

## Lincoln Corridor Plan – "Envisioning a Future for the Lincoln Corridor" Summary of Community Workshops – June 18 and July 9, 2013

### Event Overview

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 as part of the Lincoln Corridor Plan.

Date	Session	Participants
June 18	7:30 – 9:00 a.m.	13
	11:30 a.m. – 1:00 p.m.	10
	4:00 – 5:30 p.m.	11
	6:00 – 7:30 p.m.	14
July 9	6:00 – 7:30 p.m.	9
<i>Total</i>		<i>57</i>

As part of the first steps in developing the Lincoln Corridor Plan, over 40 memorable streets and corridors from around the world were reviewed for qualities that might be relevant to the Lincoln Corridor. Based on the "Great Streets" concepts, the following criteria were used to examine the attributes of each corridor:

- **Unique Character** - A variety of land uses that create a distinctive place, ranging from residential to commercial.
- **Engage the Eye** - Buildings, street amenities, art, or other qualities that are attractive and create interest.
- **Physical Comfort** - Safety features, landscaping, and other buffers that improve the comfort and experience of those using the corridor.
- **Places for People to Walk and Bike** - Separate spaces for different uses to minimize conflicts and provide safe, convenient access.
- **A Defined Street** - A street with a clear beginning and end, defined edges created by buildings, and street widths that are comparable to Lincoln Avenue.

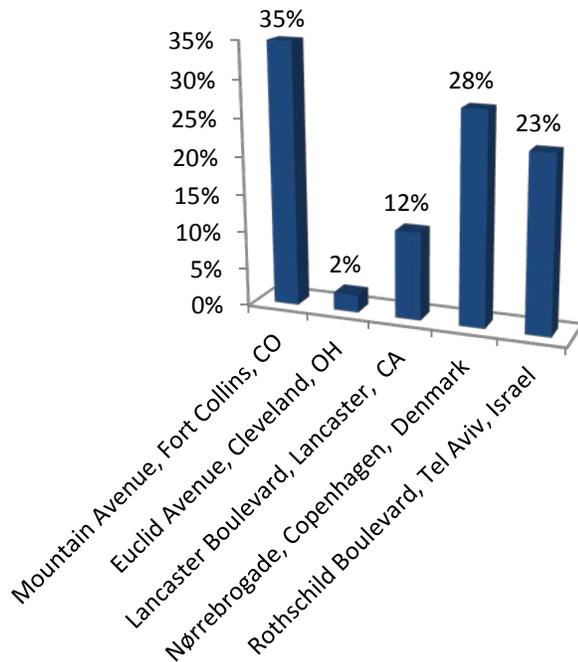
Based on this evaluation, five of the highest-ranked corridors were selected as unique areas that contain elements that could be considered for the Lincoln Corridor. At the June 18 event, participants examined and discussed these five case study corridors in greater detail:

- Mountain Avenue, Fort Collins, CO
- Euclid Avenue, Cleveland, OH
- Lancaster Boulevard, Lancaster, CA
- Nørrebrogade, Copenhagen, Denmark
- Rothschild Boulevard, Tel Aviv, Israel

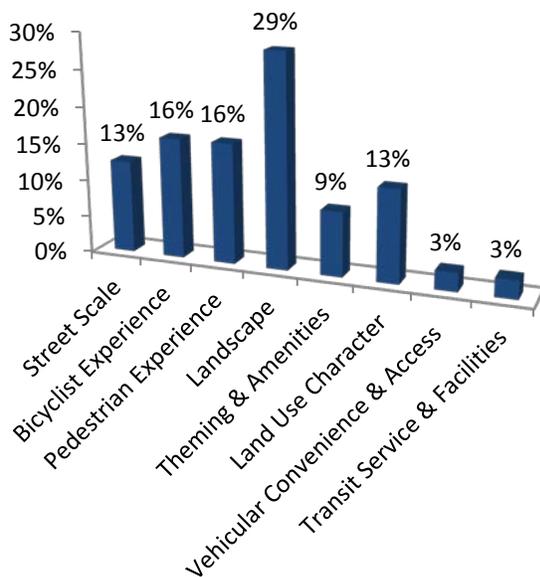
## Results

After learning about each of the five corridors, 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 are shown below:

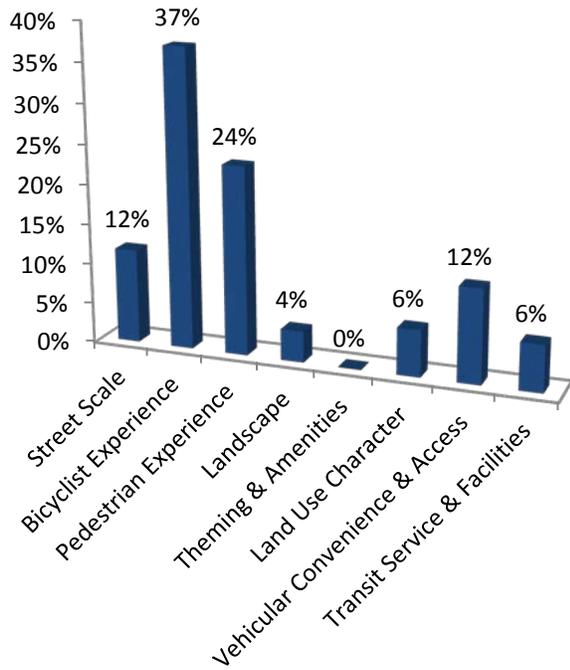
### 1. Which corridor did you find the most memorable?



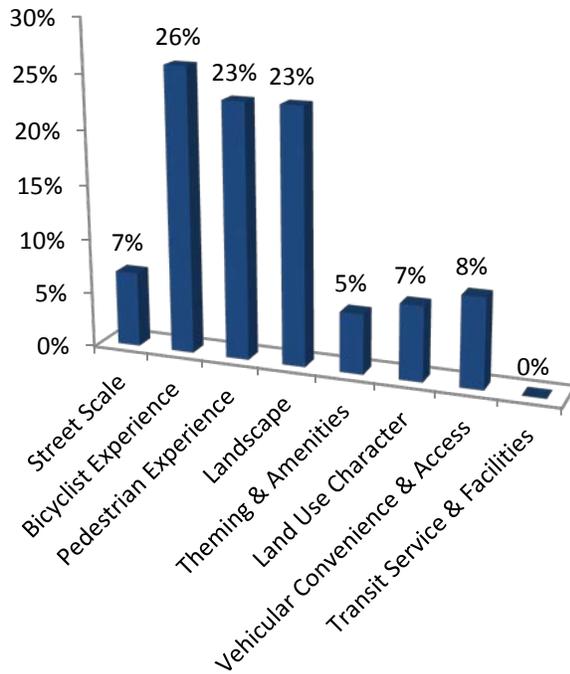
### 2. Mountain Avenue: Which elements made you choose this corridor?



**5. Nørrebrogade: Which elements made you choose this corridor?**



**4. Rothschild Boulevard: Which elements made you choose this corridor?**



## ***What We Heard – Key Themes***

The project team heard a number of issues, opportunities, and comments during the discussions that followed the polling activity. The following list of key themes summarizes the ideas and comments shared by participants. Euclid Avenue (Cleveland, OH) and Lancaster Boulevard (Lancaster, CA) were not discussed during any of the four sessions.

### Mountain Avenue, Fort Collins, CO

- Landscape islands serve as a continuing theme
- Planters downtown are a nice element
- Only true parkway in Fort Collins; green street/parkway feel
- Some bikers avoid Mountain Avenue due to shared lanes; generally use parallel streets with dedicated bike lanes; East Mountain is difficult for bikers
- Width of landscaped median is nice; consider including bike lane within median, so that it doesn't add to the curb-to-curb width, and a pleasant bike lane under the tree canopy
- Mountain works well for bikes except for the intersection with College Avenue
- New Belgium bike racks, size and capacity are convenient
- West Mountain accommodates bikes better due to bike lanes, great bicycling experience
- Consider a City park trolley extension to Lemay
- Land use seems coded by parking (residential - parallel parking; downtown - angled parking)
- Mountain has slower speed limit than Lincoln
- Concerns about backing into traffic from center parking
- West Mountain is great for driving and biking, with good landscaping
- Good example of range of character that Lincoln will need
- Landscaping encourages residences and businesses to improve their own landscaping and architecture; trees along Mountain communicate that, "This is an important area"
- Median is used as a pedestrian area and provides a safe haven; divider; greenery
- Connective artery - handles a large amount of traffic, multiple uses and contexts, vehicles flow well
- Mountain is wider than Lincoln
- Limited turning access with median
- Decorative lighting in the winter
- Pleasant walk, comfortable feel, good shade

### Nørrebrogade, Copenhagen, Denmark

- Separation of bicycles/ pedestrians with a gradation of lanes and designated spaces for different uses creates a safer, more enjoyable experience
- Multiple bike lanes in the same direction would allow E-bikes
- Scale of pedestrian plazas/ sidewalks
- Street dedicated to bikes

- Light timing for bikes (Green Wave)
- Artwork on street (painted patterns for bus lanes)
- Separated bike lane would be safer than mixed bike/ car/ truck traffic
- How do bikes cross street with the separated lane?
- Without a center median, traffic speeds are limited; makes it feel like a small road
- Like landscaping near bikes/ pedestrians
- Bike box intersections are very clear
- Like having parking/ uses within medians
- Different levels for different users/ level of comfort
- Crossing safety - organized crossing
- Transit/ trolleys - ways to move people through the corridor
- Separation works well, allows parking and allows traffic to still flow
- Tight space, but fits a lot of amenities
- Parking buffers bikes
- Worry that drivers would not understand floating parking, would accidentally park in bike lanes
- Safer for pedestrians and bicyclists
- Reduced traffic speeds

#### Rothschild Boulevard, Tel Aviv, Israel

- Like the business and plazas in medians
- Good pedestrian and bike access with median path
- Industrial/ residential mix
- Balanced approach - safe, business oriented, residential
- Median with bike lanes - appears as smaller street on either side
- Slows traffic for businesses
- Central, shared median - safe, good use of land, orderly for bike, pedestrian and cars
- Shared bike/pedestrian facilities - different speeds can be dangerous; may be too many people for efficient bike flow
- Crossing of median may be unsafe
- Active median slows traffic, brings people in
- Rothschild too urban, too many pedestrian facilities for Lincoln; what scale is appropriate?
- Center avenue for bike/pedestrian traffic - people travelling through the corridor rather than within a downtown area
- Bike/pedestrian amenities in the middle of the street - more visible, prominent
- Transitions out of median are more difficult
- Park-like feeling on the median
- Incorporates art and signage on the street
- Landscape areas of median should be open for pedestrians to use, sit down
- Good to have a place to sit, buffered from bikes
- Seems too wide for Lincoln

## General Lincoln Corridor Comments

- Need safe bike access
- Need to continue accommodating truck traffic in the corridor
- Investigate parking needs and configurations for Lincoln; parking may only be needed on one side of the road; examine need for center parking; could have floating parking on only one side of the road; look at a plan that eliminates on-street parking
- Need convenient parking along Lincoln for new uses
- Consider adding a parking garage
- Don't do metered parking - for convenience
- Lincoln will need to handle increased traffic needs for all modes
- Two paths could be accommodated; one for pedestrians and one for bikes (like Central Park)
- Look at North College - two sidewalks - one for bikes, meandering, park-like feel
- Look at Shields Street, where bike paths are separated from the road, then reintegrated with traffic
- A median would need to accommodate semi trucks; provide access to Woodward/ businesses through or around median
- Differing business needs along corridor
- Lincoln is a smaller roadway - business owners may need to use more private property for truck access
- Need to find appropriate land use mix - commercial use, separating residential use from traffic, bike and pedestrian use
- Keep the commercial feel with medians
- Keep the north side of the road more recreational, with bike lanes, sidewalks, etc. that serve as buffer from vehicular traffic
- Lincoln should be consistent with Mountain Ave, but with additional safety features for bike traffic
- Highlight historic features within neighborhoods - investigate funding
- Turn lanes/ access should be neighborhood-friendly
- Don't let costs deter the community from something great
- Great features can be done in smaller segments and still create a great street
- Center median for pedestrians only?
- Trees in center to separate bikes to one side of median, with pedestrians on the other
- Put traffic in middle, bikes on one side of street, pedestrians on the other with median-style landscaping
- "Share the road" is more dangerous near breweries (impaired riders)
- North/south traffic issues - train delays
- Plan for future integration for light rail and other transit
- Redesign bridge so water is visible (e.g. new Shields bridge at Rolland Moore Park)
- Need landscaping to be attractive
- Keep Lincoln as narrow as possible to accommodate all modes; four lanes on Lincoln is too much

- Separate bike/ pedestrian traffic from homes
- Any sidewalk is an improvement
- Major intersections in the area are unsafe (including Vine/ Lemay)
- Could use rumble strips or a different material between uses
- More bike/pedestrian users could result in more drivers avoiding Lincoln
- Trolley would be fun, even a rubber-tired trolley (e.g. Durango)
- Lincoln will become more of a destination area - need to consider how these new uses develop
- Narrow/ pinch points are ok if traffic is slowed around it
- Avoid landscaping with high water requirements
- Consider an additional pedestrian/bicycle bridge, then upgrade the existing bridge and add bike/ped facilities when needed
- High traffic speeds and volumes on 3<sup>rd</sup> Street results in safety concerns
- Safety and crime issues in Buckingham Park, especially at night; residents avoid the area; need to prevent people from camping/loitering in the area
- Consider limiting traffic through Buckingham Neighborhood by blocking off or limiting access, creating a designated route around the neighborhood
- Add a bicycle path between Odell and New Belgium away from the neighborhood, with wayfinding for brewery visitors
- More lighting and safety signage is needed