

## Appendix D

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**NOTE: Appendix Information is for Reference Only.  
Contact Local Entity Engineer for Current  
Information.**

City of Fort Collins Master Street Plan Questions and Answers  
City of Fort Collins “Master Street Plan”  
City of Loveland “2020 Street Plan”  
City of Loveland “2020 Capital Improvements Plan”

## **City of Fort Collins Master Street Plan Questions & Answers**

### **1. What is the Master Street Plan?**

The Master Street Plan (MSP) is a map-based representation of the City of Fort Collins' long-range vision of its major street network. First implemented and adopted in 1981, the Master Street Plan is intended to reflect the functional class (the category of roadway, e.g. Arterial, Collector, etc.) of existing and planned roadways in the City of Fort Collins. The Master Street Plan also helps to guide the development of the future street system for the City and its Urban Growth Area (UGA). The MSP depicts major roadways only, focusing on Major Arterial, Arterial, Minor Arterial, and some key Collector streets. Other Collector streets and all Connector and Local-level streets are not represented on the MSP. It is important to note that the MSP is not a detailed engineering document and does not provide precise locations for new streets; it is a planning tool that represents general, conceptual-level alignments and connections only. The actual locations of new streets shall be determined by the City Engineer.

### **2. What Does the Master Street Plan Do?**

As specified in the City's Land Use Code and in City Ordinance No. 228, 1998, S. 92, 12/15/98,

“All development plans shall provide for or accommodate the streets and transportation facilities identified on the Master Street Plan that are associated with the development plan.” (LUC 3.6.1 b)

and

“Streets on a project development plan or subdivision plat shall conform to the Master Street Plan where applicable. All streets shall be aligned to join with planned or existing streets. All streets shall be designed to bear a logical relationship to the topography of the land. Intersections shall be at right angles unless otherwise approved by the City Engineer.” (LUC 3.6.2 a)

This mandates that new development or redevelopment activities' impacts to the street network shall comply with the City's design standards for the category of roadway specified in the MSP. These standards include criteria such as, but not limited to, right-of-way widths, roadway width, medians, parkways, bicycle facilities and sidewalk dimensions. This requirement helps ensure that the future vision of the City's street network is achieved and helps to preclude costly, and in some instances, irreversible impacts to the City's long-range infrastructure.

### **3. Does the Master Street Plan Ever Change?**

The MSP is monitored regularly to evaluate progress and accuracy. It is amended to reflect development trends, approved developments, changes in alignment, planning and

policy changes, and specific sub-area plans. Amendments are presented to the Transportation Board and the Planning and Zoning Board for recommendation of approval prior to presentation to the City Council for adoption.

#### 4. Why Was the Master Street Plan Created?

The City's Land Use Code refers to the rationale for creating the Master Street Plan:

*“Establishment of the Master Street Plan.* In order to accomplish the purposes of this Land Use Code, the location and ultimate functional classification of necessary arterial and collector streets and other transportation facilities have been established on a map entitled “City of Fort Collins Master Street Plan,” dated August 20, 1996, as amended, which map is hereby made a part of this Land use Code by reference...” (LUC 3.6.1 a)

The MSP was created based upon a multi-modal vision of Fort Collins' future transportation system. Closely tied to other City and regional plans, the MSP incorporates the following set of assumptions:

- Regional transportation demand management programs will reduce regional single-occupant vehicle travel by 10%
- The City of Fort Collins will also pursue local transportation demand management programs designed to reduce single-occupant vehicle travel within the City
- The City of Fort Collins will continue to improve transit service as well as facilities for walking and bicycling
- The land use basis is the adopted “preferred land use plan” (*City Plan*, March 1997)
- The MSP will be monitored to evaluate its progress

The MSP uses the *City Structure Plan* as the land use basis for the street system. Based on the urban form described by this plan, travel behavior data was input to a computer traffic forecast model to help create the MSP network. Environmental concerns, Development Review Guidelines, City Street Design Standards and Level of Service (LOS) criteria were also incorporated into the design of the MSP.

The MSP is designed to achieve the following results:

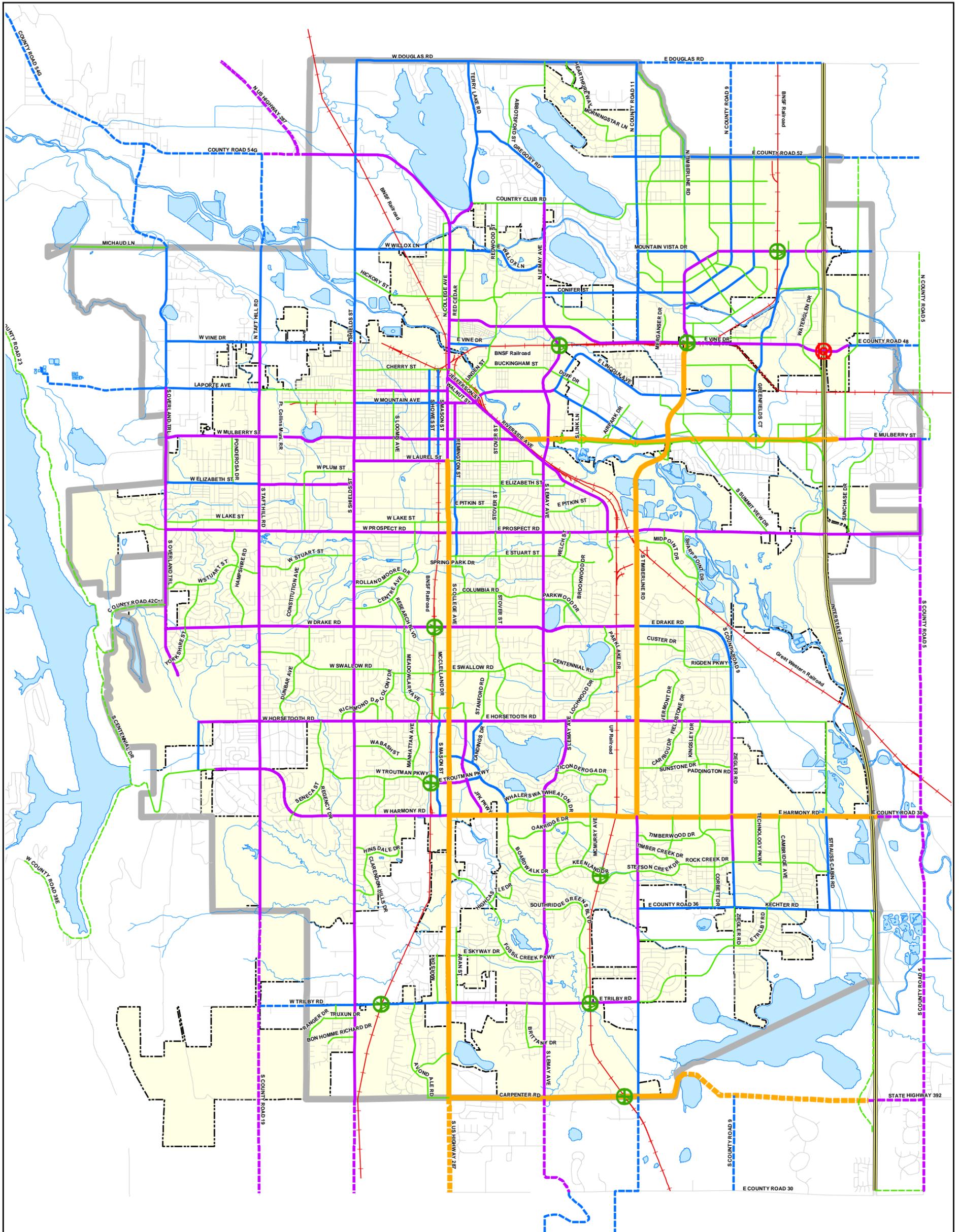
- A significant shift in travel behavior, with more trips shifting away from single-occupant travel into transit, walk and bicycle, and multi-occupant vehicle travel modes
- A reduction of growth in daily Vehicle Miles Traveled (VMT)
- A roadway LOS no lower than level D (on a scale of A to F, with F representing the poorest of conditions) within the City's major activity centers
- Attainment of City air quality objectives

(Source: *City of Fort Collins Transportation Master Plan, 1997*)

In addition to these purposes, the Master Street Plan also serves to identify those streets which qualify for Federal and State funding for general urban projects. These streets also qualify for disaster assistance in times of disaster.

**5. Questions? Contact Mark Jackson, Transportation Planner, 416-2029.**

# City of Fort Collins Master Street Plan



ADOPTED BY COUNCIL: MARCH 17, 1981  
APPROVED REVISION: MARCH 2, 2004

Legend	
	Collector 2 Lanes
	Arterial 2 Lanes
	Arterial 4 Lanes
	Major Arterial 6 Lanes
	Collector 2 Lanes - Outside GMA
	Arterial 2 Lanes - Outside GMA
	Arterial 4 Lanes - Outside GMA
	Major Arterial 6 Lanes - Outside GMA
	Interstate
	Railroad Lines
	Streets
	Growth Management Area
	City Limits
	Potential Grade Separated Rail Crossing
	Potential Interchange

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Note: Other collector and local streets not shown will be developed in accordance with adopted sub-area, corridor, and neighborhood plans of the city.

Streets and Arterials outside of GMA are shown for contextual purposes only and are not part of the Master Street Plan. The City of Fort Collins is not fiscally responsible for these improvements.

# Legend

## ROADWAY DESIGNATIONS

Freeway

## ARTERIALS

Existing Future Planned Designation

6 lane

4 lane

2 lane

## COLLECTORS

Existing Future Planned Designation

Major

Minor

Potential Future Street (Beyond 2020)

Existing Interchange

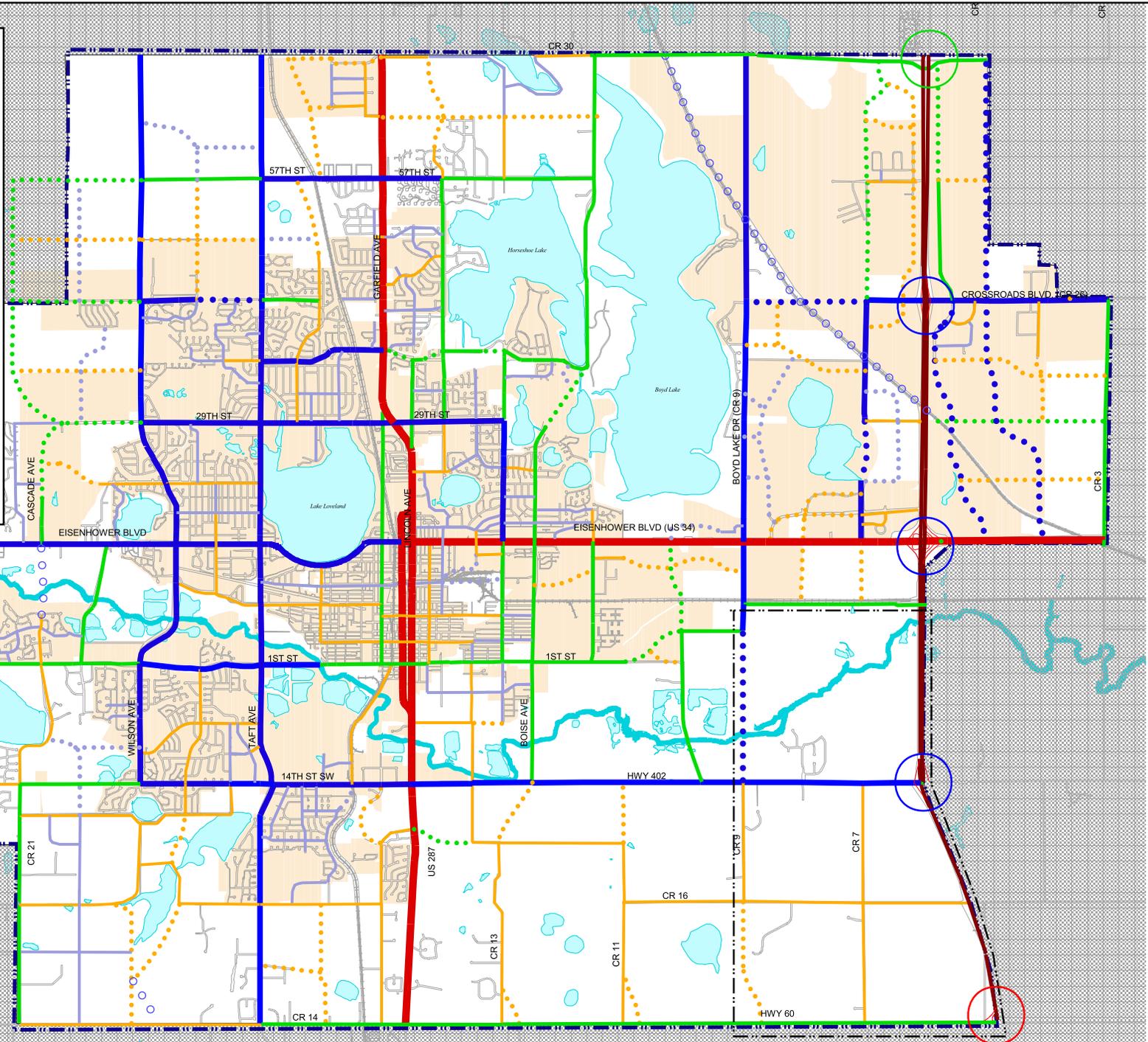
Future Full Interchange (Beyond 2020)

Future Overpass (No Interchange)

Future Study Area for re-alignment of CR9 and/or CR7



Note: In undeveloped areas collector streets may be added, deleted or classifications changed by the Public Works Director to best meet the needs of the areas served by those streets. Updated 10/8/01

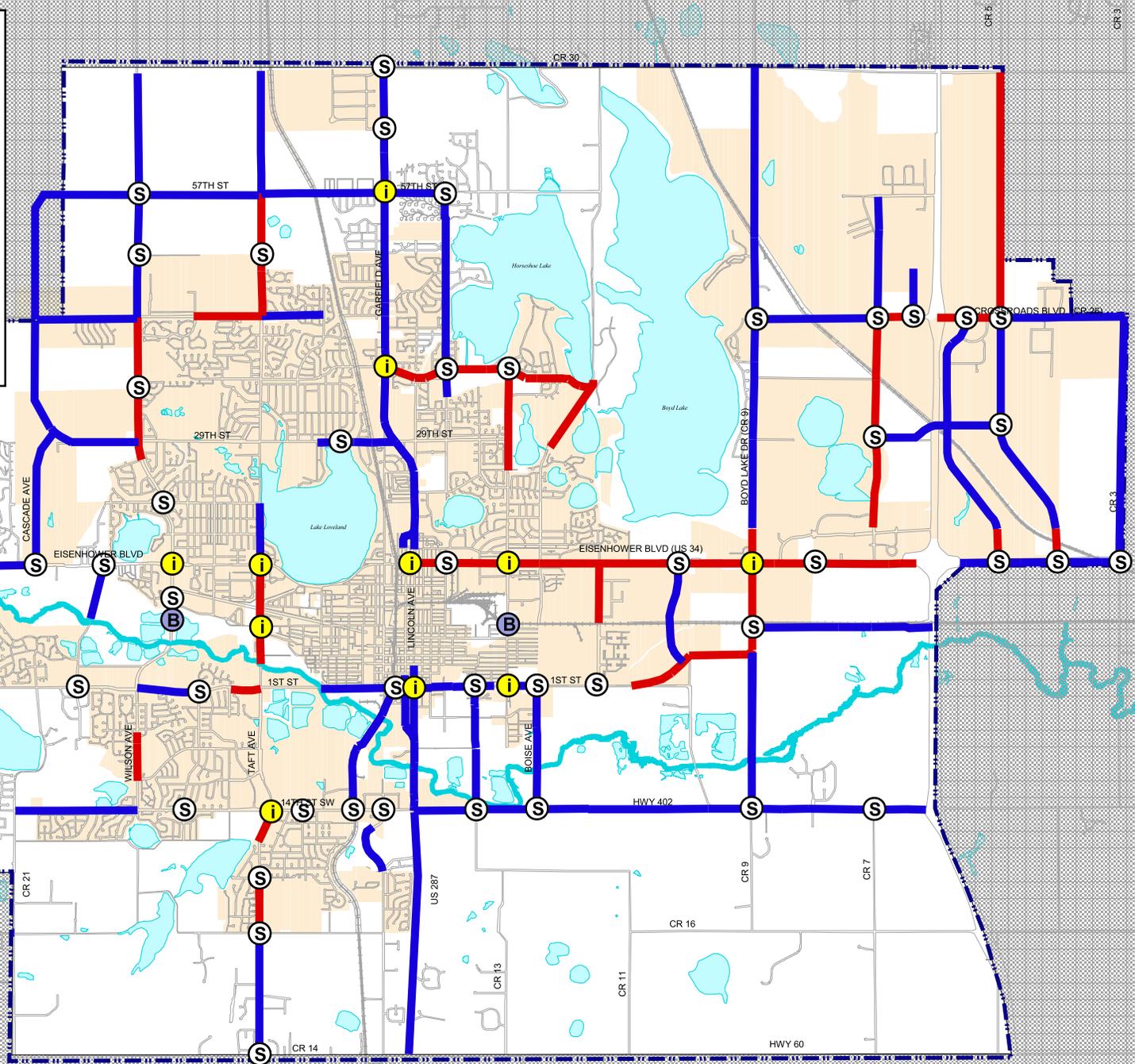


# Legend

- 2002 - 2010 Improvement
- Beyond 2010 Improvement
- i Intersection Improvement
- S New Signalized Intersection
- B New Bridge
- Growth Management Area
- Loveland City Limits



Updated 10/8/01



## 2020 Capital Improvements Plan