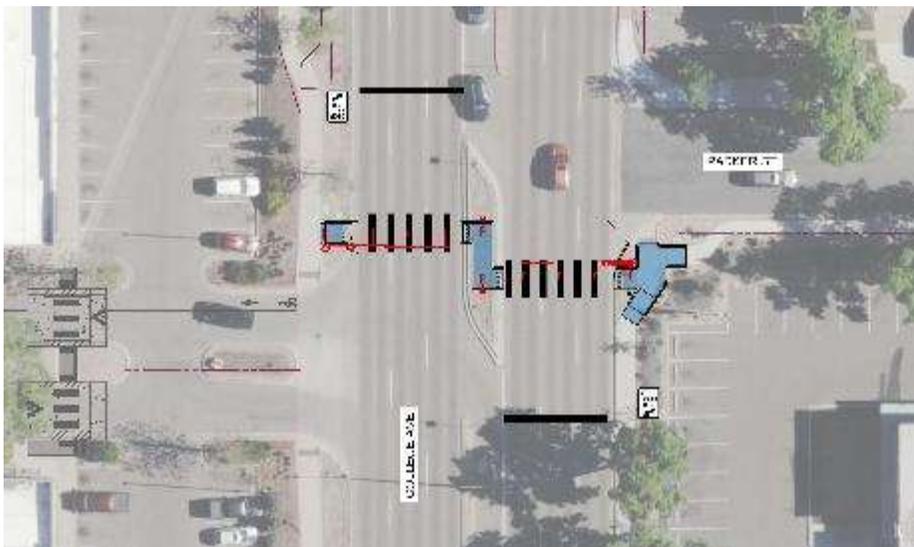
College Avenue Sidewalks

- The State Parking Reconfiguration



College Avenue Sidewalks

- HAWK Crossing @ Parker



Creekside Park Enhancements



Prioritizing & Delivery

Project/Program Implementation Schedule Summary			
	Project or Program	Total Score	Rank
Immediate Action	District-Wide Murals	83	1
	Spring Court Trail	77	2
	Choice Center Drive ABL	73	3
	Spring Court ABL	73	4
	District-Wide Curb Stops	71	5
	State Parking Garage Trail Widening	70	6
Strategic Advancement	Creekside Park Improvements	69	7
	District-Wide Pedestrian Scale Lighting	68	8
	District-Wide Curb Ramp Improvements	68	9
	Johnson Drive Raised Crosswalks	63	10
	Choice Center Drive Raised Crosswalks	63	11
	Sherwood Lateral Crossing	62	12
	Prospect Avenue Crossing Improvements	62	13
	Prospect Avenue Trail Gateway	62	14
	College Avenue State Parking Lot Reconfiguration	62	15
	College and Rutgers Pedestrian Intersection Improvements	61	16
Long-Term Collaboration	North State Parking Lot Reconfiguration	60	17
	Stuart Street and Choice Center Drive Intersection Improvements	60	18
	North State Parking Trail Realignment	60	19
	College Avenue and Choice Center Drive Crosswalk	58	20
	College Avenue Pedestrian Crossing	57	21
	Spring Creek and College Avenue Pedestrian Bridge	56	22
Heavy Lift	Mason Trail and Spring Creek Trail Underpass Widening	53	23
	College Avenue Sidewalk at Sherwood Lateral	53	24
	Prospect Avenue and BNSF Track Sidewalk	42	25
	College Avenue Corridor Study	40	26
	Mason Trail Grade Separation at Prospect Avenue	33	27



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Questions?

Thoughts?

