



Lincoln Corridor Plan

A Great Street for a Great Neighborhood
Phase 1 - Vision



CREDITS



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SECTION 1.0

INTRODUCTION

Lincoln Corridor is a critical connection to Downtown Fort Collins, the Poudre River Trail, and the eastern side of the community. City Plan (2011) identifies the Lincoln Triangle as a catalyst site, an area within the City well-positioned for creating and maintaining public and private initiatives for lasting, desirable change. The attributes that contributed to this nomination include:

- A strong and unusually diverse mix of retail, heavy and light industry, offices, recreation, and residential neighborhoods with a rich history and culture.
- Significant historic structures and areas.
- Large, currently vacant and underdeveloped infill properties that are owned by individuals and organizations with an interest in redevelopment.
- An existing historic neighborhood providing a diversity of households near Downtown.

- The Cache la Poudre River corridor.
- Three thriving craft brewery businesses that attract regional and national visitors.
- Designation within the proposed FortZED service grid.
- Sites to cultivate incubator businesses including the CSU Engines and Energy Conversion Lab (EECL) and the Rocky Mountain Innosphere.
- Proximity to Downtown and related opportunities to enhance Downtown business activities, including breweries and brew pubs, in a way that is “Uniquely Fort Collins.”

Because City Plan identifies the Lincoln Triangle, which corresponds to this plan’s Area of Influence as a catalyst site, several city-supported initiatives have taken place to encourage and anticipate future growth in the area. In fact, one of the key messages found in current related planning documents is the desire to extend downtown east of the Poudre River. Today, industrial land uses and undeveloped parcels are being replaced by mixed-use and residential development, and the addition of the Woodward Technology Center at the former Link-N-Greens site alone will

introduce more than 1,500 employees to the area at full build-out. This growth will change the way in which Lincoln functions on a daily basis.

Purpose

The purpose of the Lincoln Corridor Plan (LCP) is to provide an overall community supported vision for the corridor and a clear road map for strategies to implement that vision. Although the plan provides detailed concepts for the corridor, the project addresses a broader context and makes recommendations throughout the Project Influence Area to ensure that needs from all stakeholders have been addressed. (See Figures 1 and 2).



Intersection of Lincoln and Willow

Need for Plan

The City has taken several steps to identify transportation and utility improvement needs within the Influence Area through sub-area and citywide initiatives, however a corridor-specific analysis had yet been conducted. **As directed by City Plan and other City initiatives, the need for the LCP centers on the current and anticipated growth in the area, concerns of local residents and businesses, and the increasing volume of bicyclists, pedestrians, and motorists that are expected to utilize the corridor. This plan provides a mechanism to identify and prioritize ways to improve the street and surrounding area.**

Although streetscape and infrastructural improvements to Lincoln Avenue will be a central focus of the LCP, the study area is comprised of the entire Area of Influence (see Area of Influence Section) to understand factors that directly affect future land use and recommendations found in existing plans.

Area of Influence

The Lincoln Corridor Plan (LCP) Influence Area has been referred to as the Lincoln Triangle, the triangular area on the north side of Fort Collins generally bounded by Riverside Avenue/ Jefferson Street on the west, Lincoln Avenue on the South, Lemay Avenue on the east, and East Vine Drive on the north (see Figures 1 and

2). The Influence Area is immediately adjacent to the Cache la Poudre River and is just north of downtown Fort Collins.

The Influence Area contains the historic Buckingham, Alta Vista and Andersonville neighborhoods, as well as three local craft breweries (New Belgium Brewing, the Odell Brewing Co., and the Fort Collins Brewery), the CSU Engines and Energy Conservation Lab, Ranch-Way Feeds, established restaurants and historic structures rehabbed for office and professional services, and the Northside Aztlan Community Center. Woodward Governor is in the process of developing a world headquarters campus at the southwest corner of Lincoln and Lemay.



Existing Lincoln Poudre River Bridge: Lacking Sidewalk and Trail Access on South Side and Bicycle Lanes on Both Sides.

LCP Vicinity Map

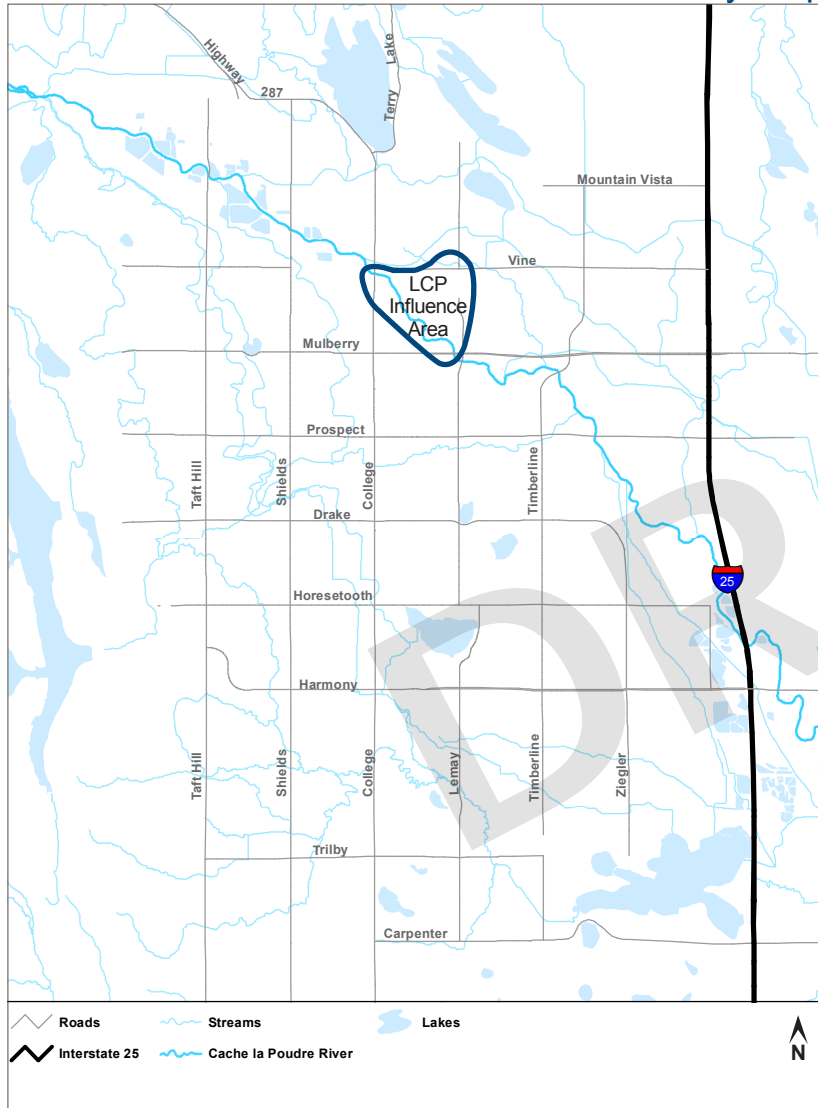


Figure 1

LCP Area of Influence

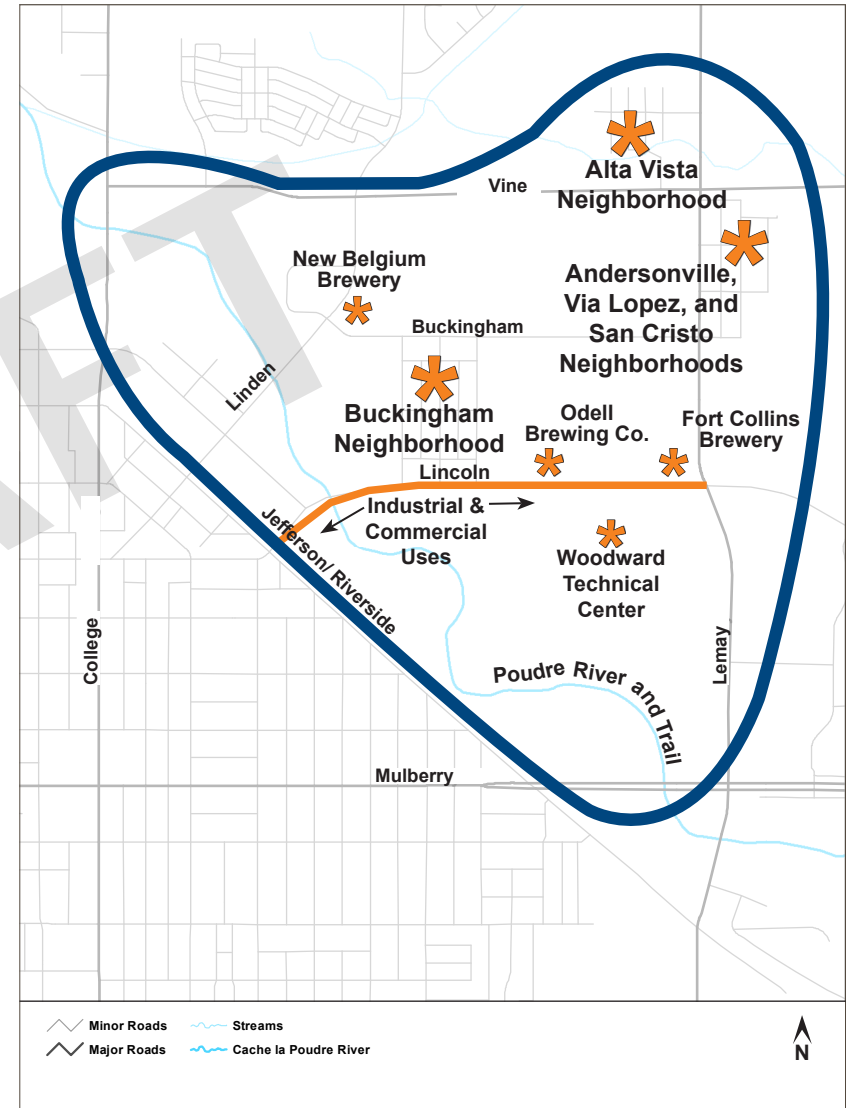


Figure 2



Historic House in Buckingham Neighborhood

Project Goals

The outcome of the planning process is a design of a “great green street” that is specifically tailored to this area through a transparent and inclusive public engagement process, a plan that collectively involves the neighborhood residents, community residents, businesses and property owners.

Goals for the project include:

- Creating a street with a unique identity.
- Reflecting the rich history and culture of the area.
- Enhancing existing neighborhoods.
- Improving the mobility, safety and experience for bicyclists, pedestrians, transit users and vehicles.
- Celebrating, protecting and enhancing the Poudre River.
- Creating an environment where businesses can thrive.
- Becoming a center for innovation, sustainability and creativity.

Potential Elements to Consider for Lincoln Corridor



Street and intersection improvements



Sidewalks and benches



Bicycle lanes and racks



Trees and other landscaping



Gateway features similar to those at Harmony and College



Bus circulating around Downtown



Stormwater improvements



Directional signage



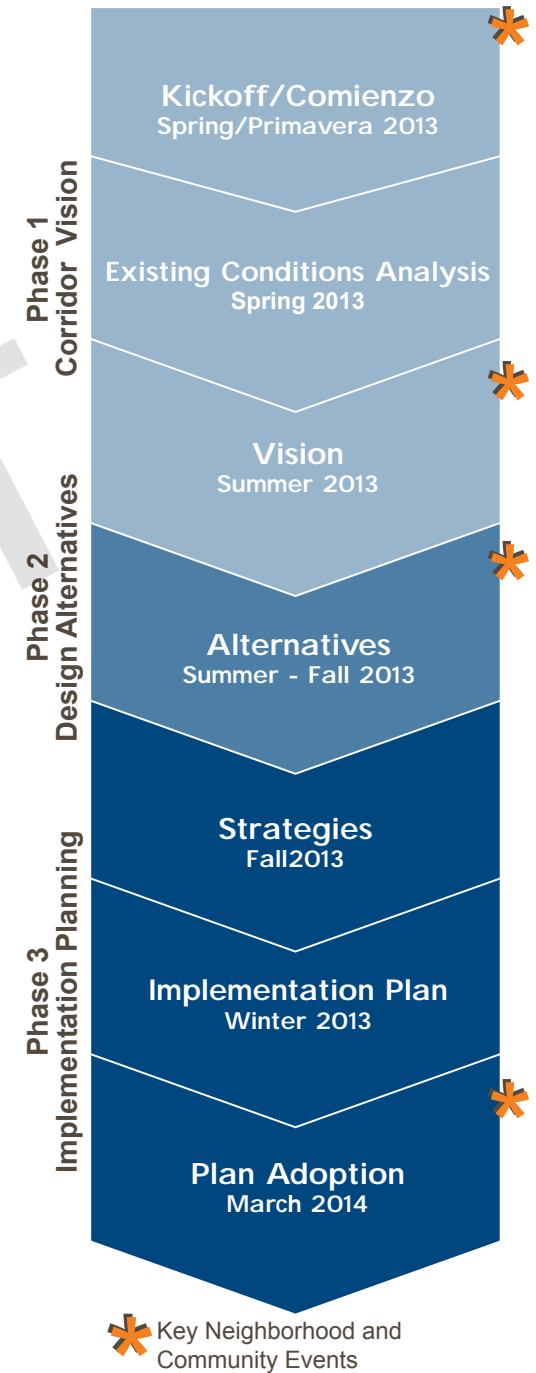
Art and other projects for a positive neighborhood image



Interpretive features of culture and history

Process

The LCP has been developed through three distinct phases: (1) corridor vision; (2) design alternatives; (3) implementation planning. In the first phase of the process, an assessment of the area's context has been conducted, which includes a review of existing adopted plans and existing conditions. This information provides a basis for developing a corridor-wide vision. The second part of the process focuses on developing and evaluating alternative scenarios for the Lincoln Corridor, including preliminary designs for Lincoln Avenue, and concluding with a preferred alternative. The third phase includes developing strategies, an action plan, phasing, and funding for implementation of the street design and other elements.





Planning at Three Scales

Because the LCP proposes streetscape enhancements to a corridor within a broader study area, analysis is provided at three different scales: (1) Street; (2) Neighborhood; (3) Influence Area.

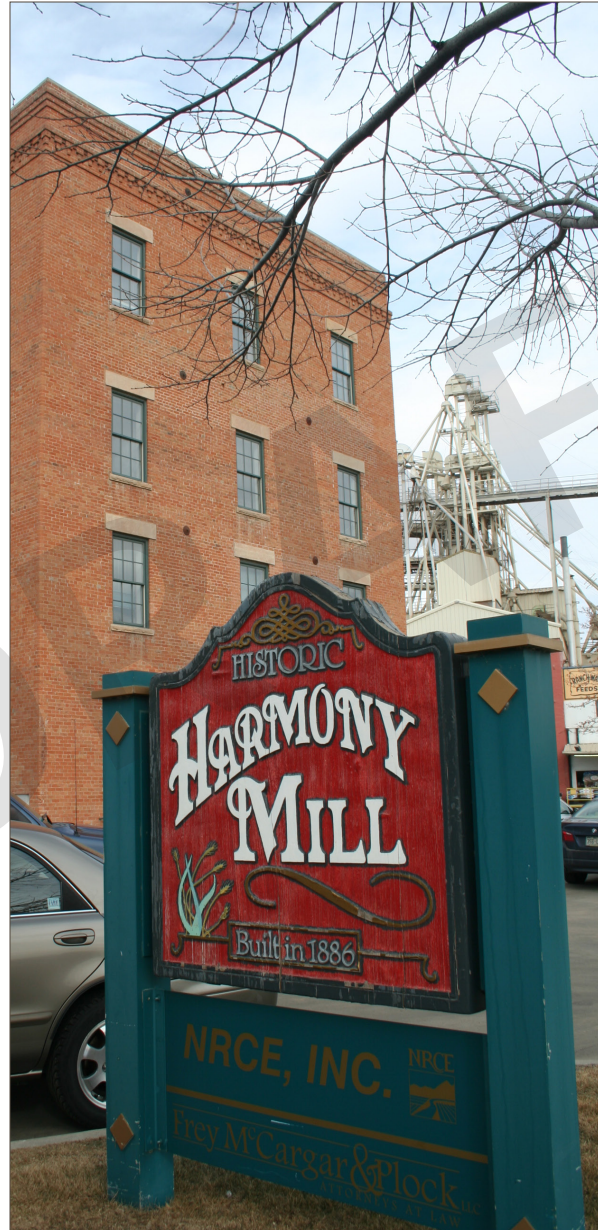
The Street scale focuses on constraints and opportunities related specifically to the street. For example, variations in right-of-way, sidewalk discontinuations, and accident data are all examined at this level.

The Neighborhood scale includes Lincoln Avenue as well as a quarter mile north and south of the corridor to understand the local character and development patterns around the corridor. Example analyses conducted at this scale include development proposals currently under City review, utility information, and character defining features such as historic structures.

The Influence Area scale studies the entire Influence Area to better understand circulation issues, flood mitigation opportunities, and current and future employment figures.

SECTION 1.1 EXISTING AND FUTURE CONDITIONS

This section identifies citywide and sub-area plans that make planning, infrastructural and design improvement recommendations within the Lincoln Influence Area. To illustrate the City's concentrated effort within the area, a key map locates all of the proposed, in progress and completed projects to date.



Existing Plans and Ongoing Projects

The LCP Influence Area is almost completely surrounded by other City-designated planning and ongoing project areas. The Vision builds on these plans to utilize the strategies developed to identify transportation, urban design, land use, historic/cultural, neighborhood, infrastructure, and natural features improvement needs.

The following list highlights City plans that have identified improvements within the Lincoln Influence Area:

City Plan (2011). City Plan is the City's comprehensive plan and defines the long-term goals and policies related to transportation, utilities, land use, recreation and housing. The 2010 City Plan identifies the Lincoln Triangle (or LCP Influence Area) and FortZED, as catalyst sites. These are defined as places for ongoing, new public and private sector initiatives that use a multi-disciplinary and triple bottom line approach, addressing economic, environmental, and social factors in a balanced manner.

Transportation Master Plan (2011). A citywide plan that provides policy direction for decisions regarding the implementation of the transportation system to achieve the City's vision, mission and values. The 2011 TMP includes changing Lincoln Corridor from a four-lane arterial to a two-lane arterial.

Master Street Plan (2011). The most recently adopted Master Street Plan includes two major changes in the arterial street system that exist within the LCP Influence Area. Specifically, it recommends realigning Lemay Avenue and create a railroad grade separation, and realigning Vine Drive to the north of Alta Vista neighborhood.

City Structure Plan (2011). A component of City Plan, the City Structure Plan focuses primarily on the physical form and development pattern of the City. It sets forth a basic framework for growth and development over the next twenty years.

Transfort Strategic Plan (2009). A Citywide plan that addresses the coordination of transit service with the planned Mason Corridor MAX project, identifies funding mechanisms and practical phasing options, and addresses financial solutions required to create and sustain a high-performing transit system. The 2009 Transfort Strategic Plan proposes a new Downtown circulator bus that runs along the Lincoln corridor.

Northside Neighborhoods Plan (2005). A sub-area plan that provides utility, stormwater and transportation improvement recommendations as well as more specific policies and land use alternatives for this area. The Northside Neighborhood Influence Area overlaps the LCP Influence Area.

Downtown River District Streetscape Improvement Project (2008). A sub-area improvement plan that encompasses the Lincoln Influence Area. The overarching plan objective is to create a unique Downtown district through visually pleasing, welcoming streetscape improvements that is ready for infill development. This would be achieved through traffic calming, enhanced pedestrian and bicycle amenities, and through robust public involvement.

Jefferson Street Alternatives Analysis (2012). A transportation plan focusing on improvements to Jefferson Street from College Avenue to Lincoln Street. The purpose is to find the most suitable alternative to improve air quality, livability, and urban character of Jefferson Street while enhancing amenities for pedestrians and transit.

East Mulberry Corridor Plan (2003). Establishes neighborhood mixed-use commercial centers, employment centers, and a mix of other uses along East Mulberry. The study area extends 1/4 mile north of the corridor and provides land use recommendations to parcels immediately adjacent to the LCP Influence Area.

Cache la Poudre Natural Areas Management Plan Update (2011).

This plan identifies key conservation, recreation and cultural goals for City natural areas along the river. It includes management strategies and actions for two natural areas within the LCP Influence Area (Gustav Swanson and Udall). Three other natural areas are partially within the LCP Influence Area (River's Edge, Springer, and Williams).

Downtown Strategic Plan (2004).

A collaboration between the City, Downtown Business Association, and Downtown Development Authority. The plan area extends well into the LCP Influence Area and identifies the Oxbow site, among others as potential infill opportunities.

Pedestrian Plan (2010). This citywide plan assesses pedestrian needs and proposes solutions to existing problems. It updates and prioritizes the City's list of pedestrian improvement projects and explores potential funding options. The 2010-2011 Priority List for pedestrian improvements ranks Lincoln Avenue from Riverside to Lemay as #1, along with six other projects within the LCP Influence Area.

Bicycle Plan (2008). A citywide plan that presents information on existing conditions as well as recommendations for improvements targeted at the next five years that will result in a more efficient and effective bicycle network. The Hierarchy Map identifies the realigned Vine Drive, Buckingham, and Lincoln streets as high volume feeder routes that would connect with the City's high volume bike corridors. The Bicycle Plan will be updated in 2013.

Woodward Technology Center Development (Ongoing). Woodward Governor will expand its corporate headquarters at the former Link-N-Greens golf course. The project will be split into multiple phases, starting with a 215,000 sf industrial building, followed by its Corporate Headquarters and Engines Technology Building. The complex will include retail shops along Lemay.

Mulberry Bridge Replacement (Ongoing). A collaboration between CDOT and the City to make the Mulberry Bridge structurally sound and function as a gateway into downtown. The project will begin in the Fall of 2013. The bridge is within the LCP Influence Area.

Vine/ Lemay Realignment Study (Ongoing). The Study examines ways to mitigate traffic at the intersection. Some alternatives developed include the relocation of the intersection, the realignment of Vine and Lemay, and building a grade separation between the railroad and roadways.

Poudre River Downtown Project (Ongoing). City initiative to develop a master plan for the areas in and adjacent to the Poudre River from Shields Street to Mulberry Street. The master plan will address in-river and bankside recreation, habitat connectivity restoration and rehabilitation, bank protection, stormwater/floodplain management, water quality, public safety and access, and transportation

River District Design Standards and Guidelines (Ongoing). Creates standards and guidelines to promote design that is consistent with the vision for the area and that supplements the existing standards in the River Downtown Redevelopment Zone.

Existing Plans and Ongoing Project Boundaries Overlay

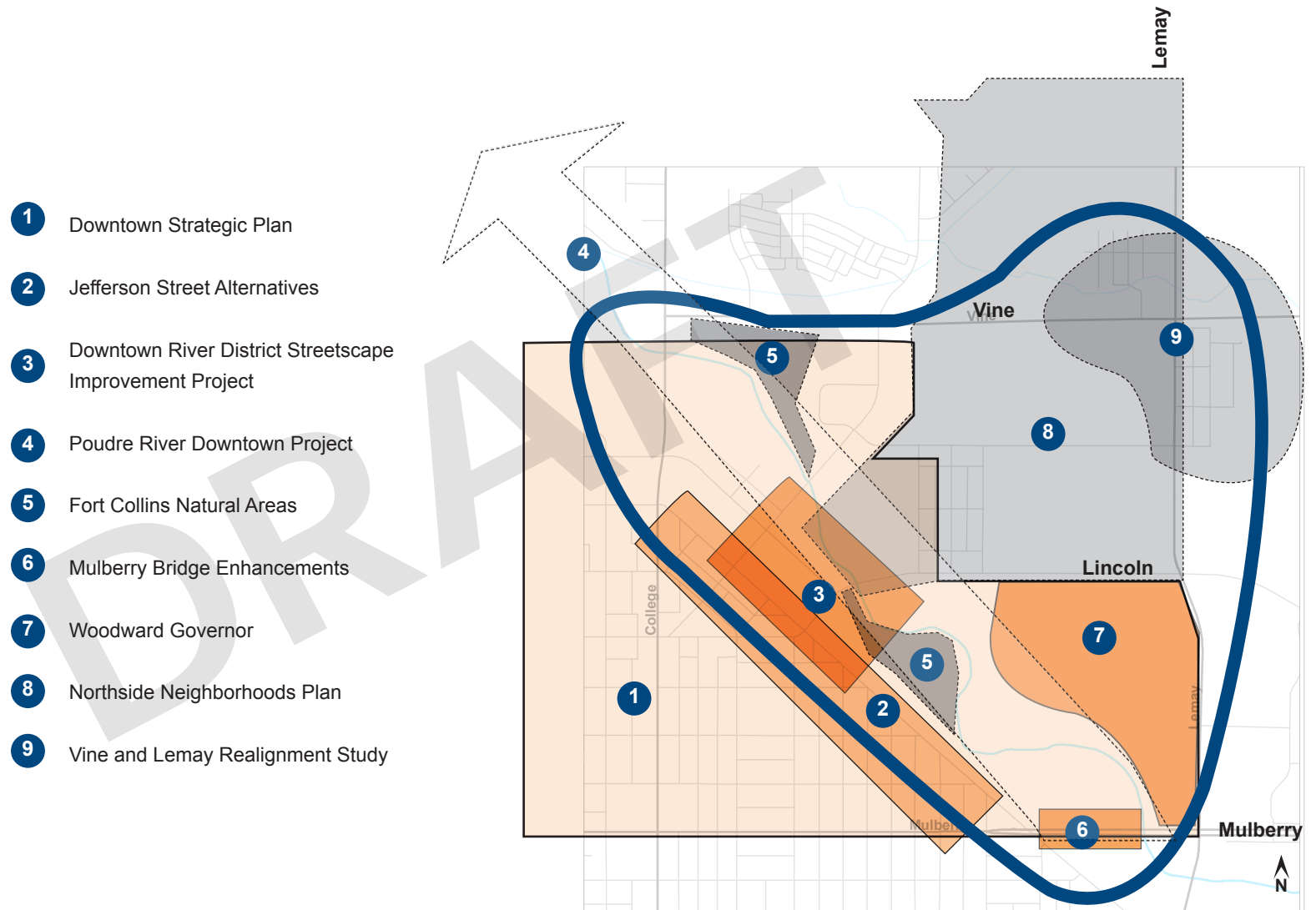


Figure 3

The following list and map illustrate all of the improvements proposed in existing City-supported plans within the Lincoln Avenue Influence Area, some of which have been proposed and some of which are completed:

1. On Buckingham Street, from Linden Street to South Lemay Avenue, reshape the street, incorporating bikeways, sidewalks, landscaping and consistent storm water treatment.
2. On 1st and 3rd Streets, from Lincoln Avenue to Buckingham, reshape these local streets.
3. Improve visuals for bicyclists and pedestrians at the Lincoln Street Cache la Poudre River Bridge.
4. Upgrade Cache la Poudre River Bridge on Linden Street to become a gateway feature.
5. Add new bike/pedestrian bridge on the Poudre River Trail at the railroad trestle between Vine and Lemay.
6. Bike and pedestrian improvements on Riverside Avenue from Lincoln Avenue to East Mountain Avenue.
7. Linden Street: Two 12-foot travel lanes, 5-foot bicycle lanes, diagonal parking on both sides, 15-foot attached sidewalk, from Jefferson Street to the Cache la Poudre bridge.
8. Pedestrian improvements on South Lemay Avenue from East Vine Drive to Lincoln Avenue.
9. Construct paved trail from Mulberry/Riverside Intersection across Pickle Plant Site and Udall Natural Area to Lincoln.
10. Restoration and construction of trail improvements on the Coy Ponds area of Gustav Swanson Natural Area.
11. River restoration from Linden to Lincoln.
12. Restore flood plain area from Lincoln to Mulberry on the northeast side of the river to enhance habitat and develop a natural area/river park.
13. Establish a circulator bus that provides service between downtown and the Lincoln Influence Area destinations.
14. Jefferson Street: Three 14-foot travel lanes, raised landscaped medians, 8-foot on-street parking on the southwest side of street, and streetscape improvements.
15. Willow Street: Two travel lanes separated by diagonal parking in the center, bicycle lanes, parallel parking on both sides, 10-foot attached sidewalk on southwest side of street, 20-foot attached sidewalk on northeast side of street.
16. Lincoln Avenue: Two 12-foot travel lanes, raised median, 8-foot bicycle lanes, attached sidewalk on north side and detached sidewalk on south side from Jefferson to Lemay.
17. New storm sewers within the street ROW and abandon existing sewers that cross mid-block between Jefferson and Willow.
18. Improve existing outfall at Lincoln Avenue Bridge.
19. Create new outfall at Linden Street Bridge.
20. Add a southbound left-turn lane on Vine at Lemay Avenue.
21. Provide gateway features at entrances to neighborhoods.
22. Provide pads, benches and shelters at all transit stop locations.
23. Add signal at Buckingham Street and Lemay Avenue.
24. Add northbound right turn lanes on Vine and Lemay.
25. Improvements to Lemay ditch between Vine Drive and Lincoln.
26. Installation of curb and gutter and street outflows along Lincoln Avenue.
27. Realign the Vine and Lemay intersection to include a grade-separated crossing.
28. Add bicycle lanes to Vine/ Lemay.
29. Widened, multi-use sidewalk along northside of Buckingham Street that connects to downtown.
30. Provide street lighting along Lincoln Avenue.
31. Expansion of the Museo de las Tres Colonias.
32. Install Poudre River floodplain mitigation diversion levee.
33. Interim sidewalks installed along Lincoln Avenue and Lemay Avenue.
34. Woodward Governor Corporate Headquarters Expansion.
35. Mulberry Bridge Improvements to serve as gateway into Fort Collins.
36. Open Udall to public, restore right riverbank, enhance in-channel wetlands, construct river overlook structure.
37. Parking lot and paved trail improvements.

Lincoln Corridor Influence Area Improvement Projects

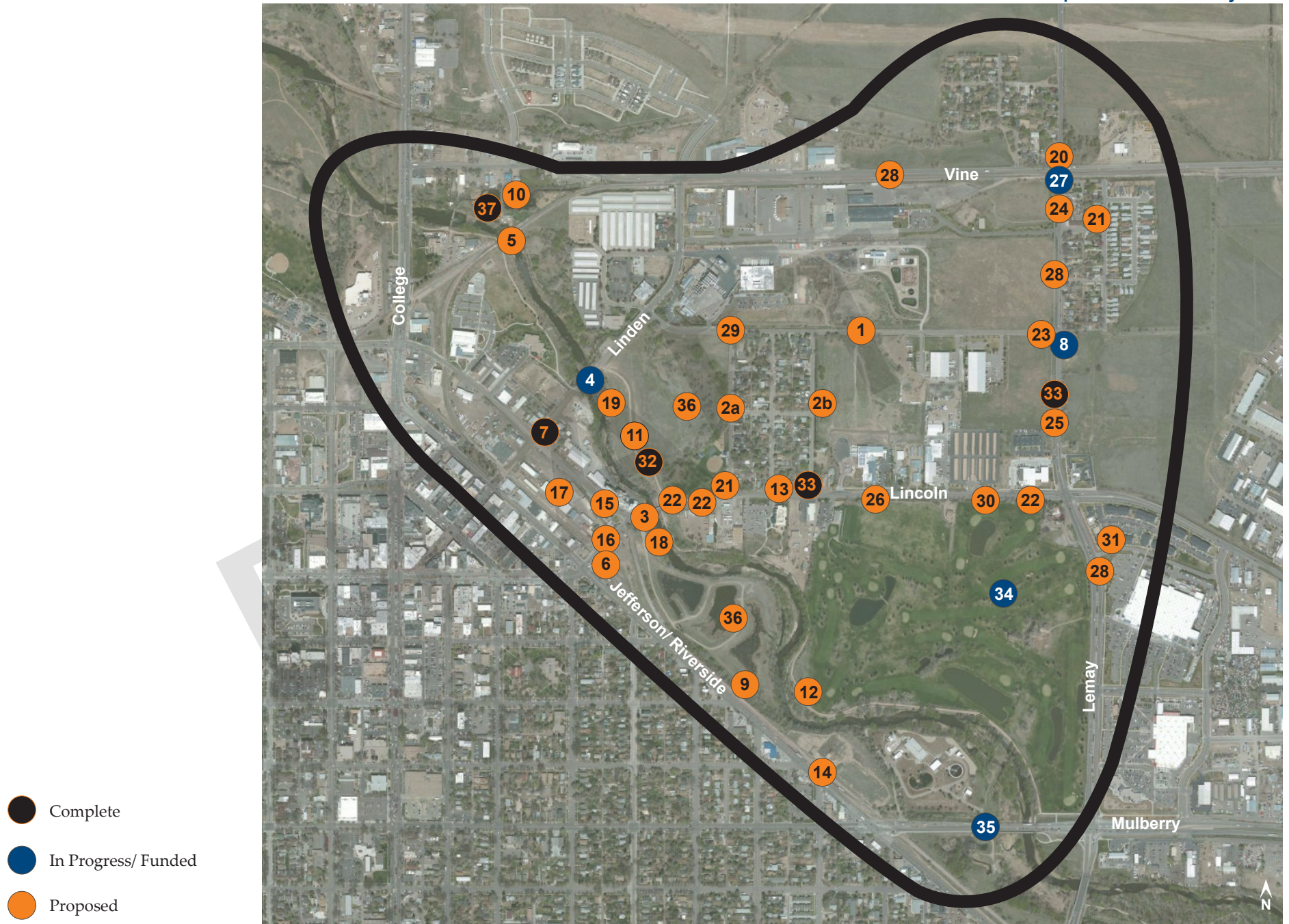


Figure 4

Existing and Future Land Use

Historically, the Lincoln Influence Area has been physically isolated from Old Town. The railroad tracks and Jefferson Street act as physical barriers, discontinuous sidewalks provide pedestrians with little reprieve from vehicular traffic, and until recently historic neighborhoods have lacked some basic urban amenities. In fact, the City did not complete a sewer line to Alta Vista until the early 1970s and pave the roads until 1980.

Although only 10% of the LCP influence area is comprised of residential land use, the importance of the Buckingham, Alta Vista and Anderson neighborhoods to the City's socio-economic history cannot be understated. The City has recognized the significance of these neighborhoods, and as seen through previous planning efforts, has taken several initiatives to preserve and connect them to the greater community while anticipating future growth in the LCP Influence Area.

As seen in figure 6, land uses have changed in certain areas from what is depicted in the zoning plan. These affected areas are primarily within the floodplain and have transitioned from light industrial uses to open space. Other changes include the Oxbow site, the parcel immediately west of the Buckingham neighborhood. This site has changed from Community Commercial District to Downtown District which emphasizes the desire to extend the downtown east of the Poudre River.

The 2011 Transportation Master Plan and subsequent 2011 Master Street Plan have recently reclassified Lincoln Avenue from a 4-lane arterial to a 2-lane arterial primarily because future traffic analysis indicates that the corridor could function as a 2-lane arterial even with the anticipated growth in the area. This will undoubtedly help preserve the residential and business character of the area while still providing the space necessary for pedestrian and bicycle improvements.

Area of Influence Land Uses

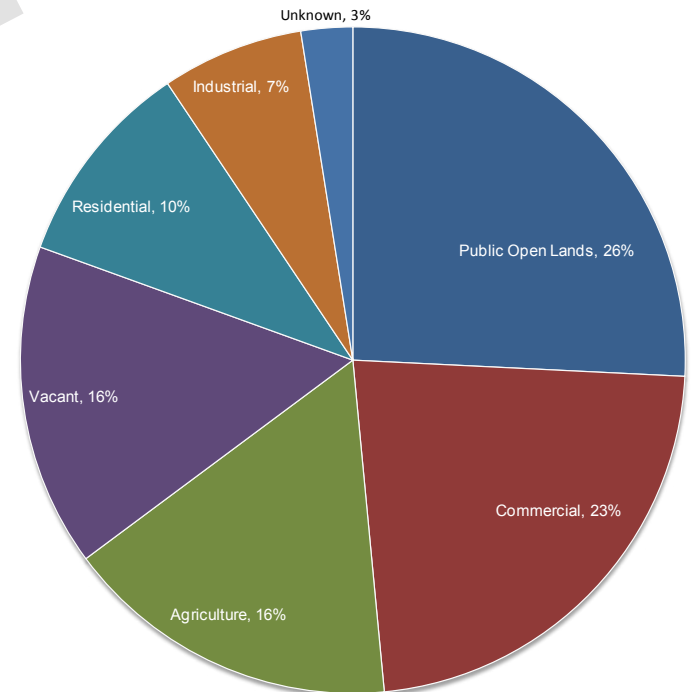













Figure 5

Structure Plan and Master Street Plan Overlay

Master Street Plan Classifications

-  2-Lane Collector
-  2-Lane Arterial
-  4-Lane Arterial
-  6-Lane Major Arterial

Structure Plan Land Use Categories

-  **Public Open Lands/ Poudre River**
-  **Low Density Mixed Use:** Intended to be settings for a predominance of low density housing (average of four dwelling units per acre), providing a variety of housing choices, gathering places, services and conveniences, neighborhood parks, and other amenities in a compact setting.
-  **Medium Density Mixed Use:** Intended to be settings for a diverse mix of concentrated housing within easy walking or biking distance of transit, commercial services, employment, and parks or recreational amenities.
-  **General Commercial:** General Commercial Districts include a wide range of community and regional retail uses as well as offices, business and personal services, and, to a lesser extent, residential uses.
-  **Community Commercial District:** Combines a mix of retail, services, civic uses and housing, in uniquely distinct and identifiable "places." Principal uses include retail, restaurants, offices. Supporting uses include higher density housing, day care, civic and institutional uses, pocket parks and other outdoor gathering spaces.
-  **Industrial District:** Intended to provide a location for a variety of work processes such as manufacturing, machine shops, warehouses, outdoor storage yards, and other uses of similar character. Supporting uses include restaurants, day care, convenience retail, services and housing. Lower intensity land uses should be placed at the edges of the District to help provide transition between Industrial Districts and adjacent districts and neighborhoods.
-  **Downtown District:** Downtown District must include office, finance, civic, government, and entertainment functions in addition to retail shops, services, parks, restaurants, and housing, all served by a local and regional transportation system that incorporates multiple modes of travel.

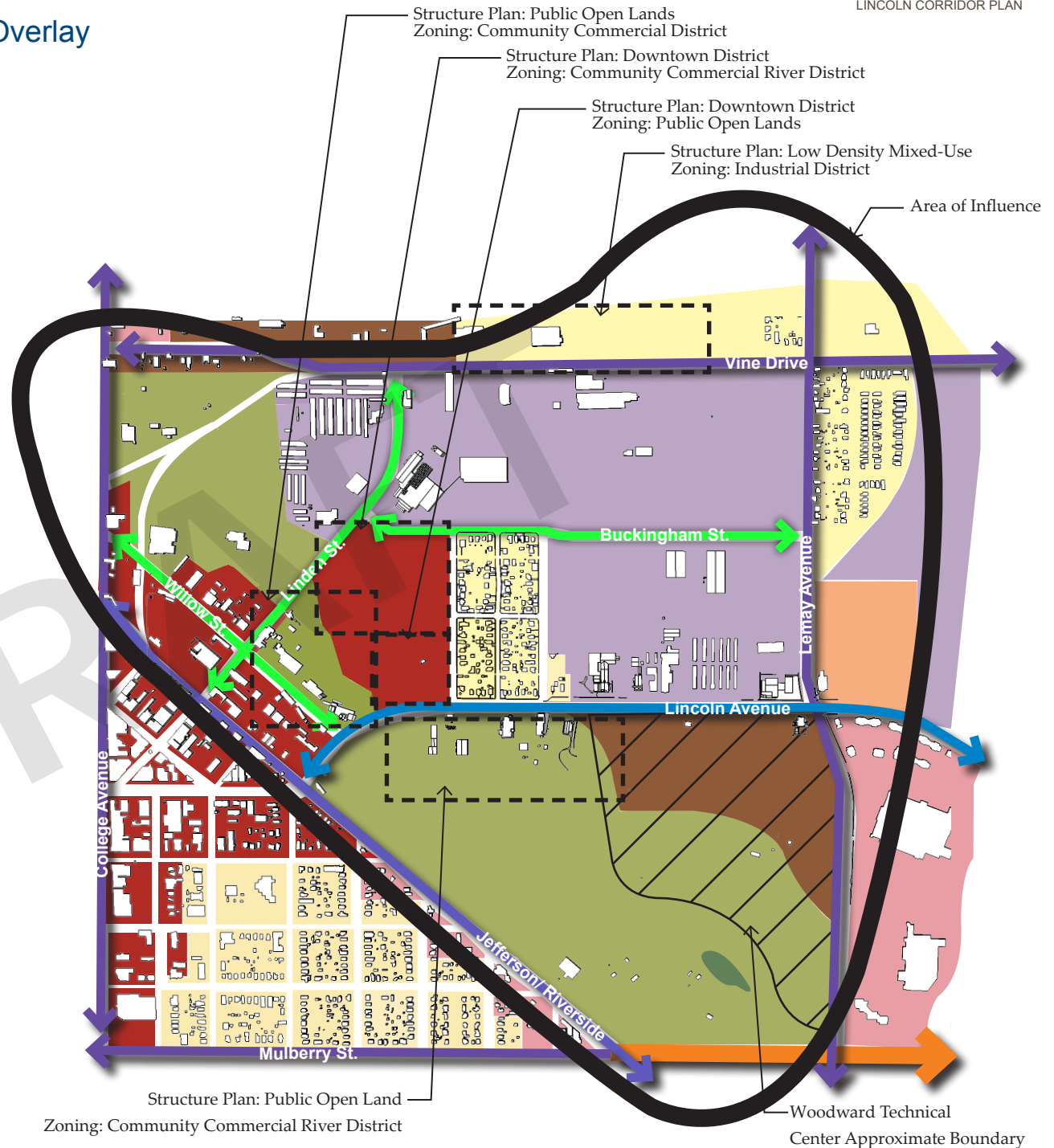


Figure 6

Socio-Economic

As the City takes action to connect and sustain the Lincoln Influence Area, it must simultaneously balance existing uses with inevitable change over time. The LCP Influence Area contains a number of parcels that are either vacant or currently under development review. This provides an exciting opportunity to introduce “Innovation” to the sub-area, a tenet of the City Plan Vision. As the corridor continues to develop, areas of stability will need to be preserved while key businesses and properties evolve into redevelopment sites that complement the overall LCP vision.

The strong presence of vacant and underutilized land means this area is expected to grow in both employment and population figures. **With the addition of the Woodward Governor development and infill development, the area will double in employment at full build-out. The area will become a center for employment, with over 3 jobs for every household (See Figure 7).**

Although the Lincoln Influence Area is predicted to grow, it has a solid economic and residential foundation that helps maintain stability.

In Figure 8, the Areas of Change include land that can or is planned to be developed, such as Vacant Parcels and Developments Under Review. Areas of Stability include character-defining features, such as historic buildings and the Poudre River, parks and open space, and existing neighborhoods.

Based on the developments currently under review as well as recent development within the last year, several parcels previously zoned for industrial use are transitioning into mixed-use residential development, particularly west of the Cache la Poudre River. These changes in land use will undoubtedly necessitate a multi-modal-friendly environment, neighborhood-supported businesses, and interconnectivity throughout the metro area.

Area of Influence: Housing Versus Employment

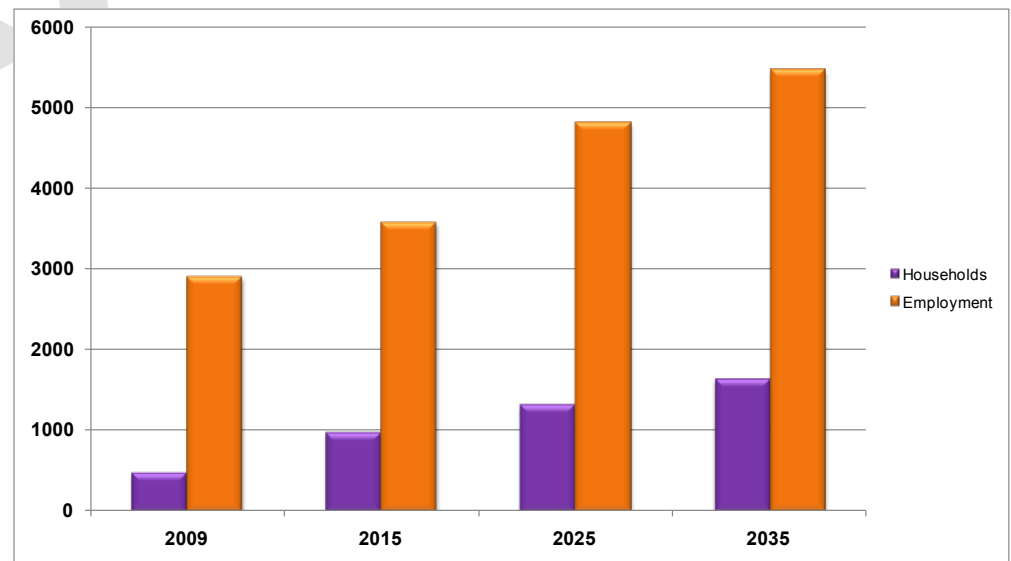


Figure 7

Land Use Assessment



Figure 8

Mobility and Safety

Right-of-Way

The Lincoln Avenue cross-sections vary along the $\frac{3}{4}$ mile corridor (See Figures 11-17). One vehicular travel lane in each direction and bike lanes exist along the length of the corridor; turn lanes are provided at the larger intersections with Jefferson Street/Riverside Avenue and Lemay Avenue. While curb and gutter are provided for short segments, most of the corridor has a more rural feel which includes the Coy Ditch along the Woodward Governor property.

An exciting quality about this section of Lincoln Avenue is its **generous right-of-way**. Although the existing right-of-way varies between 70 feet to over 100 feet (See Figure 9), the vast majority of the corridor exceeds the standard 84-foot minimum right-of-way for a 2-lane arterial (See Figure 10). Additionally, the Woodward Governor development plans to dedicate an additional 27 feet of ROW along the south edge of Lincoln Avenue between 3rd Street and just to the west of Lemay Avenue. This presents a unique opportunity to introduce design solutions that can transform Lincoln Avenue into a thriving multi-modal environment.

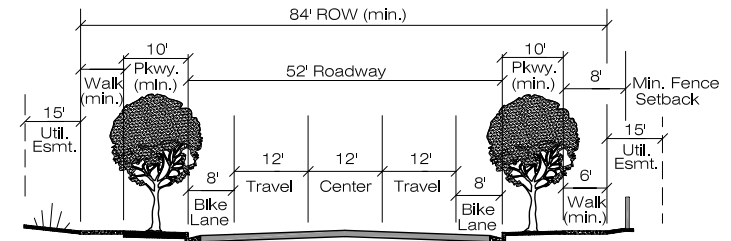
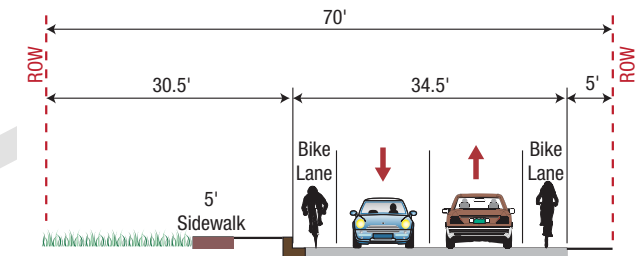


Figure 10: Standard Fort Collins 2-Lane Arterial



B-B. West of Willow Street and Union Pacific Railroad (East Tracks)

Figure 11: Narrowest Section of the Corridor: Exists at the UPRR Crossing. Making this pinch point a pedestrian and bike-friendly gateway will be an important objective of the LCP.

Lincoln Corridor Right-of-Way

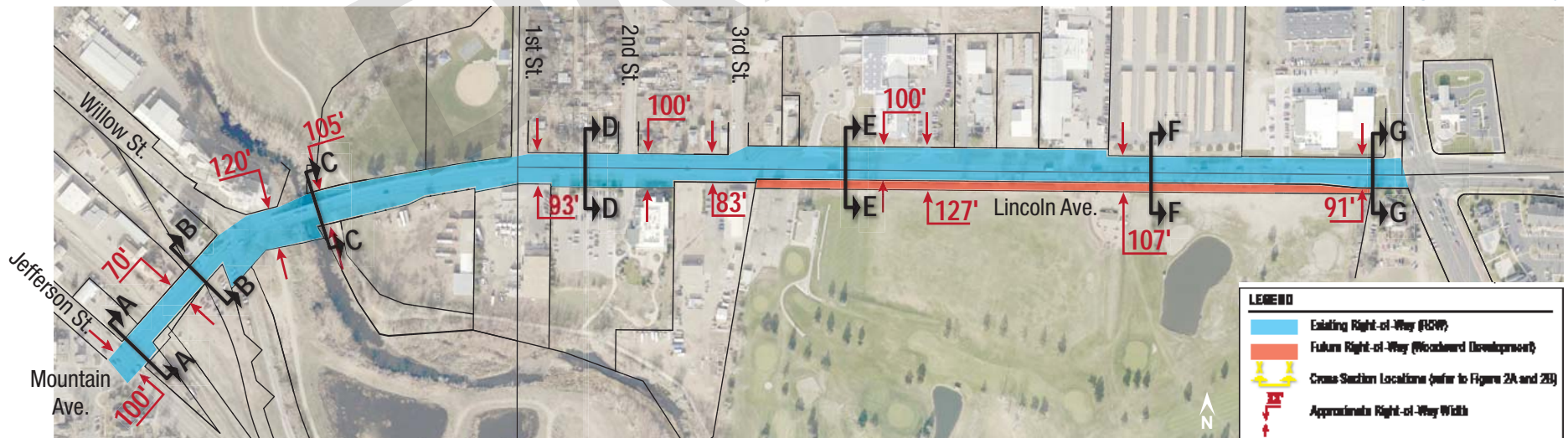
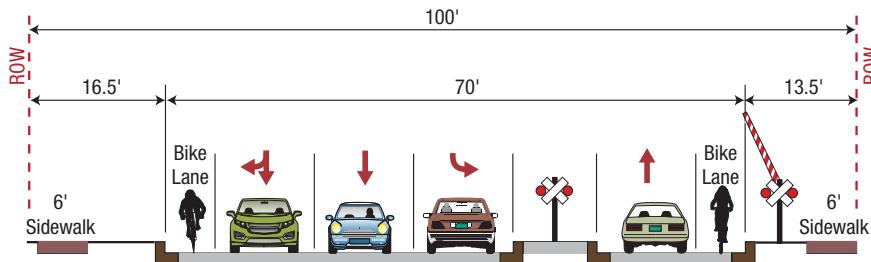
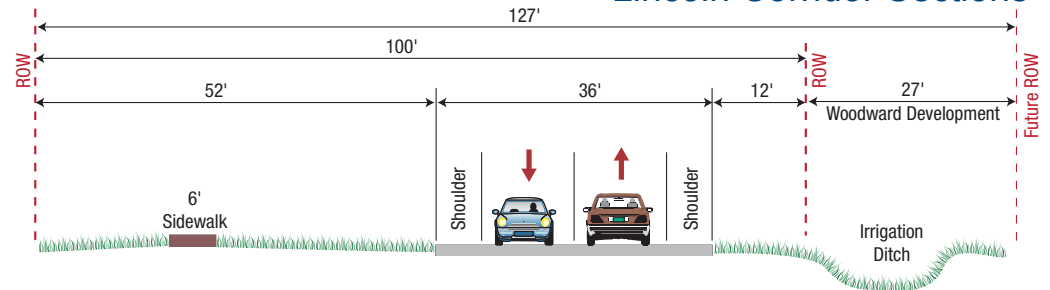


Figure 9

Lincoln Corridor Sections

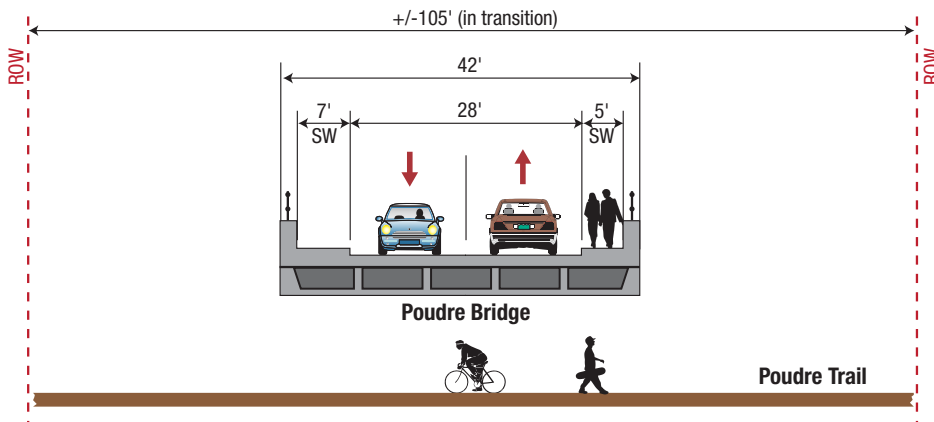


A-A. Between Jefferson Street / Riverside Avenue and Union Pacific Railroad (West Tracks)

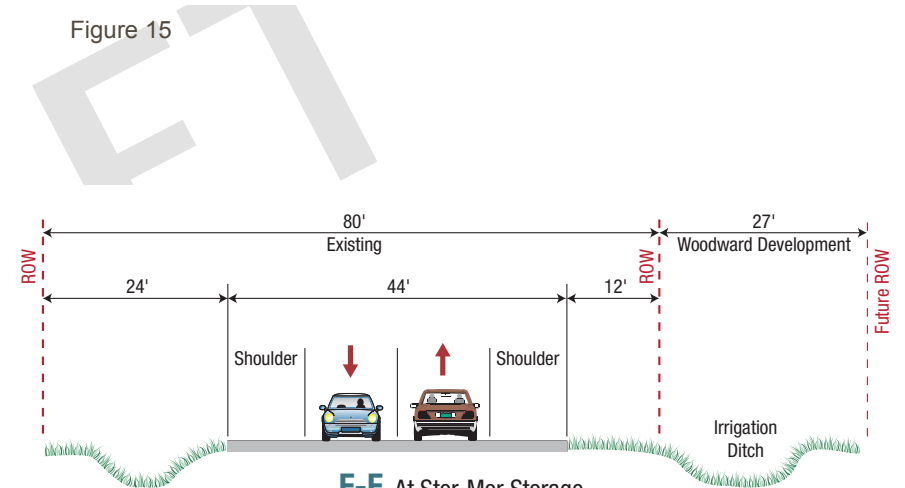


E-E. At Odell Brewing Company

Figure 12

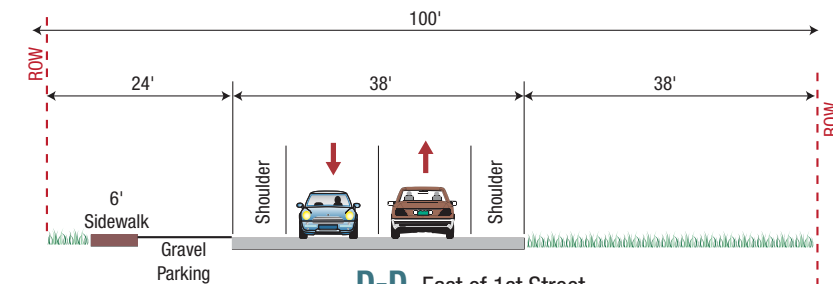


C-C. Poudre River Bridge and Bike Trail Underpass



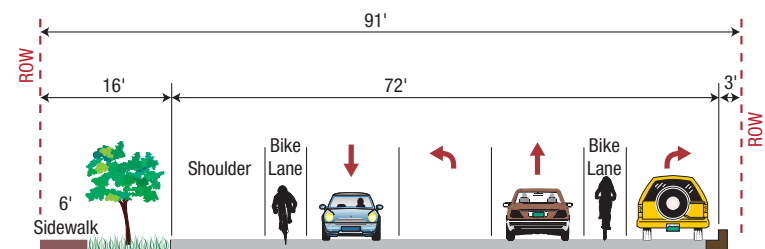
F-F. At Stor-Mor Storage (Begin Eastbound Left Turn Taper)

Figure 13



D-D. East of 1st Street

Figure 16



G-G. West of Lemay Avenue

Figure 14

Figure 17

Bicycle and Pedestrian

Bicycle volumes along Lincoln Avenue are moderate, with approximately 25 bicyclists using the corridor during the morning and afternoon peak hours. The peak bicycling direction is eastbound in the morning and westbound in the afternoon. Pedestrian activity at both ends of the corridor (at Jefferson Street/Riverside Avenue and at Lemay Avenue) is relatively low (≤ 6 in any hour).

Sidewalks exist along only portions of Lincoln Avenue. Today, the lack of consistent sidewalks discourages pedestrians from using the corridor (See Figure 18). A detached sidewalk is provided on the north side of the street adjacent to the residential neighborhood, Odell Brewing Company, and Fort Collins Brewery. An attached sidewalk is provided across the Poudre River bridge and on the north side adjacent to Buckingham Park.



Sidewalks are Lacking Along Much of Lincoln Avenue

Existing Sidewalk Conditions



Figure 18

Pedestrian levels of service (LOS) reflect the comfort experienced by pedestrians as they walk along a street. Conditions that affect pedestrian segment LOS include the width of the sidewalk, buffer separation, amenities, and the speed and volume of adjacent traffic. Where sidewalks are provided, the pedestrian LOS is good (LOS C or better). The pedestrian intersection LOS is based on the level of delay and interaction

with turning vehicles. The pedestrian intersection LOS at the two signalized intersections is good (LOS C or better).

Bicycle LOS is based on the comfort bicyclists experience when riding the corridor which can be affected by the presence and width of bike lanes, on-street parking encroachment, and the speed and volume of adjacent traffic.

The bicycle segment LOS on the Lincoln Avenue corridor is generally good (LOS C or better), but is LOS E on the Poudre River bridge where the bike lanes end, LOS D adjacent to the residential neighborhood due to the influence of on-street parking, and LOS D to the west of 1st Street where the bike lane in the westbound direction is very narrow (See Figure 19).



Existing Conditions at Lincoln Bridge

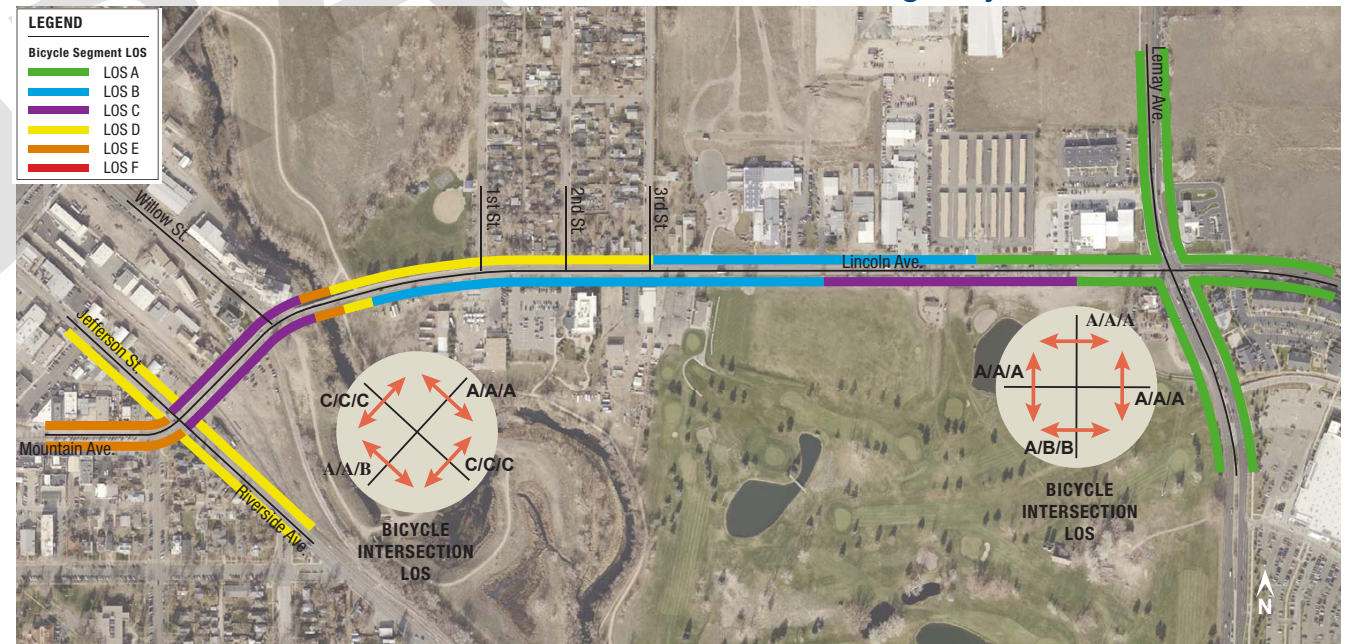


Figure 19

SOURCE: HCM Bicycle Segment and Intersection LOS Methodology

Vehicles

Lincoln Avenue currently carries approximately 6,000 vehicles per day (vpd) on the west end of the corridor and approximately 8,800 vpd on the east end. Morning, noon, and afternoon peak hour turning movements are used to assess the existing traffic operations. Several of the existing land uses, as well as planned redevelopment, along the corridor rely on large trucks to import and export goods to their sites. The western portion of the corridor carries approximately 4.2 percent heavy vehicles (trucks and buses), while the eastern portion carries approximately 3.4 percent. These heavy vehicles will need to be safely accommodated in any improvements made to the Lincoln corridor.

The 2035 traffic volume projections are based on the North Front Range MPO regional travel demand model as modified for the Fort Collin's Transportation Master Plan. The forecasts, which account for local and regional residential and employment growth, show a 35-50 percent increase in daily traffic along Lincoln Avenue.

Using the forecasted traffic volumes for 2035, and assuming no improvements to

the corridor (No Action), the intersections of Lincoln Avenue with Jefferson Street/Riverside Avenue, Lemay Avenue, and 1st, 2nd, and 3rd Streets would continue to operate at acceptable levels of service.

Over a three year period between 2010 and 2012 there were a total of 54 crashes along Lincoln Avenue. Approximately 70 percent of these crashes occurred at the two intersections on the ends of the corridor (Jefferson Street/Riverside Avenue and Lemay Avenue) as would be expected given the higher levels of intersecting traffic volumes. Six of the crashes on the corridor involved a bicyclist, and one involved a pedestrian. There were a total of nine injury accidents with three involving a pedestrian or bicyclist. Overall, the corridor has experienced a relatively low number of crashes.

Transit

Two Transfort bus routes currently serve the Lincoln Avenue corridor. Route 5 connects the Downtown Transit Center to the Mall Transfer Center via Lemay Avenue and Route 14 provides east-west bus service between the Downtown Transit Center and Centro via Lincoln

Avenue and Mulberry Street. There are three bus stops on the Lincoln Avenue corridor in the westbound direction and two in the eastbound direction.

The weekday and Saturday boardings and alightings for each of the stops along Lincoln Avenue (serving Routes 5 and 14) show the highest concentration of transit boardings/alightings at the intersection of Lincoln Avenue and Lemay Avenue. Boardings and alightings along Lincoln Avenue account for approximately five percent of the Route 5 total ridership and approximately ten percent of the Route 14 total ridership.

The Transfort Strategic Operating Plan outlines three phases of improvements/modifications to the transit routing and service in Fort Collins. In addition to renumbering the routes, several modifications/re-routings of existing routes are planned. MAX bus rapid transit service is scheduled to begin in the summer of 2014 and will terminate at the Downtown Transit Center. A new Downtown Circulator Route is identified in the Strategic Operating Plan which would provide a circulating bus route between the Downtown Transit Center and the brewery district along Lincoln Avenue and Buckingham Street.

Existing Transit Routes and Stops

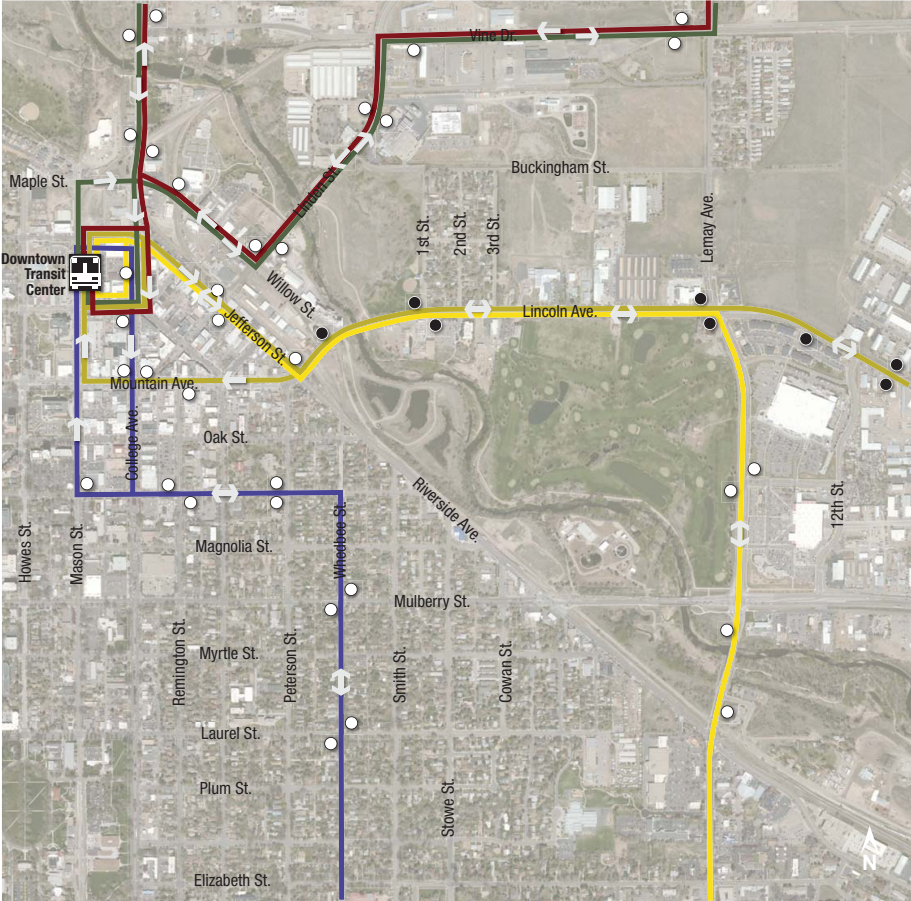
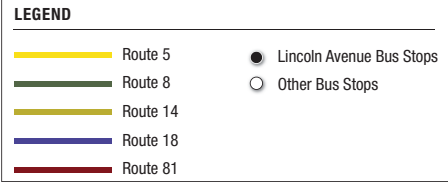


Figure 20



SOURCE: Transfort

Planned Future Transit Routes

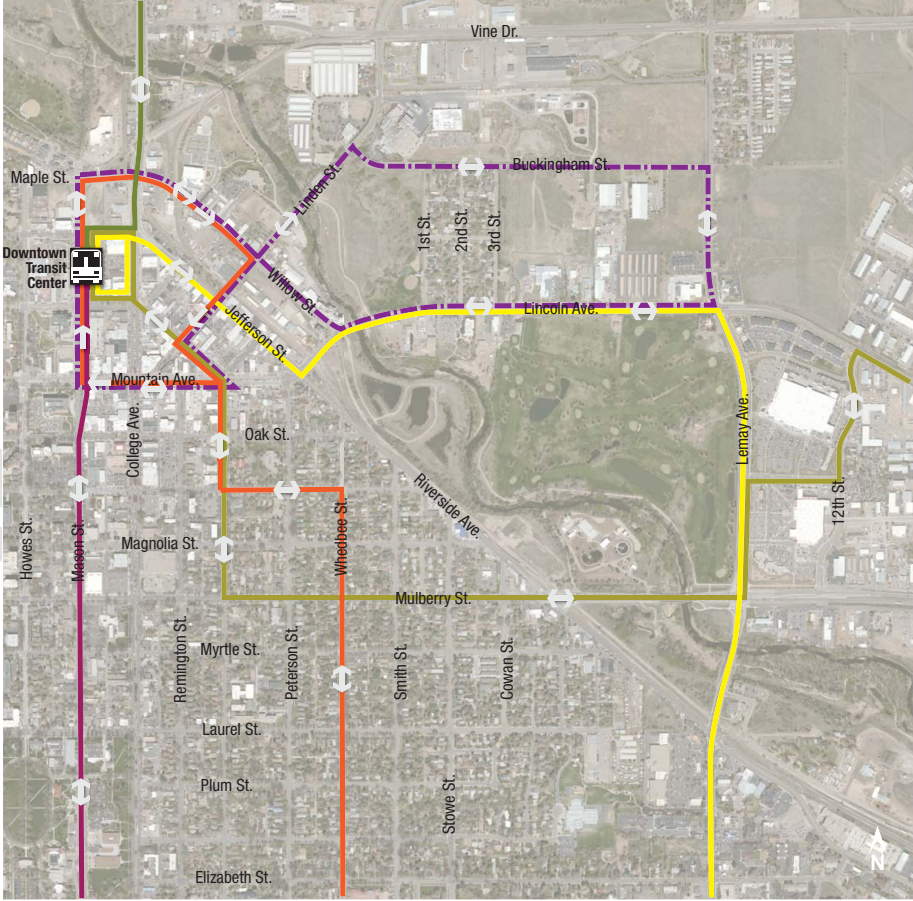
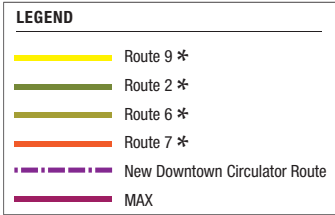
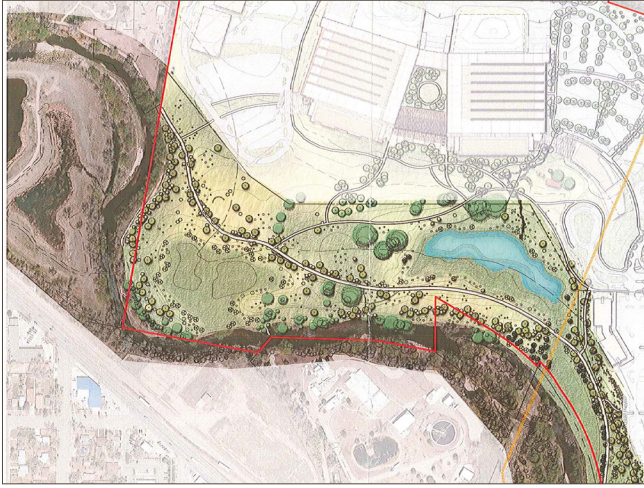


Figure 21



* Renumbered Routes
Source: Transfort Strategic Operating Plan

Natural Systems



Link-n-Greens River Restoration Project Plan

Cache La Poudre River

The Cache la Poudre River, the most iconic natural feature in Fort Collins, was once an agricultural and commercial hub and has since evolved into a popular recreation and conservation corridor.

Lincoln Avenue provides a critical connection to the Poudre River. Currently, the trail can only be accessed on the north side of the street forcing bicyclists and pedestrians traveling on the south to cross the road to access the trail. Given the curvature of the road at this juncture, moderate traffic volumes, and the narrow

width of the bridge, makes this crossing unsafe, particularly for bicyclists because there is little room on the shoulder to wait.

There are no readily discernible inadequacies in the current stormwater system. However, given the age of the existing storm sewer system, some upgrades may be necessary if the roadway drainage ultimately ties into it. There is no structural drainage system for the majority of the roadway. Drainage may eventually contribute to the surrounding systems, but the adequacy of the existing drainage systems to the east of the Poudre River bridge is not dependent on the existing roadway drainage.

The City of Fort Collins, with the assistance of New Belgium Brewing, recently acquired the water rights in the Coy Ditch, which previously provided irrigation water to the Link-n-Greens golf course, the site of the new Woodward Governor corporate headquarters. This purchase allows more instream flows to remain in the Poudre River, a goal of the city to improve the ecological characteristics of the river, and the ditch is no longer needed and will be abandoned.

The City is also currently pursuing several planning studies and restoration efforts to protect the river while facilitating safe visitor use. One of the most recent plans is the Link-n-Greens River Restoration Project. Part of the future Woodward Technology Center, this project proposes the restoration of over four acres of wetland and emergent wetland; three acres of willow shrubland; fourteen acres of cottonwood/ shrub woodland; and seven acres of upland shrubland. Additionally, it proposes the realignment of the Poudre Trail and a new loop trail near the Coy-Hoffman barn. This project will ultimately affect the floodplain and floodway limits south of Lincoln Avenue (See Figure 22).

Another recent project that has affected the floodplain limits is the Poudre River floodplain mitigation levee, located just north of Lincoln Avenue Bridge. This levee pushed the floodplain limits closer to the river, which allows more flexibility for development in adjacent vacant parcels, and helps mitigate stormwater issues in current developed sites.

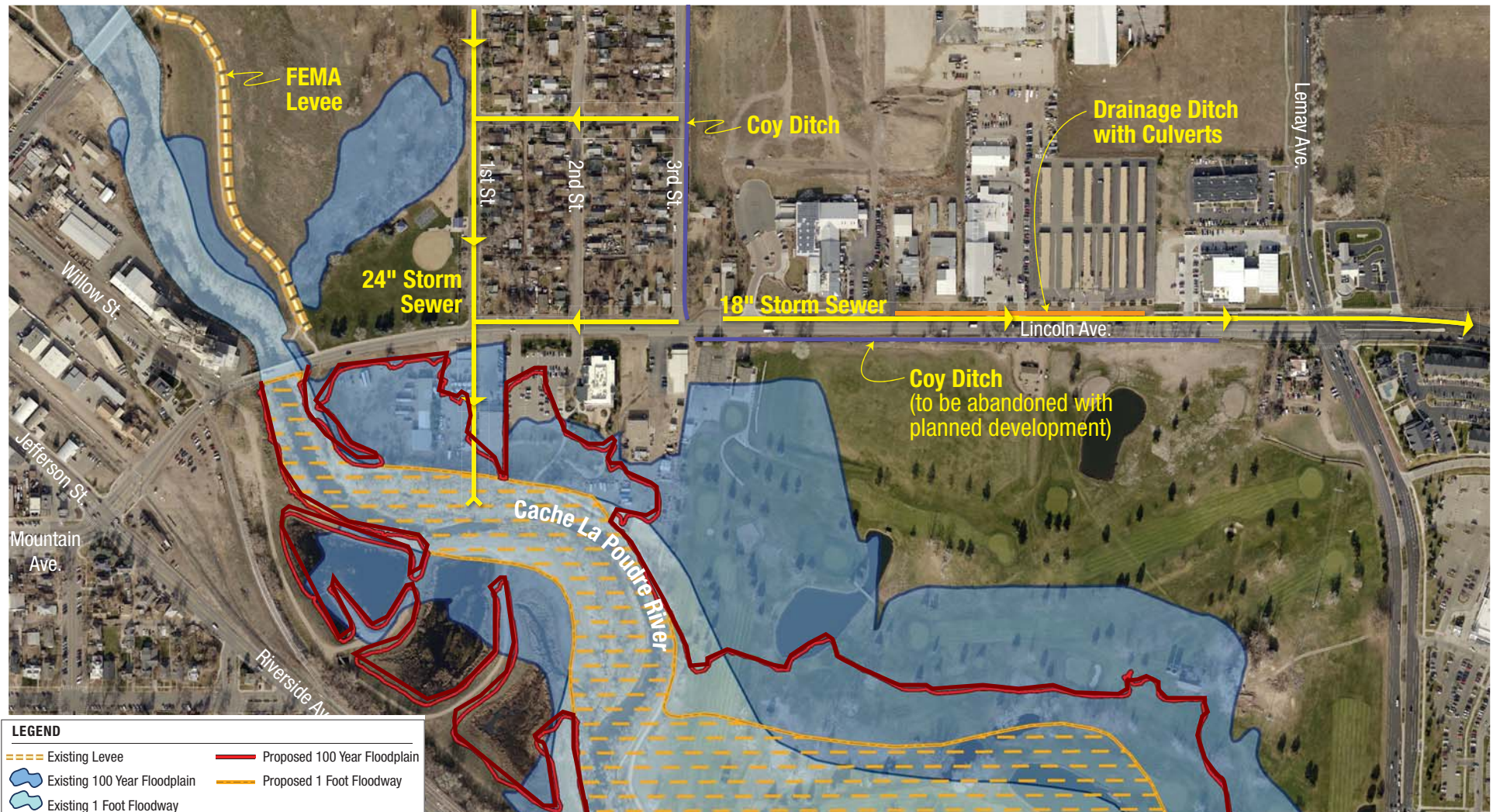


Figure 22

SOURCES: City of Fort Collins Engineering, 2310 Survey, FEMA Flood Insurance Rate Map (FIRM) Panel Number 08069C0979H. Effective Date May 2, 2012, FEMA Flood Insurance Study (FIS) for Larimer County, Colorado and Incorporated Areas. Effective Date February 6, 2013

The Cache La Poudre River floodplain limits affect several parcels that abut Lincoln Avenue. Some parcels are quite affected (Team Petroleum for example), while others more minimally. Some

underground storm sewer systems exist along the corridor that primarily serve the Buckingham neighborhood and the businesses along the north side of Lincoln Avenue between 3rd Street and Lemay Avenue.

SECTION 1.2

COMMUNITY ENGAGEMENT

The Lincoln Corridor Plan process began in Spring 2013. From the beginning, the highest priority was to directly engage residents, businesses and stakeholders to ensure that their needs were being met, their issues addressed, and their ideas reflected in the vision for the corridor. Three strategies for public engagement were used throughout the planning process: high-tech tools and broadcast media; public activities and events; and outreach to boards and committees.



High-Tech Tools & Broadcast Media:

- Online questionnaires
- Project Website
- Social Media Notification
- Electronic Polling
- Public Participation Tracking Database
- QR Codes to Scan Smart Phones
- Videos
- Press Releases
- News Articles
- Postcard Mailings
- Email Notification
- Flyers
- Posters



Public Activities & Events:

- Neighborhood Social
- Neighborhood Conversations
- Corridor Walks
- Business Owner Meetings
- Visioning Workshops
- Bike to Work Day
- Attendance at Other City and Neighborhood Events.



Boards, Commissions & Other Committees:

- Project Management Team (PMT)
- Technical Advisory Committee (TAC)
- Stakeholder Group (SG)
- Planning and Zoning Board
- Transportation Board
- Bicycle Advisory Committee
- Chamber Local Legislative Affairs Committee
- Downtown Development Authority
- Public Transit Advisory Group
- Air Quality Advisory Board
- Natural Resources Advisory Board
- Parks and Recreation Board
- City Council

Strategies for Community Engagement

Outreach Events

Transportation Projects Open House

May 1

Neighborhood Social

May 13

Business Outreach

May 14

Neighborhood Conversations & Corridor Walks

May 22

“Envisioning a Future” Workshops

June 18 & July 9

Bike to Work Day

June 26

Poudre River Projects Open House

June 26

Woodward Open House

July 31

Buckingham Neighborhood Night Out

August 6



What We Heard

The project team heard a number of issues, opportunities, and comments during the Neighborhood Social, Neighborhood Conversations, Corridor Walks, and Business Outreach events. The following list of key themes summarizes the comments that were expressed most frequently.

Connectivity of Travel Modes

Ensure the corridor meets the needs of all modes, and a range of comfort zones for bicyclists and pedestrians. There is a need for better bike and pedestrian connectivity between the breweries, in a way that reduces impacts to Buckingham Neighborhood.

Neighborhood Character

Maintain Buckingham Neighborhood as a unique neighborhood that recognizes its history and keeps its charm without gentrifying or significantly driving up property values.

Neighborhood Protection

Spillover effects from brewery traffic and events negatively impact the residents of

Buckingham Neighborhood. Residents feel that their concerns have not been fully acknowledged or addressed by the City in the past.

Corridor Character/Identity

Lincoln Corridor should be a distinct district with its own identity that complements and transitions from Old Town to the River District. The district should celebrate the eclectic mix of historic properties and heritage, parks and natural areas, residential uses, state-of-the-art industrial businesses, breweries, and restaurants. The connection to the river should be promoted, and the area should have a “softer,” more landscape-based feel than Old Town.

Bike Safety

Current bike lanes and connections to the Poudre Trail are inadequate and unsafe for the type/amount of bike traffic in the area, particularly on and around the bridge.

Pedestrian Safety

There is a major need for safe, designated

pedestrian crossings on Lincoln and its cross-streets.

Traffic Concerns

The amount of traffic generated by commuters, businesses, brewery visitors, and trucks passing along Lincoln and through the neighborhoods adversely impacts the neighborhood, makes turning movements difficult, and creates unsafe conditions for bicyclists and pedestrians. Speeds should be slowed on Lincoln from Buckingham Neighborhood to Old Town.

Aesthetics

Use screening, landscaping, public art, and clean up efforts to improve the aesthetics of the corridor.

Branding and Wayfinding

Clear wayfinding signage and design elements should be used to provide visitors with information and give the district a distinct identity.

Community Engagement

Project team should attend key events in the Northside Neighborhoods.

Community Engagement Activities to Date:
840+ Participants in Online Activities & Events

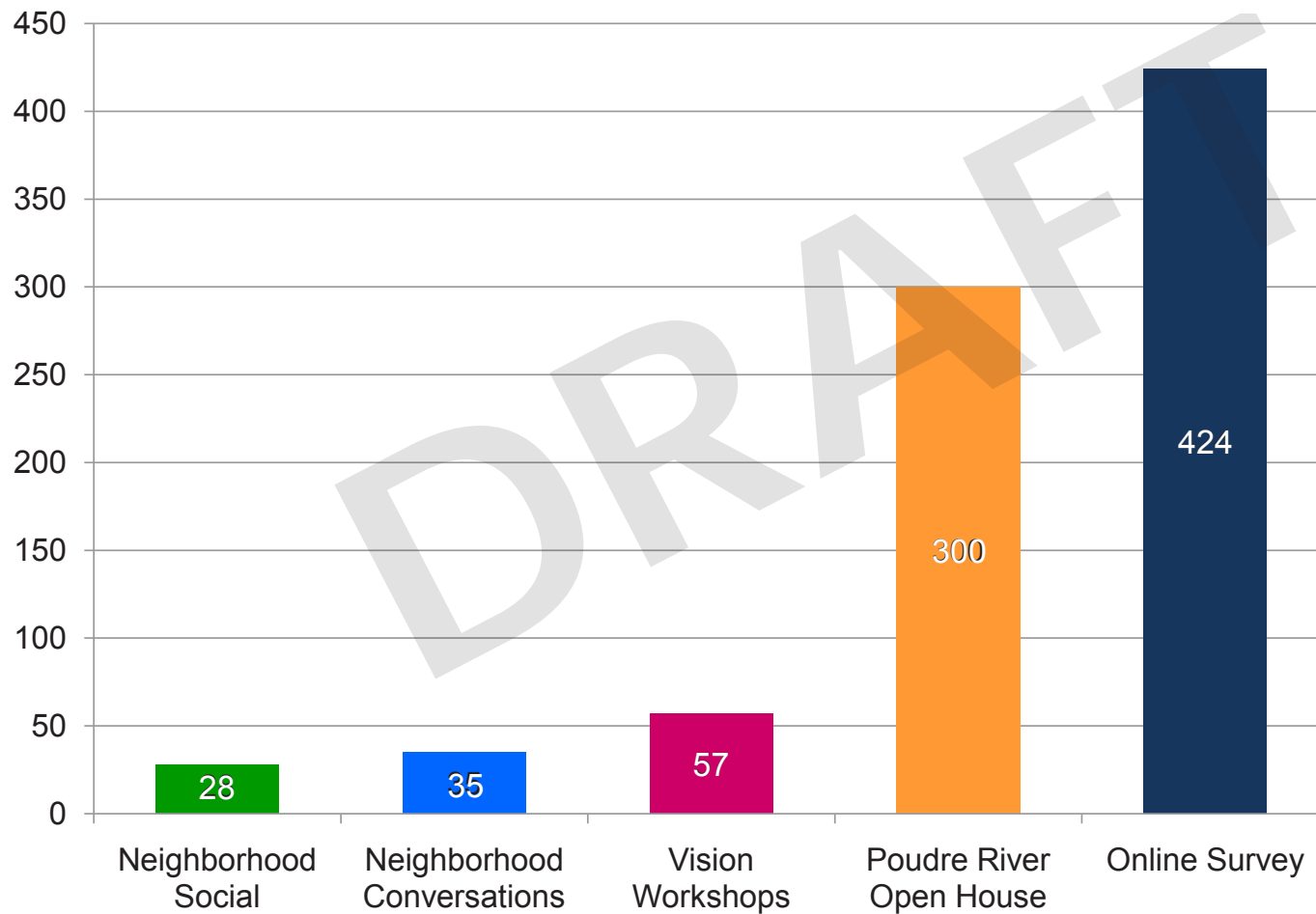


Figure 23

Great Streets Case Studies

Creating a forward-looking vision for the Lincoln Corridor requires input from neighborhood residents, business owners, elected officials, and the broader Fort Collins community. A total of five workshop sessions were held June 18 and July 9 to stimulate discussion, gather ideas, and explore new possibilities for the Lincoln Corridor Plan.

As part of the first steps, over 40 memorable streets and corridors from around the world were reviewed for qualities that might be relevant to the Lincoln Corridor. Using the Great Streets criteria for street form, function, character and sustainability, five of the highest-ranked corridors were selected containing elements that could be considered for the Lincoln Corridor (See page 33 for more on criteria).

At the June 18 and July 9 events, participants examined and discussed the following five corridors in greater detail:

1. Mountain Avenue, Fort Collins, CO
2. Euclid Avenue, Cleveland, OH
3. Lancaster Boulevard, Lancaster, CA
4. Nørrebrogade, Copenhagen, Denmark
5. Rothschild Boulevard, Tel Aviv, Israel

After learning about each corridor, meeting attendees participated in an electronic polling activity. Participants were asked to select which corridor they found the most memorable. The results varied from one session to another, but overall Mountain Avenue (Fort Collins, CO), Nørrebrogade (Copenhagen, Denmark), and Rothschild Boulevard (Tel Aviv, Israel) were ranked the highest. The results of the polling questions and of the entire survey can be found in Appendix B: Community Engagement.



Survey Results

Norrebrogade and Mountain Avenue were selected as the two most memorable corridors. These results show why survey participants made their selected choices.

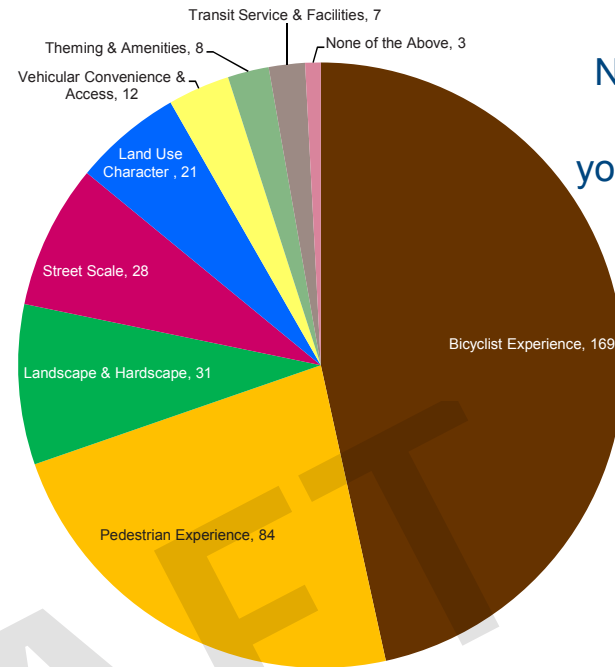


Figure 24

Most Memorable Corridor

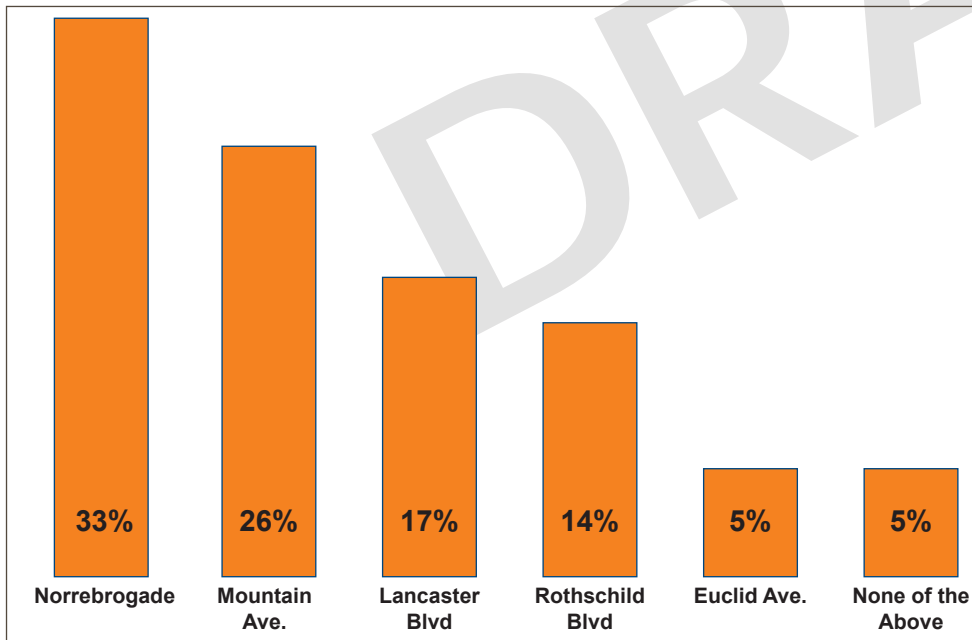


Figure 26: Breakdown of Survey Results by Corridor.

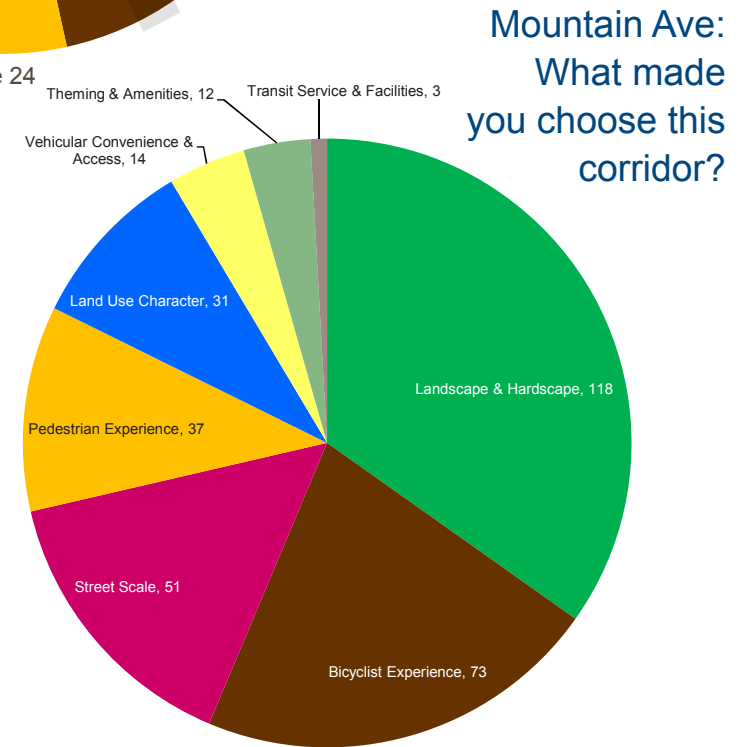


Figure 25

SECTION 1.3

CORRIDOR VISION

Existing



Potential Concept



One of the goals of the LCP is to improve the safety and mobility for bicyclists and pedestrians.

Background

Lincoln Avenue, between Jefferson Street and Lemay Avenue, is an important connection between Downtown Fort Collins and the eastern part of the community. It contains a rich and eclectic mix of historic neighborhoods, old and new businesses, and public/private open space. Changes are occurring rapidly along the corridor, and development of the Link-N-Greens site into a major employment center for Woodward Governor will transform how the street functions. Expectations for the corridor are high. Stakeholders have already begun branding the corridor, with monikers such as “our next great street”, “the nation’s first bike-first street”, “our most sustainable street”, and “a street centered on sustainability, creativity, and culture”. It is with these ideals in mind that the vision originates.

The following vision was derived from recent neighborhood conversations, corridor walks, and public meetings; comments from the Technical Advisory Committee (TAC); Plan Fort Collins and community surveys.

It is important to note the vision is not a design but illustrates solutions that could be possible based on input and ideas gathered to date through the community engagement process.

Great Streets Initiative Criteria

A Defined Street

- Is the street an extension of a downtown?
- What is the overall width and number of travel lanes?
- Does it have a beginning and/or end?
- Is it contained with building enclosure?

Places for People to Walk and Bike with Some Leisure

- Does the right of way include sidewalks?
- Is the area pedestrian-oriented?
- Does the right of way include bicycle lanes?
- Does the area contain connections to off-street trails and greenways?
- Could the street be considered bike-dominant?
- Does the street include high-efficiency transit facilities?

Physical Comfort

- Does the right of way include on-street parking?
- Does the right of way include pleasant, interesting, and well-maintained landscaping?
- Is it safe?

Qualities that Engage the Eye

- Does the area include unique theming and/or design features?
- Does the right of way highlight the area's arts and culture?
- Are there pedestrian plazas and places adjacent to the corridor?

Unique Character

- Does the corridor boast an eclectic mix of land uses?

Key Values

The illustration below represents a summary of key values derived from stakeholder interviews, workshop summaries, community surveys and existing plans. Word sizes are based on the number of times each word was expressed throughout the Community Engagement process. Key values expressed include:

- Neighborhood
- Business
- Access
- Pedestrian
- River



Corridor Vision

The new Lincoln will be recognized as a great street: an active and vibrant destination and connection that celebrates our history and is a model for sustainability....

Lincoln Corridor Opportunities Diagram

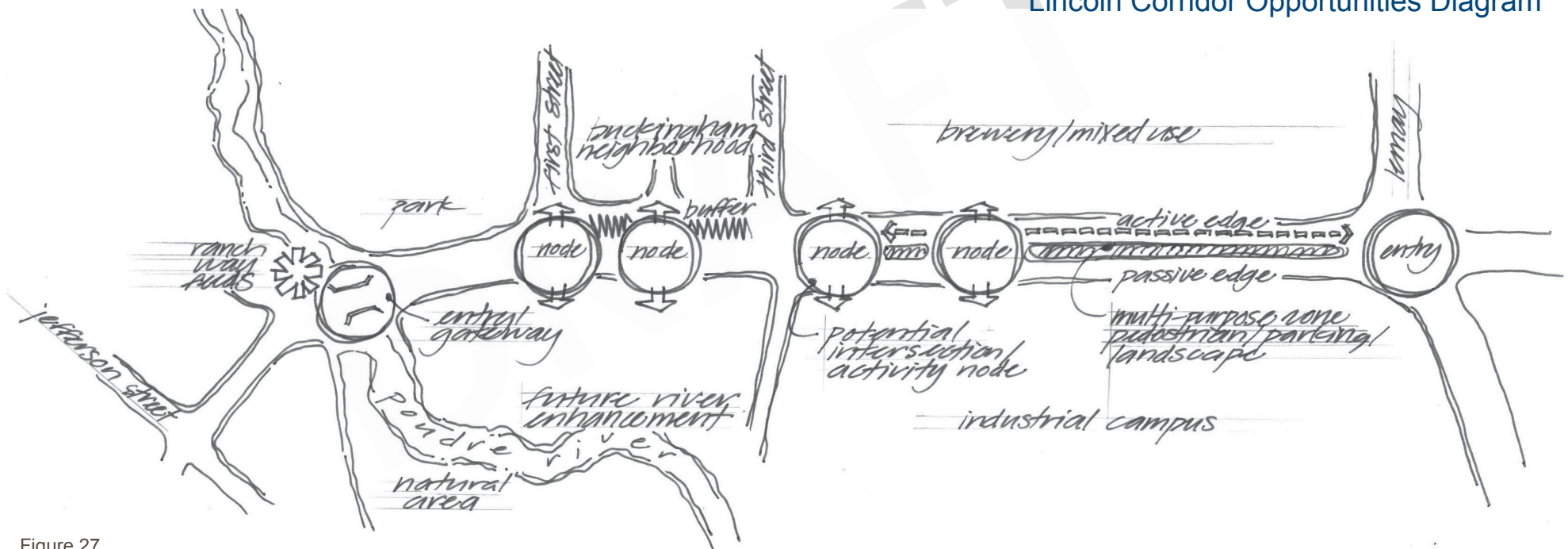
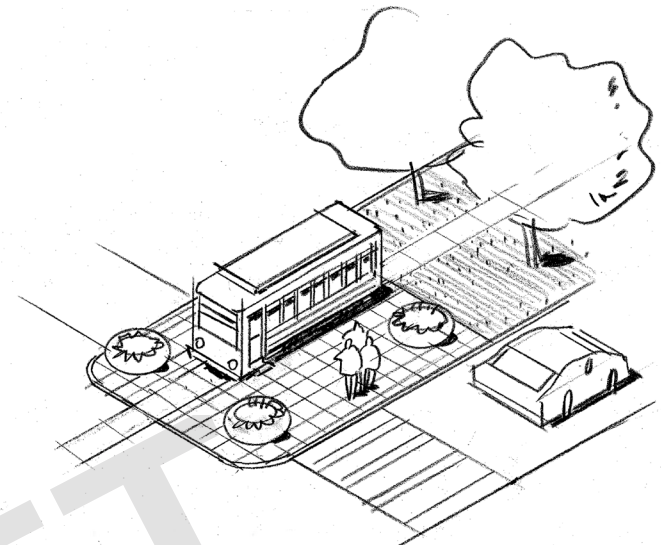


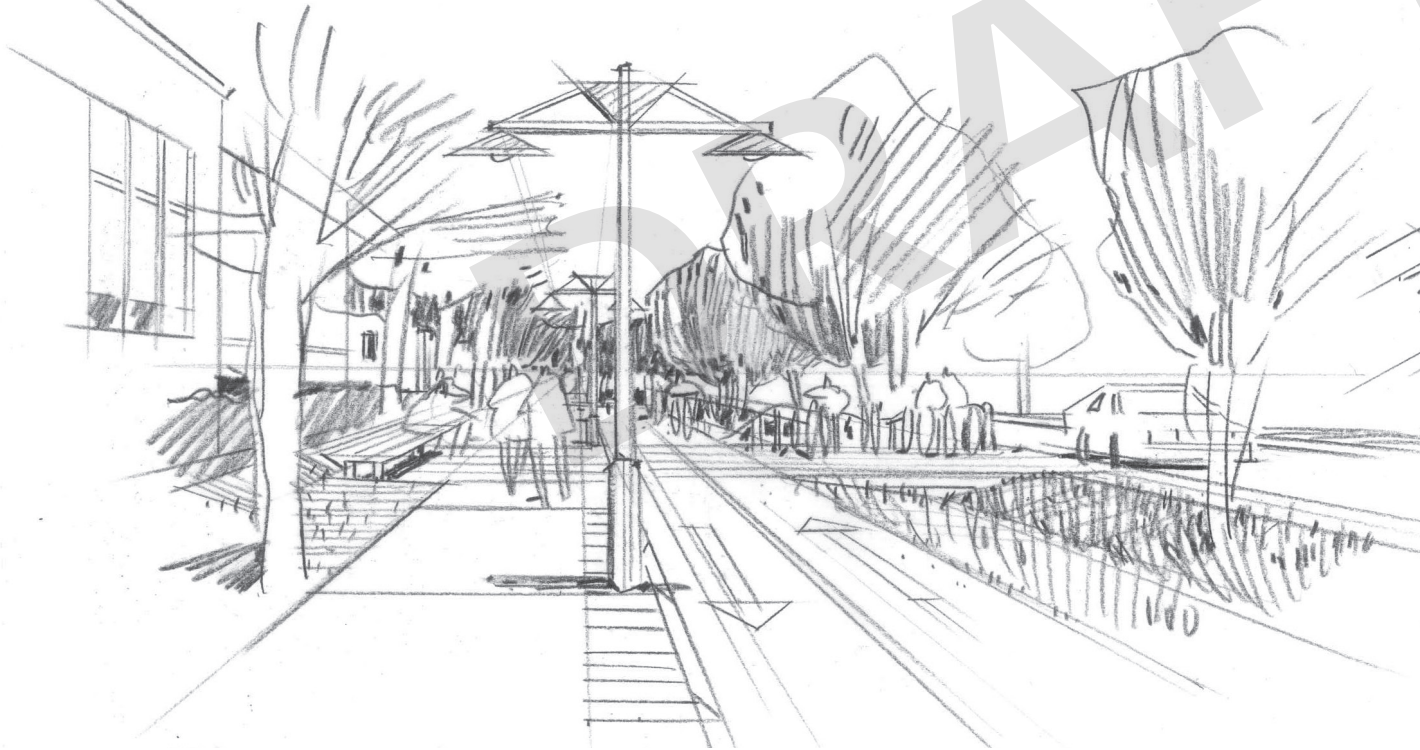
Figure 27

Lincoln will be a place: focused on mobility, safety, and experience of bicyclists, pedestrians, transit users and motorists

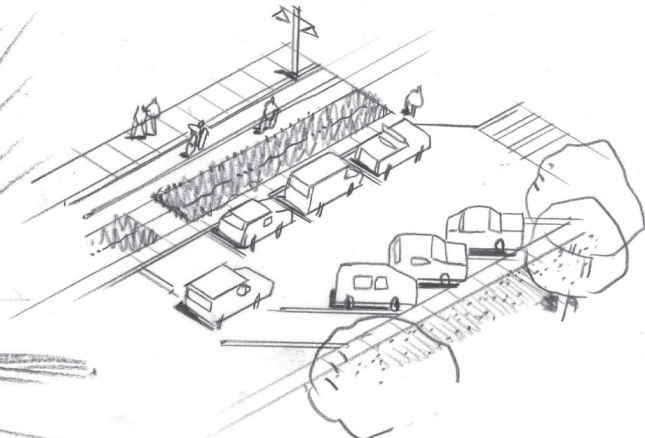
The street will embrace bold safety features for bicyclist and pedestrians at intersections, crossings, transit stops, and along sidewalks. Generous sidewalks, the physical separation of bicyclists, on-street parking and thoughtful streetscape design will create a comfortable edge. Porosity between sidewalks, bike lanes, the street and land uses will allow the interaction of various modes at planned points. The focus will be on creating a continuous pathway and the efficient movement of transit and the motor vehicle. The street will continue to serve its function as a major connection to downtown and the eastern community.



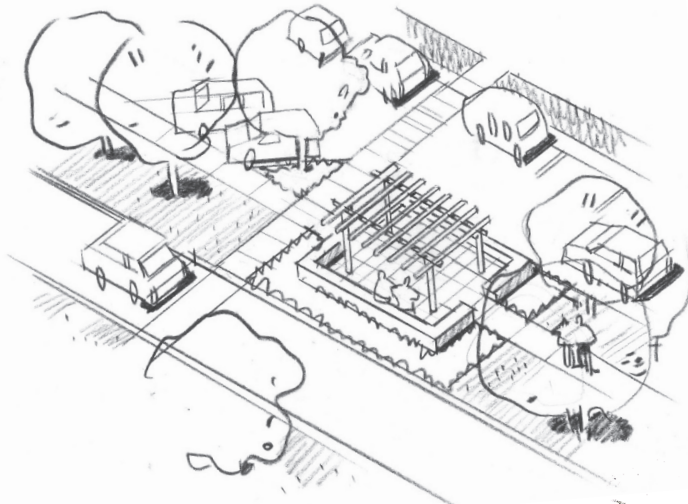
Trolley or transit stops could provide convenient service to downtown for businesses and residents



Bioswales could create a naturalistic buffer between motorists, bicyclists and pedestrians, enhancing safety for users



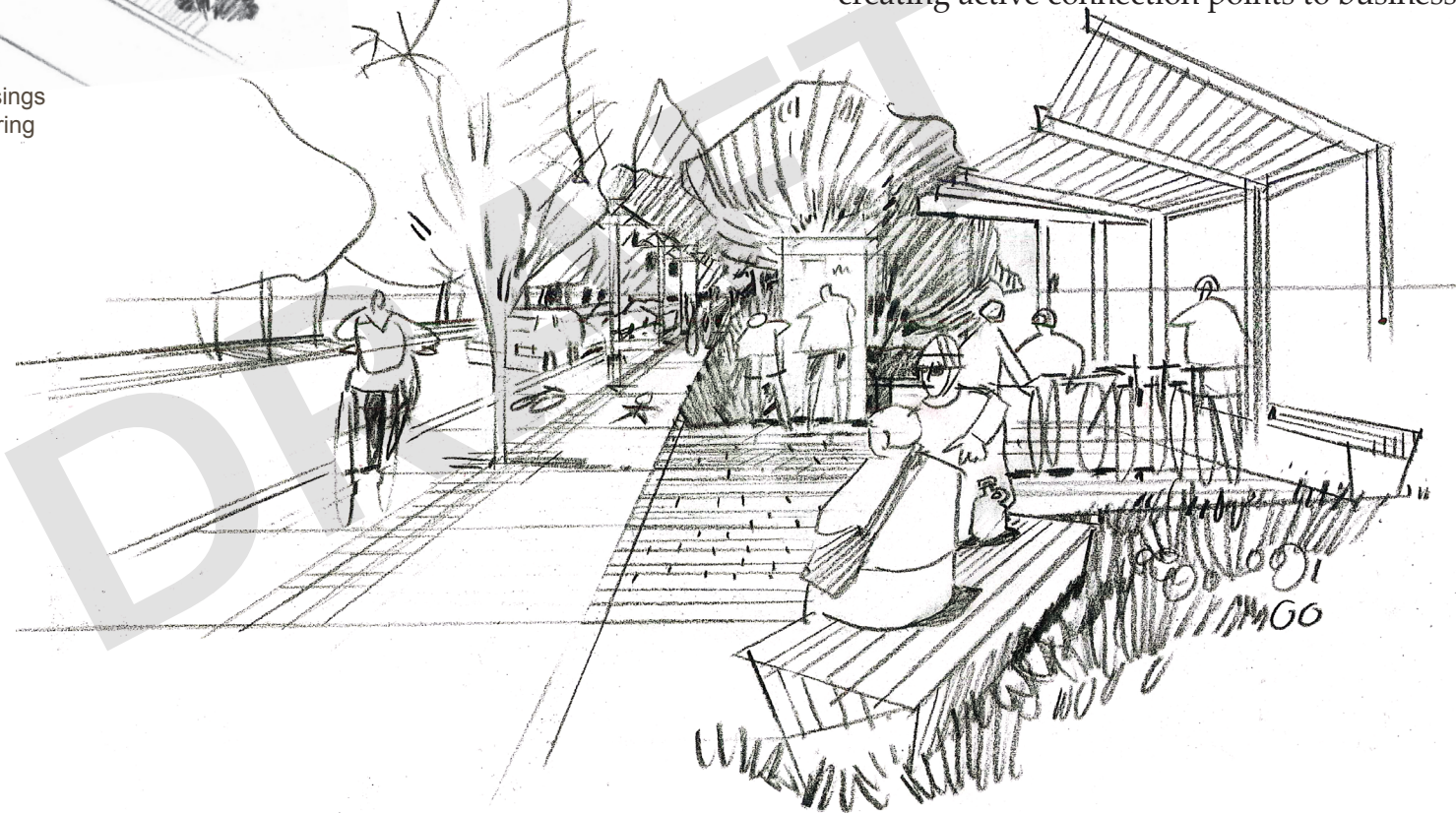
Distributed parking along the street edge and in the median could provide convenience for users and activate the street



Plazas in the median at key crossings could provide a refuge and gathering space for pedestrians

with an active street environment

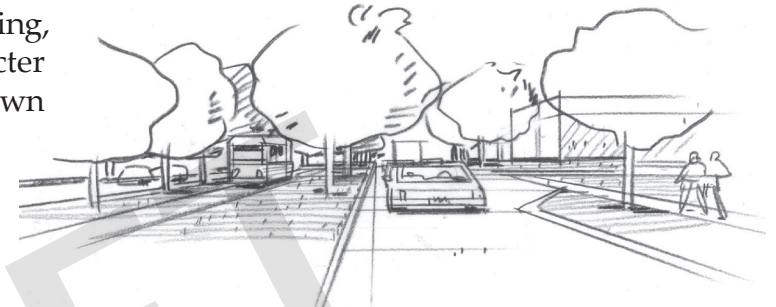
A pleasant outdoor experience will be created utilizing tree canopies or structural elements at key nodes along the corridor. Generous sidewalks, plazas and amenities for people at key crossing points will create areas for spontaneous gatherings. Sidewalks and bike lanes will seamlessly merge with these spaces, creating active connection points to businesses.



Shade shelters at nodes along the corridor could create active gathering spaces for pedestrians and bicyclists, and provide opportunity for artful expression

that is visually appealing

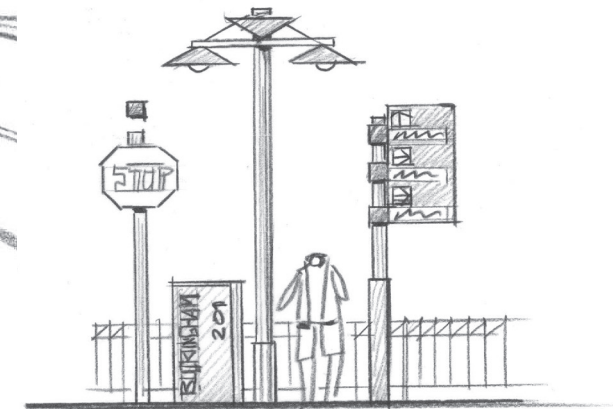
Enhanced Poudre River access areas; improvements at Buckingham Park; the Woodward Campus; a new bridge; and new features such as signage, lighting, walls and fencing will define the historic neighborhoods and natural character while reinforcing Lincoln's sense of place. The area will connect to Downtown via a new gateway that includes art, signage and bridge features unique to Lincoln.



Shade trees and plantings could create a memorable experience for motorists, bicyclists, and pedestrians



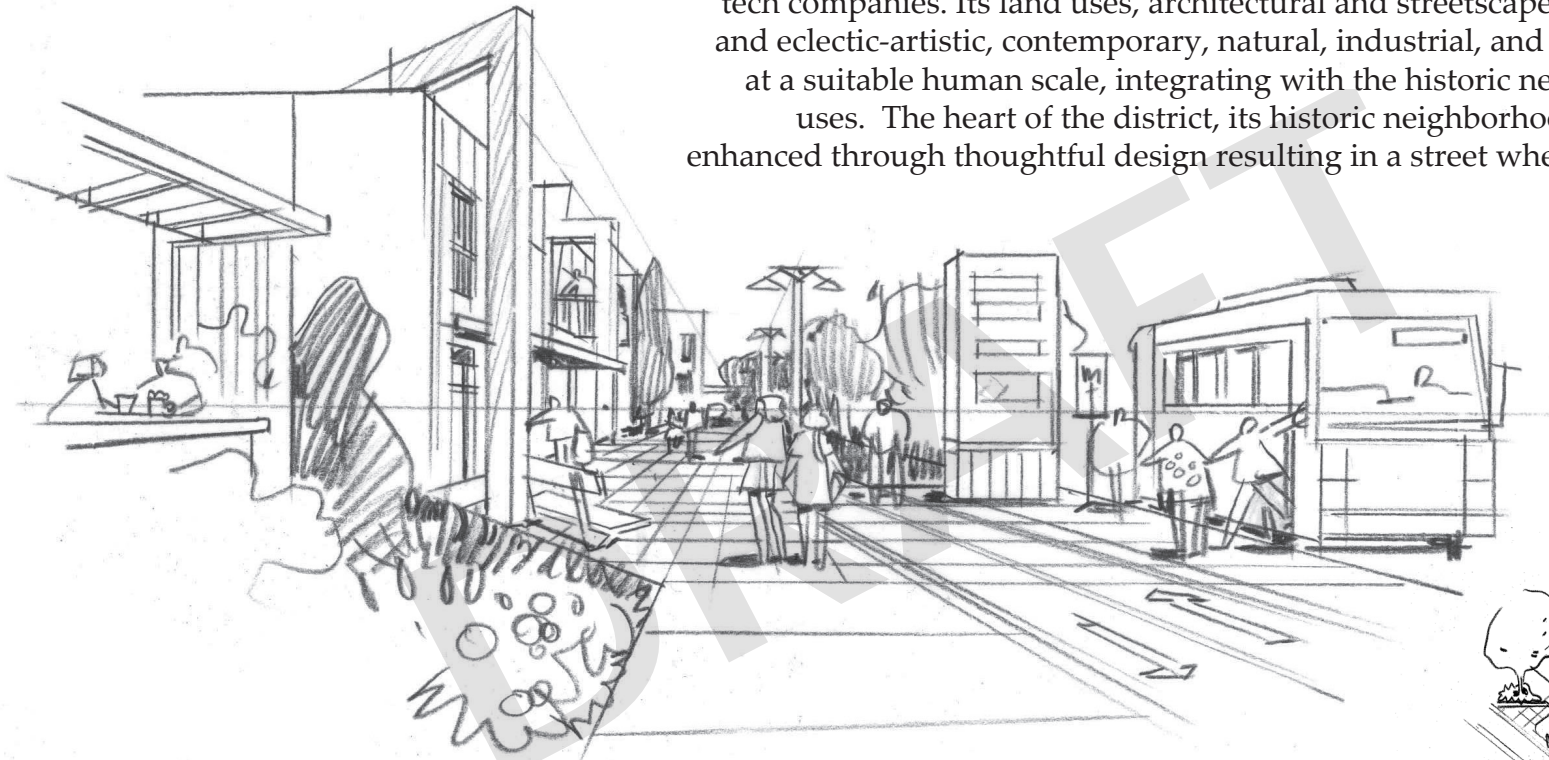
A gateway bridge over the Poudre River, walkways and on-street bike lanes could mark the entrance into the Lincoln District



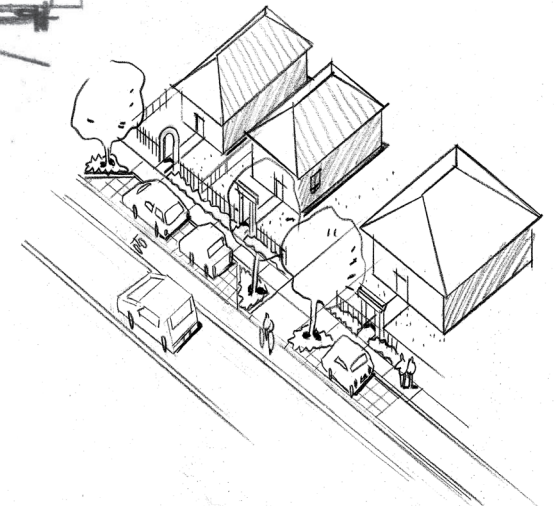
Site furnishings, light posts and signage could be designed with an industrial, contemporary edge

and fosters a variety of unique, eclectic and creative land uses

The street will be a center for creativity, from breweries to high-tech companies. Its land uses, architectural and streetscape features will be inspiring and eclectic-artistic, contemporary, natural, industrial, and historic. Buildings will be at a suitable human scale, integrating with the historic neighborhoods and existing uses. The heart of the district, its historic neighborhoods, will be protected and enhanced through thoughtful design resulting in a street where the past and future are integrated.



A blend of new residential, retail or commercial uses could enhance the eclectic character of the corridor



Well designed buffers between residences and the street could balance the needs of bicyclists and pedestrians, and privacy of local residents

in a sustainable manner.

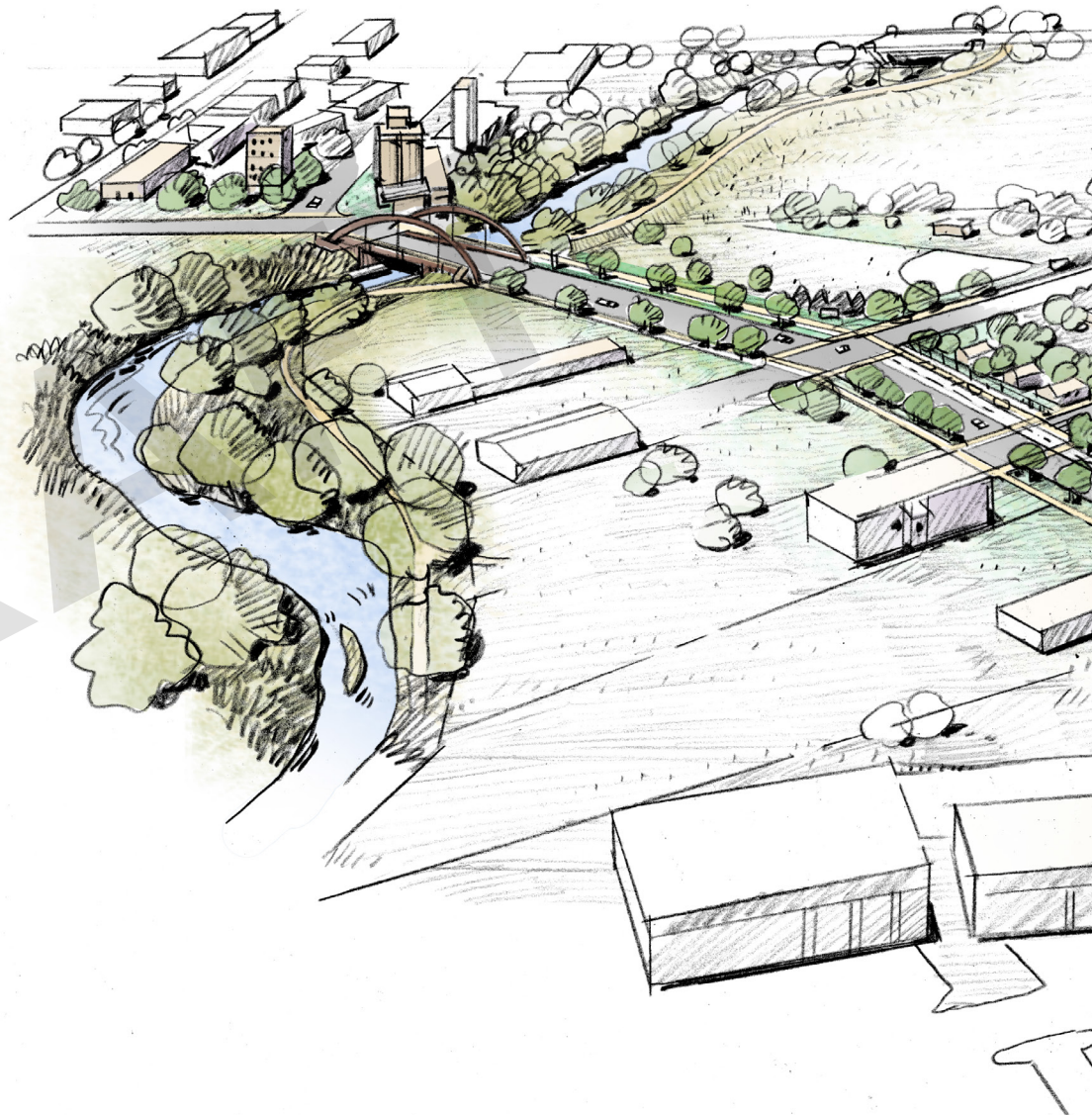
Social, environmental and economic sustainability strategies will permeate the entire corridor. The vision is designed to achieve the City's sustainability Triple Bottom Line sustainability goals.

Social elements include transport options beyond the car, including increased bike, pedestrian and transit mobility. Social interactions are enhanced through the creation of new gathering places, while existing historic features and neighborhoods are preserved and protected.

Environmental elements include Low Impact Development (LID) approaches, such as permeable pavements, restoration of natural ditches, solar lighting technologies, green building techniques and the use of local and sustainable building materials. The Poudre River will continue to be protected and restored, remaining as one of the key defining elements of the corridor.

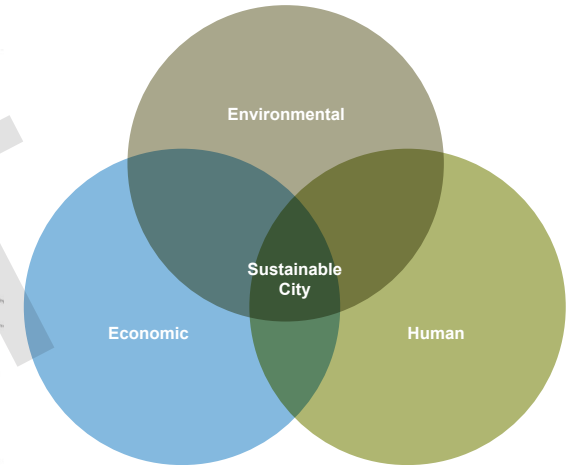
Economic elements focus on the creation of a new distinct district and an extension of downtown. The vision fosters a creative business environment, and tourist destination with new redevelopment opportunities anchored by the Woodward Governor campus.

Lincoln Corridor will stand as a model for sustainable street design and integration of economic, social and environmental factors to create a lasting legacy for businesses, visitors, and residents of the community and region.





Triple Bottom Line Approach & Transportation



The City of Fort Collins defines sustainability as balanced stewardship of human, economic, and environmental resources for present and future generations. A core concept of sustainability is an approach to planning and decision-making that integrates human, economic, and environmental planning goals and strategies as a system, instead of evaluating them in isolation of one another. This systems-based approach, often referred to as the “triple bottom line,” not only benefits the economic bottom line but also reaps positive human and environmental outcomes.

Lincoln's social, environmental and economic characteristics will help contribute to the City's short- and long-term sustainability goals.

Next Steps

The Corridor Vision provides the framework for design alternatives to be prepared. As alternatives are developed and evaluated, they will be checked to confirm they support the basic principles and intent described in the vision. As the vision is rooted in the comments received through the initial public involvement process, the alternatives and ultimately the final plan will connect with the initial public comments received at project inception. This approach makes the plan more enduring.

