

Lincoln Corridor Plan – "Selecting a Future for the Lincoln Corridor" Design Alternatives – Community Engagement Summary

A Community Workshop, a Stakeholder Workshop, and an Online Survey were key parts of the community outreach conducted during the alternatives review phase of the project. A summary of each of these outreach events follows:

Community Workshop - September 19, 2013

The Community Workshop provided the community an opportunity to review and evaluate three alternatives for Lincoln Corridor. Two workshop sessions were held on September 19 to review and discuss the alternatives.

Each meeting began with an introduction to the project, an overview of community outreach activities and results to-date, existing conditions, and an overview of the alternatives and key components.

Date	Session	Participants
September 19	4:00-5:30 p.m.	24
	6:00-7:30 p.m.	15

Participants were asked to break into two groups to discuss and evaluate the pros and cons of each alternative. Following this discussion, each group reported key discussion points and findings to the larger group. At the conclusion of the workshop, participants were asked to complete an evaluation form and rate the alternatives. Evaluation criteria included multi-modal mobility, safety, access to businesses and residences, and landscape enhancements.

Overarching themes of the workshop included: concern over access to the Buckingham Neighborhood, maintaining a sense of privacy for neighborhood residents, safety for all modes of travel, providing separated bike lanes in all alternatives, and incorporating a multi-use trail on the north side of the street in the Skinny Street Alternative.

Participants rated the Skinny Street alternative the highest in the performance evaluation, but indicated an overall preference for the Broad Boulevard Alternative for all three segments of the corridor. The Rugged style of Streetscape Amenities was heavily favored over Organic and Modern. Participants voiced appreciation for bridge design alternatives that incorporated overlooks and seating areas where pedestrians could appreciate the view of the Poudre River.

Stakeholder Workshop - September 25, 2013

The purpose of the Stakeholder Workshop was to provide stakeholders an opportunity to review and evaluate three alternatives for Lincoln Corridor. The stakeholder group is comprised of residents from Alta Vista, Andersonville and Buckingham neighborhoods, Lincoln Corridor business owners or representatives, and other community leaders.

The workshop began with an introduction to the project, an overview of community outreach activities and results to-date, existing conditions, and an overview of the alternatives and key components.

Participants were asked to break into two groups to discuss and evaluate the pros and cons of each alternative. Following this discussion, each group reported key discussion points and findings to the larger group. At the conclusion of the workshop, participants were asked to complete an evaluation form and rate the alternatives. Evaluation criteria included multi-modal mobility, safety, access to businesses and residences, and landscape enhancements.

Key themes resulting from this workshop include: protecting the privacy of Buckingham Neighborhood residents; providing sufficient access to businesses for employees, delivery trucks and patrons; providing sufficient room for on-street truck turning radii movements; and providing an eclectic street character that matches the unique surroundings. Shared or closed accesses to businesses were not recommended.

Participants rated the Skinny Street alternative the highest in the performance evaluation, primarily because the alternative provides the best access for delivery trucks. In terms of preference, participants chose the Broad Boulevard concept for the West segment, and the Skinny Street alternative for the Central and East segments.

Online Survey - September 20 thru October 4, 2013

An online survey was prepared to gather feedback from the larger community on the alternatives. The survey was similar in format to the evaluation forms provided at the Community and Stakeholder workshops. The survey was available from September 20-October 4, 2013

Over 200 people responded to the online survey. Key themes that emerged include: a concern over safety for pedestrian and bicyclists, an overwhelming preference for a shared path on the north side of the street, and an appreciation for improvements being made to the Lincoln Bridge.

Survey results indicated an overall preference for the Broad Boulevard alternative; nearly 50% of respondents selected this alternative for all three segments. Skinny Street came in second with 30%, followed by Modest Median with 20%. Respondents favored a downtown circulator route as a transit option. Nearly 50% of respondents preferred a custom bus, with 20% selecting a standard bus. The Rugged Streetscape Amenities style was favored by over 50% of respondents, with the Organic style favored by 40% of respondents.

Results

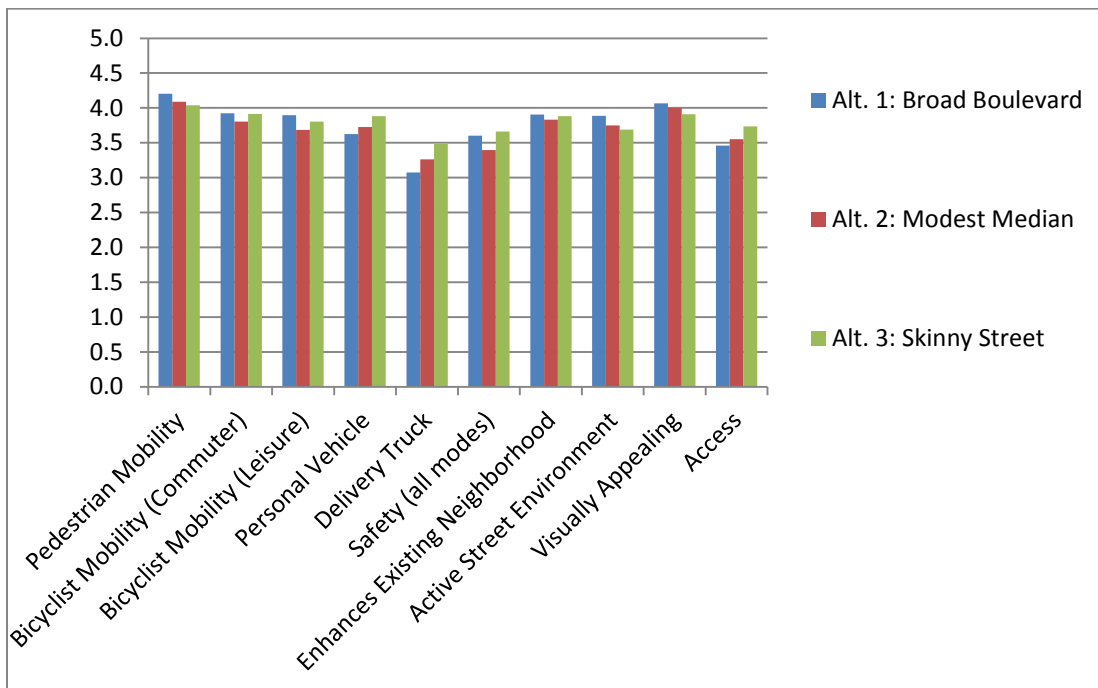
Findings from the three community outreach events are summarized below:

1. Rate the strength of each alternative:

Attendees were asked to rate each alternative from 5 to 1 (5 representing the strongest; 1 the weakest) using the following criteria:

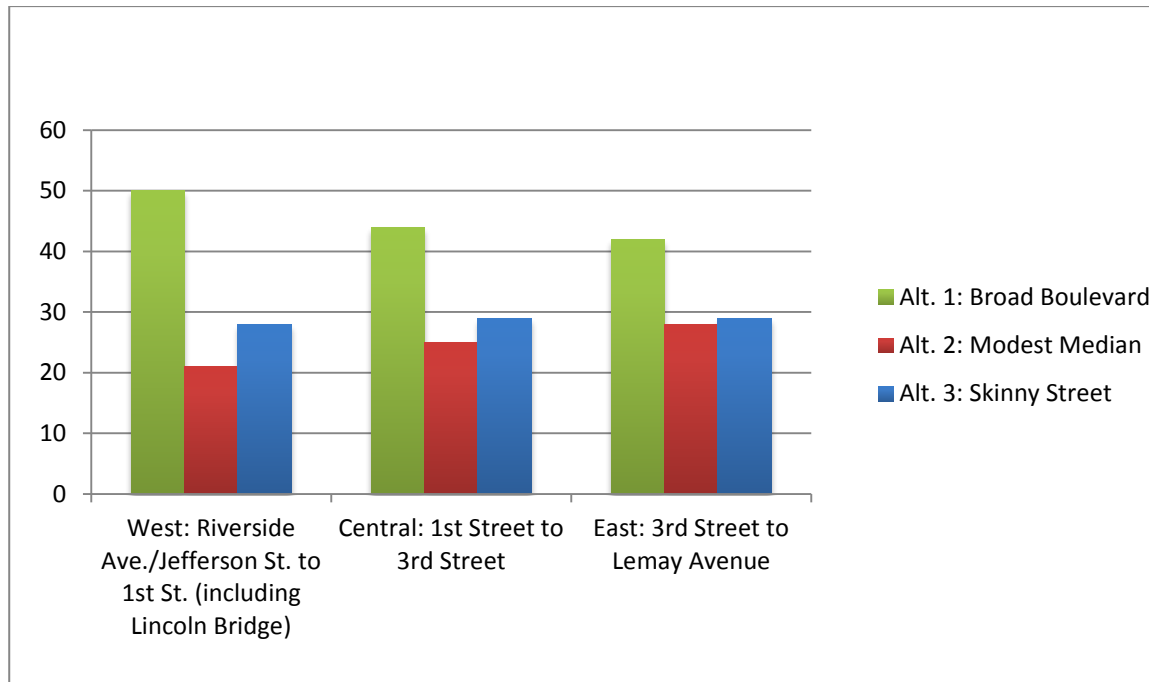
- Mobility
 - Pedestrian
 - Commuter Cyclist
 - Leisure Cyclist
 - Personal Vehicles
 - Delivery Trucks
- Safety
- Enhances Existing Neighborhoods
- Visual Appeal
- Access (for neighborhood and businesses)

The results varied, but overall the Broad Boulevard alternative ranked highest, followed by the Skinny Street alternative.



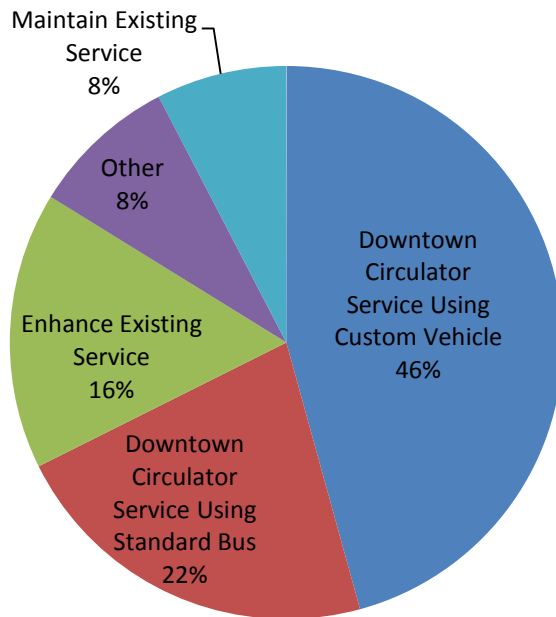
2. What is your preferred alternative for each segment (measured by percent of respondents)?

The corridor is divided into three distinct segments: West, Central and East. Respondents were asked to indicate their preferred alternative for each segment. Broad Boulevard ranked highest followed by Skinny Street.



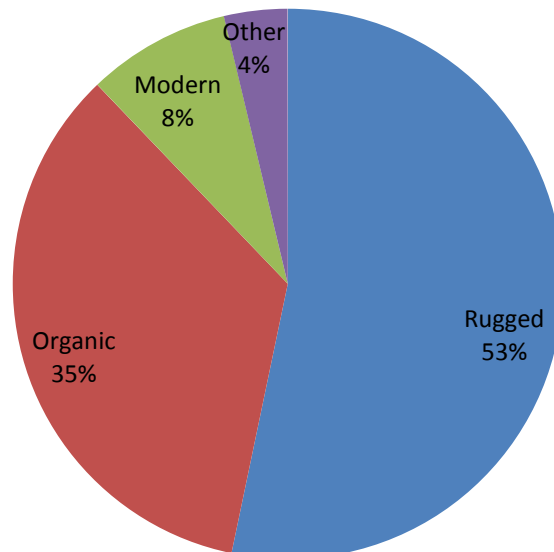
3. Which public transit option do you prefer?

Participants were asked to select their preference for transit options. A downtown circulator service using a custom vehicle was preferred.



4. Which streetscape amenities concept do you prefer?

Participants were asked to select a preferred style for streetscape amenities along Lincoln. The Rugged style was preferred.



What We Heard – Key Themes

The following list of key themes summarizes the ideas and comments shared by participants in the three community outreach events.

Pedestrian and Bicycle Mobility

- Consider elevating off-street bike lanes to increase pedestrian and bicycle separation
- Shared path should be 12'-0" minimum in width
- Shared path on north side is a preferred alternative
- Provide off-street bike lanes for all alternatives for safety and mobility purposes
- On street bike lanes require buffer at the door zone adjacent to on street parking for safety
- Consider a "brewery to brewery" bike trail along irrigation canal
- Consider adding a shared path on either or both sides of the street on the Skinny Street East alternative
- Broad Boulevard Central: presents too many pedestrian conflicts
- Do not see a need for pedestrians on south side of Lincoln because the nature of the businesses are not intended for walk-ins
- Consider adding a shared path running north/south along Lemay that connects to Lincoln
- Address cyclist safety while crossing railroad tracks heading northwest on Willow (especially at Ranchway Feeds)
- Address safety concerns for cyclists heading west on Lincoln/ Mountain and turning left onto Peterson; the intersection is too close to the Riverside/ Lincoln intersection where safety becomes a key issue
- Would like to see safe pedestrian crossings at intervals along Lincoln
- Would like a non-vehicle pedestrian/ bike mall on certain days of the week which would be a great pilot project
- How will bicyclists traveling on the south in Skinny Street get to businesses on the north side? Consider providing north/ south connections for bicyclists
- Modest Median: provides the safest option for bicyclists traveling from Old Town to the breweries
- Broad Boulevard: consider moving bike lane adjacent to sidewalk
- Modest Median: do not like the diagonal parking with a bike lane behind because it poses safety issues
- Modest Median: provide pedestrian refuges on medians
- Consider shaving off a couple of parking spaces in the center on Mountain near the Peterson intersection to improve safety for cyclists turning left onto Peterson from Mountain
- Broad Boulevard: on-street parking and bus pullout lanes could conflict with bicyclists and present safety issues
- Could mixing zones at the Poudre Bridge create conflicts between bicyclists moving in various directions?

- Consider how bike lanes transition to the road at the intersection of Lemay/ Lincoln from a safety standpoint
- Broad Boulevard: the commuter bike lane in the concept should be separated and not situated between lanes designated for vehicular traffic and parking

Safety

- Provide flashing crossings similar to Mountain Avenue near Coopersmiths Brewery at major pedestrian and bicycle crossings
- Residential driveways fronting Lincoln are problematic because they pose multiple conflicts in terms of access and safety; primarily, they conflict with bicyclists and traffic when residents are backing out of driveways
- Should not have on street parking along west end because the area is too busy with railroad
- Skinny Street Central presents a lot of conflicts between pedestrians, bicyclists and motorists
- Modest Median provides the best alternative for traffic calming, and matches the downtown aesthetic best
- The Skinny Street option gives priority to cars and parking resulting in less safety for the pedestrian and cyclist
- Modest Median might increase traffic speeds which would necessitate the construction of flashing pedestrian crossings
- Skinny Street provides the safest option because all modes of transportation are separated

Landscape

- Given the high truck volume on the corridor, median trees will likely get clipped similar to those on Taft Hill, between Drake and Horsetooth; consider tree placement on tree lawns only instead
- Maintain visibility of neighborhoods by not planting too many trees in front of homes
- Provide more landscape buffering on the north side to increase privacy for Buckingham neighborhood residents
- Appreciate the bioswale on Skinny Street
- Less green space on the south side of Lincoln in the Modest Median would be preferable because it seems like wasted space
- The medians provided on Broad Boulevard and Modest Median are appreciated over the lack of medians presented on Skinny Street
- Consider reducing the landscape on the south side in the Broad Boulevard concept

Parking

- The Skinny Street Central alternative should provide signage that deters motorists from blocking residential driveways when parking on street
- Not enough on-street parking in the Broad Boulevard East to make the parking worthwhile

- Clarify whether parallel parking in the Broad Boulevard Central option in front of Buckingham neighborhood is for residents only; consider permit parking for residents
- Consider a back-in diagonal parking option adjacent to bike lanes to improve safety
- Modest Median East: angled parking does not work well in this context; it works well in Old Town with lot-line-to-lot-line development exists. There might be a better use for this space that can be enhanced for public use
- I prefer the Broad Boulevard concept because I approve of parking in the center of the street as it adds ease of access to businesses on both sides of the street
- Broad Boulevard is a terrible option because it poses several safety issues: pedestrians and cars are sharing the road, and bike paths are squeezed between two traffic lanes
- Having cars cross over bike lanes in order to access parking in Broad Boulevard is concerning
- Modest Median East: on street parking in front of Odell Brewing Company will not work because of the fire and truck lane
- Median parking is undesirable
- Skinny Street East: presents conflicts with parallel parking and off-street bike lane. Parked cars cannot easily access adjacent sidewalks
- Parking on north side of street in front of breweries works well because it provides safe crossings for people walking from parking to breweries
- Skinny Street: the flexibility to phase parking is a great idea
- Parallel parking in front of Buckingham would provide those visiting homeowners a place to park
- North side of street is naturalized with bioswale which could make on-street parking undesirable
- Skinny Street: do not like the phased parking approach. Once trees and landscaping become established they will have to be ripped out for parking

Transit

- Consider extending the Downtown Circulator Bus east to Alta Vista and Andersonville neighborhoods.
- Bus stop pull-offs are appreciated as they improve safety and traffic flow
- Consider extending the trolley tracks east onto Lincoln
- Downtown Circulator Bus should not take away from other transit/ City priorities

Lincoln Bridge

- Rugged Bridge looks best as it relates well to the industrial and eclectic character of the corridor
- Plaza on the bridge may not get used because the area will get inundated with exhaust fumes
- Consider spatially accommodating a food/ beverage cart in the plaza area
- First bridge over the Cache la Poudre River was the Lincoln Bridge so the character should integrate the agricultural history of the area
- Is full bridge replacement on the City's Capital Improvement Plan?

- Washington Street Bridge in Golden is actually three bridges (old highway bridge with two pedestrian bridges on either side of the highway)
- The overlook on the south side of the bridge is preferred because it provides an excellent view to the Udall Natural Area
- Appreciate the seating options in all bridge alternatives because it provides a place to sit and enjoy the river
- Consider a bridge option with a second bridge specifically designated for bike traffic
- Prefer bridge with overlooks on both sides

Streetscape Amenities

- A fusion of organic and rugged would best suit the character for Lincoln
- Integrate the aesthetic of existing breweries into the streetscape
- The rugged character option is the most timeless
- Materials of the organic style should be unique and crafted, not necessarily squiggly
- The Colorado and Fort Collins atmosphere fits perfectly with a rugged, outdoor lifestyle
- Rugged fits best with the neighborhood since it is more than a century old and still preserves natural open space
- The style of the Woodward building will be more contemporary therefore the streetscape character will have to work with the variety of architecture found along Lincoln
- Consider a less uniform style that reflects the eclectic and unique nature of the corridor
- A combination of rugged and historic would be appropriate for the corridor so it speaks to Colorado but more specifically to the Lincoln corridor

Overall

- Extend the study area west to Meldrum and Howes and match the character of Mountain Avenue to Lincoln up until the Lincoln Bridge
- Respect cost increases and adverse affects to residents resulting from improvements
- Consider extending the streetscape character eastward, across Lemay
- Excited about the potential for alley access at Buckingham Neighborhood
- Don't eliminate driveway access for Buckingham Residents
- Include the proposed Lemay reroute on future alternative scenarios
- Clarify responsibility for snow removal in front of Buckingham neighborhood residences if Broad Boulevard Central is adopted
- Modest Median Central allows access for residents but maintains the character of Mountain Avenue
- New alternative idea: Eliminate driveway access to Skinny Street Central and put a westbound bike lane within the tree median and sidewalk north of the bike lane
- Consider dropping the speed limit to 25mph for safety purposes
- West and east options should provide better balance between transportation and access while central options should limit access more
- Although the medians are appreciated in the Modest Median concept as a continuation of Mountain Avenue, the space is better utilized for the neighborhood in Skinny Street

- When discussing alley improvements, it would be helpful to show the downtown alley improvements to demonstrate potential alternatives
- Focus on creating small experiential moments along the corridor rather than spreading thin a giant gesture
- Businesses need access; neighborhoods need quiet. Both of these factors need to be considered
- Cost implications for all three alternatives should be part of the evaluation criteria so informed decisions could be made
- Maintain a buffer between the Buckingham neighborhood and road/ sidewalk
- The ability for semi-trucks to safely turn and access businesses should be taken into consideration
- Is there a way to improve alley access and keep driveways open in front of Buckingham neighborhood?
- The combined access at Team Petroleum and In-Situ does not provide great access for semi traffic
- Broad Boulevard East provides the best option for multi-modal mobility with a shared path on the north side
- Concern about the inability for trucks to turn around at the intersection of Willow and Lincoln (particularly in the Broad Boulevard and Modest Median concepts), which would encourage truck traffic to turn into the Buckingham neighborhood
- An in and out access will be needed at Ranchway Feeds otherwise the parking lot south of Lincoln will need to act as a holding spot for trucks
- Skinny Street provides the best alternative for Buckingham neighborhood residents because it will be quieter
- All residents in the Buckingham neighborhood should be consulted
- Current conditions make semi trucks unable to turn left and right at the intersection at Linden/ Willow
- Driveways to houses at Buckingham should be eliminated and alley and ROW property improved to make the alley access work
- Define public and private space in front of businesses and neighborhoods with low walls, gates, low fences, etc.
- Consider shortening the median in front of Lincoln and 1st street and provide a left turn lane for those traveling eastbound that need to turn left at this intersection
- If alleys are improved in the Buckingham neighborhood, consider lighting for safety, concrete pad areas for garbage/ recycling, retrofitting existing garages for alley access, demolishing existing driveways, providing carports for residents without garages, and paving the alley
- Skinny Street allows flexibility for growth as land uses change over time