



HIGH-PRIORITY ASSETS

JANUARY 2025

CITY OF FORT COLLINS



PLANNING, DEVELOPMENT, AND
TRANSPORTATION

Within the asset categories the following are defined as high-priority assets and may require additional operations and maintenance to ensure a safe and reliable transportation network.

BRIDGES

- Bridges along what would be considered evacuation routes such as Hwy 287/College Ave., Hwy 14/Mulberry Street, Prospect Road, and Harmony Road.
- Structurally deficient, weight restricted, and scour critical bridges along arterial roadways.

RAILROAD CROSSINGS

- Railroad crossings along arterial roadways with average daily traffic greater than 20,000.
- Railroad crossings along what would be considered evacuation routes such as Hwy 287/College Ave., Hwy 14/Mulberry Street, Prospect Road, and Harmony Road.
- Railroad crossings that have a condition rating of poor along arterial roadways.

SIDEWALKS

- Non-ADA compliant sidewalks or missing sidewalk gaps along arterial roadways.
- Sidewalks providing access to schools, transit stops, grocery stores, and healthcare facilities.
- Non-ADA compliant sidewalks or missing sidewalk gaps located within low-income Census tracts.

STREETS

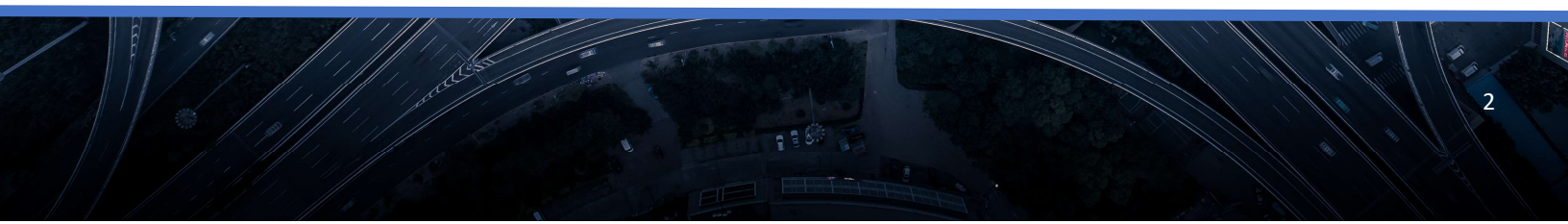
- Arterial roadways.
- Roadways that would be considered evacuation routes such as Hwy 287/College Ave., Hwy 14/Mulberry Street, Prospect Road, and Harmony Road.
- Retaining walls, guardrails, and bridge approaches along arterial and collector roadways.

TRAFFIC

- Signals along what would be considered evacuation routes such as Hwy 287/College Ave., Hwy 14/Mulberry Street, Prospect Road, and Harmony Road.
- Structures and/or equipment that are past their useful life along arterial roadways.
- Traffic signals at railroad crossings.

TRANSIT

- Transit stops providing access to schools, grocery stores, and healthcare facilities.
- Transit stops along priority routing plans and continuity of service(s).
- Transit stops that have high volume ridership levels and those along high demand or transit emphasized corridors such as Bus Rapid Transit (BRT).
- Non-ADA compliant transit stops, and transit stops located within low-income Census tracts.



BRIDGES



Customer Level of Service		
Customer Value	Customer Level of Service (Measures)	Customer Level of Service (Performance)
Quality Is the Service of sufficient quality?	% of driving surface in good or fair condition	95%
	% of bridges in good condition	55%
Legislative Does the service meet legal requirements?	% compliance with CDOT inspection frequencies	100%
Reliability/Functionality How predictable is the service? How operational is the service?	% of bridges with vertical clearance.	100%
	% of bridges with adequate ADT width	87%
	% of bridges with load posting	9%
Accessibility Can the service be easily accessed and used?	% of bridges with safe approach alignment	100%
Health and Safety Does the service pose a risk to health and safety?	% of bridges aligned with current design standards	100%



RAILROADS



Customer Level of Service		
Customer Value	Customer Level of Service (Measures)	Customer Level of Service (Performance)
Quality Is the Service of sufficient quality?	Rail crossings with condition rating of Fair or better	74%
Legislative Does the service meet legal requirements?	Feedback from staff/auditors	100%
Reliability/Functionality How predictable is the service? How operational is the service?	% of rail crossing signal malfunctioning events causing vehicle delay	0.05%
Accessibility Can service be easily accessed and used?	Rail crossings fully compliant with ADA regulations	33%
Health and Safety Does the service pose a risk to health and safety?	# accidents related to rail crossings	0



SIDEWALKS

Customer Value	Customer Level of Service (Measures)	Customer Level of Service (Performance)
Quality Is the Service of sufficient quality?	Network average condition	Fair-Low-income Fair- Arterials
Legislative Does the service meet legal requirements?	Compliance with ADA and PROWAG standard	100%
Reliability/Functionality How predictable is the service? How operational is the service?	# unplanned sidewalk/ramp closures	0
	Length of pedestrian detours	120 feet
Accessibility Can the service be easily accessed and used?	% sidewalk/ramp network compliant with ADA and PROWAG standards	75% - low Income 72% - Arterials 63%- School and Bus Stops
Health and Safety Does the service pose a risk to health and safety?	Time to remedy horizontal/vertical inconsistencies in sidewalk/ramp network	48 hours
	Time to clear sidewalk/ramp network of snow	24 hours after storm event



STREETS

Customer Level of Service		
Customer Value	Customer Level of Service (Measures)	Customer Level of Service (Performance)
Quality Is the Service of sufficient quality?	PCI Network Average	B
Legislative Does the service meet legal requirements?	Project adheres to	100%
Reliability/Functionality How predictable is the service? How operational is the service?	Notice provided for non-emergency street closures	100% of the time
	# of street closures due to condition failure	0
Accessibility Can the service be easily accessed and used?	Crosswalks are ADA compliant (<2% cross slope)	TBD
Health and Safety Does the service pose a risk to health and safety?	PCI Network Average	B
	Snow removal services are provided.	Yes
	% of arterial streets with bike lanes.	41.4%



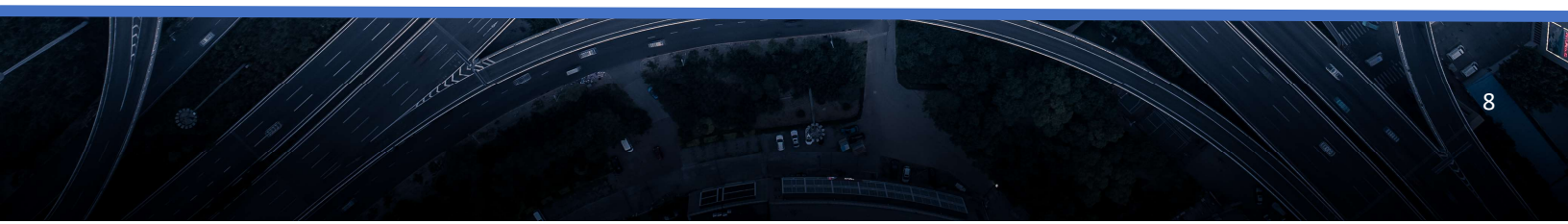
TRAFFIC

Customer Value	Customer Level of Service (Measures)	Customer Level of Service (Performance)
Quality Is the Service of sufficient quality?	# signal poles with failed condition rating.	34 (2 are in critical condition)
	% regulatory and warning traffic signs meeting retro reflectivity standard.	TBD
Legislative Does the service meet legal requirements?	% intersections meeting MUTCD and PROWAG standards.	6%
Reliability/Functionality How predictable is the service? How operational is the service?	% arterial intersections with UPS.	49%
	% intersections with operable CCTV cameras.	82%
Accessibility Can the service be easily accessed and used?	% signalized intersections meeting ADA compliance for PBB.	30%
Health and Safety Does the service pose a risk to health and safety?	% traffic signals grounded to current standard.	70% +/-



TRANSIT

Customer Value	Customer Level of Service (Measures)	Customer Level of Service (Performance)
Quality Is the Service of sufficient quality?	GIS Inventory Transit Assets average overall grade	A
	Customer feedback through complaints/satisfaction surveys. Onboard Survey Question 12, Cleanliness of bus sub-category with "Very Satisfied" & "Somewhat Satisfied" responses.	TBD
Legislative Does the service meet legal requirements?	Findings for deficiencies based on FTA review.	TBD
Reliability/Functionality How predictable is the service? How operational is the service?	Customer feedback through complaints/satisfaction surveys. Onboard Survey Question 10: average of Buses do not arrive on time, Buses do not run early enough, & Buses do not run late enough	TBD
	Customer feedback through complaints/satisfaction surveys. Onboard Survey Question 12: average of Reliability and On Time, Ease of Transfer, & Ability to get Information sub-categories with "Very Satisfied" & "Somewhat Satisfied" responses.	TBD
Accessibility Can the service be easily accessed and used?	Customer feedback through complaints/satisfaction surveys. Paratransit Question 8: Making reservations "Needs Improvement"	TBD



<p>Health and Safety Does the service pose a risk to health and safety?</p>	<p>Customer feedback through complaints/satisfaction surveys. Onboard Survey Question 12, friendliness of bus drivers sub category with "Very Satisfied" & "Somewhat Satisfied" responses</p>	<p>TBD</p>
	<p>Customer feedback through complaints/satisfaction surveys. Onboard Survey Questions 13e and 13f average.</p>	<p>TBD</p>

