

City of Fort Collins

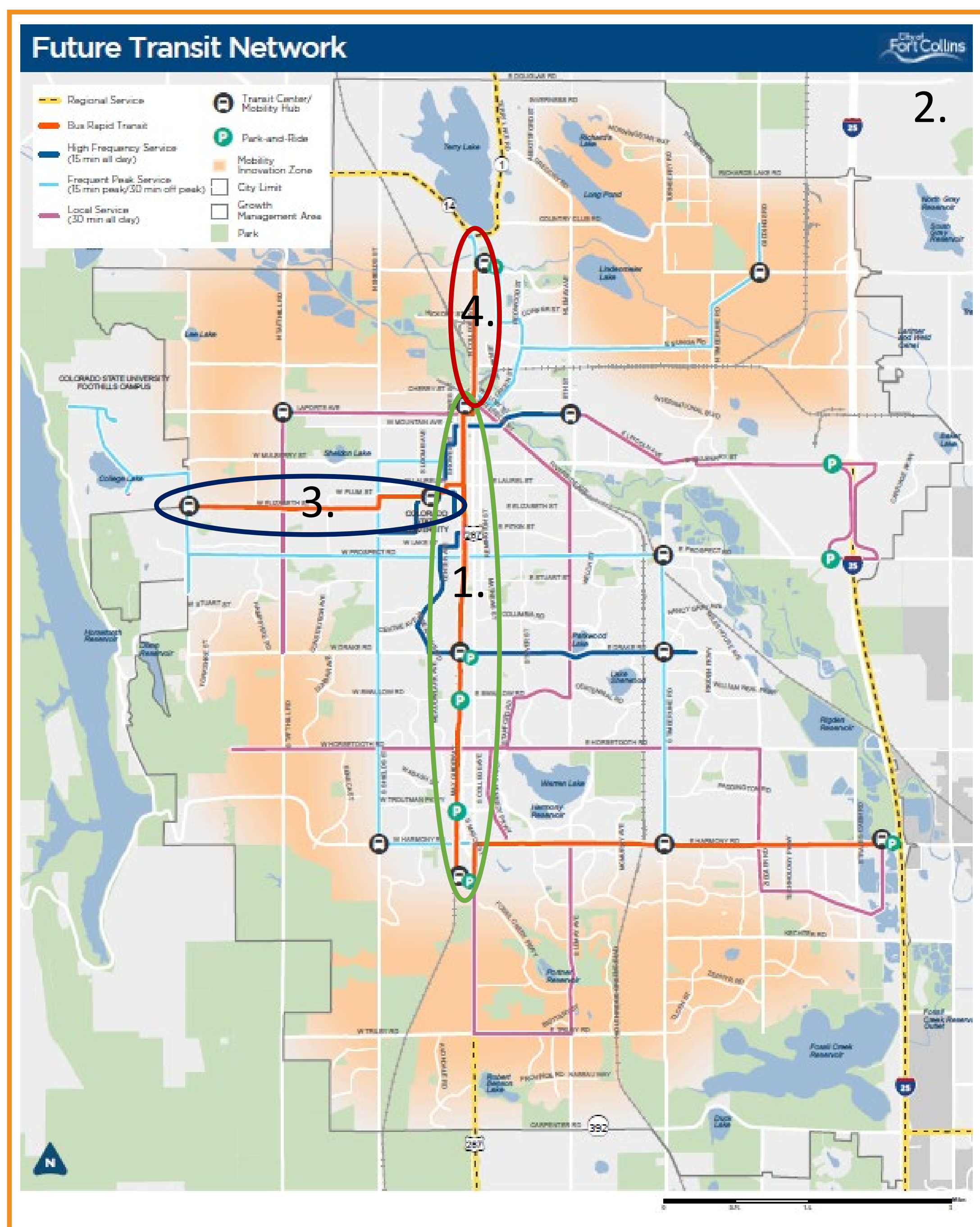
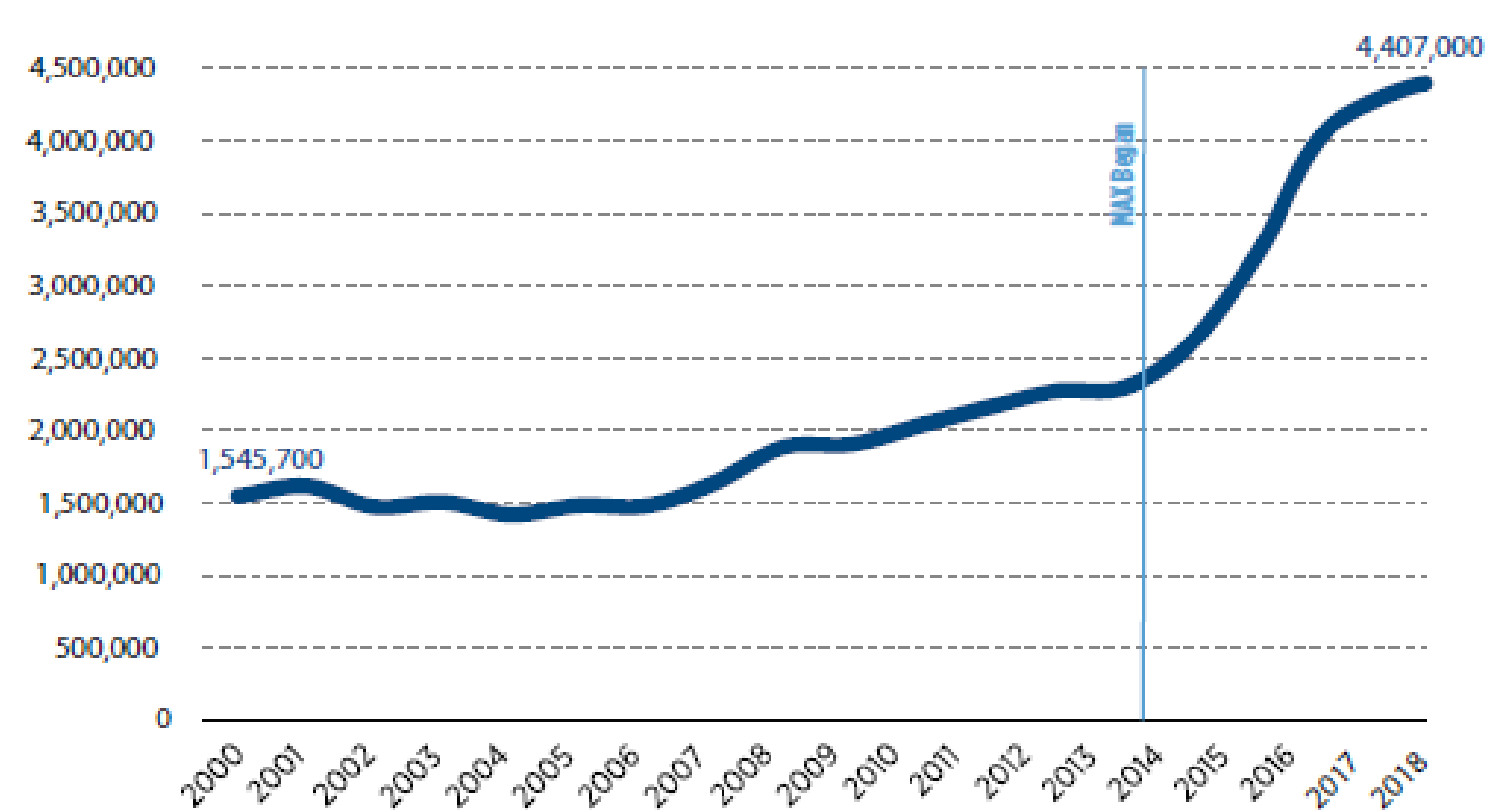
Our BRT Journey

1. MAX BRT Plan and Implementation

[1999] Planning began for BRT on the Mason Street (directly adjacent to main N/S corridor, College Avenue). The corridor was designed to be half dedicated guideway and half mixed-traffic. A TOD Overlay Zone was created to encourage greater density, mixed-use, and walkability. Some features are level boarding, pre-boarding ticketing, wifi, specialized transit stations, and high-frequency service (10 minutes). Design and construction was supported by an FTA Small Starts Grant for \$65M and major collaboration with BNSF Railroad.

[2014] MAX BRT launches creating a new excitement about transit. Over the next few years ridership doubled across the transit network:

Transit Annual Ridership
Fort Collins, 2000-2018



2. Transit Master Plan – Adopted [2019]

The update to the future vision for transit in Fort Collins (including the Future Transit Network shown here) was premised on the success of the MAX and the promise of high-frequency corridor-based fixed route service, expansion of regional transit, coupled with micro-transit and mobility hubs.

3. West Elizabeth BRT - 100% Design [2023]

The West Elizabeth Enhanced Travel Corridor Plan was adopted in 2016 outlining the vision for BRT in this mixed-use student-oriented (CSU) corridor – already the highest ridership corridor in the system. In 2022, the City completed 30% design and will begin full design of the BRT corridor in Q2 of 2023. The City will be pursuing Small Starts funding for this \$99M project and could potentially start construction in 2025.

4. North College BRT - Plan adopted [2023]

The North College MAX Plan effectively plans the extension of MAX another two miles to the northern border of the city. In the long-term, BRT will be running in BAT (bus-only) lanes with bikes and pedestrians on a shared-use path. The plan also addresses bike/ped circulation, gentrification, affordability, and recommends a TOD Overlay Zone.

