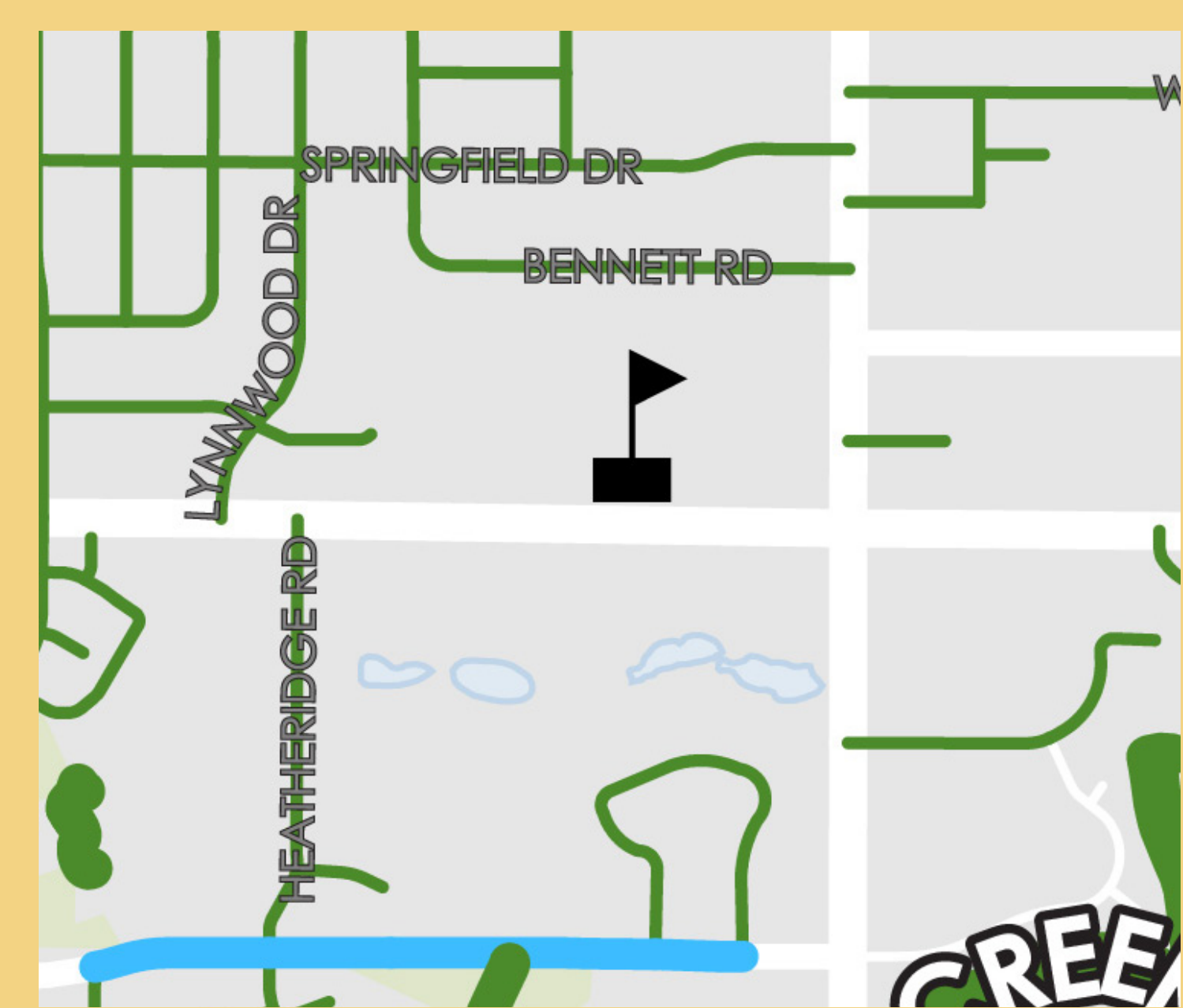


Physical Network Approach

Low-stress Facilities Form Network Backbone

Mostly on existing LTS 1 & 2 facilities:
 Paved trails
 Low-volume & low-speed local streets
 Higher speed local streets with traffic calming



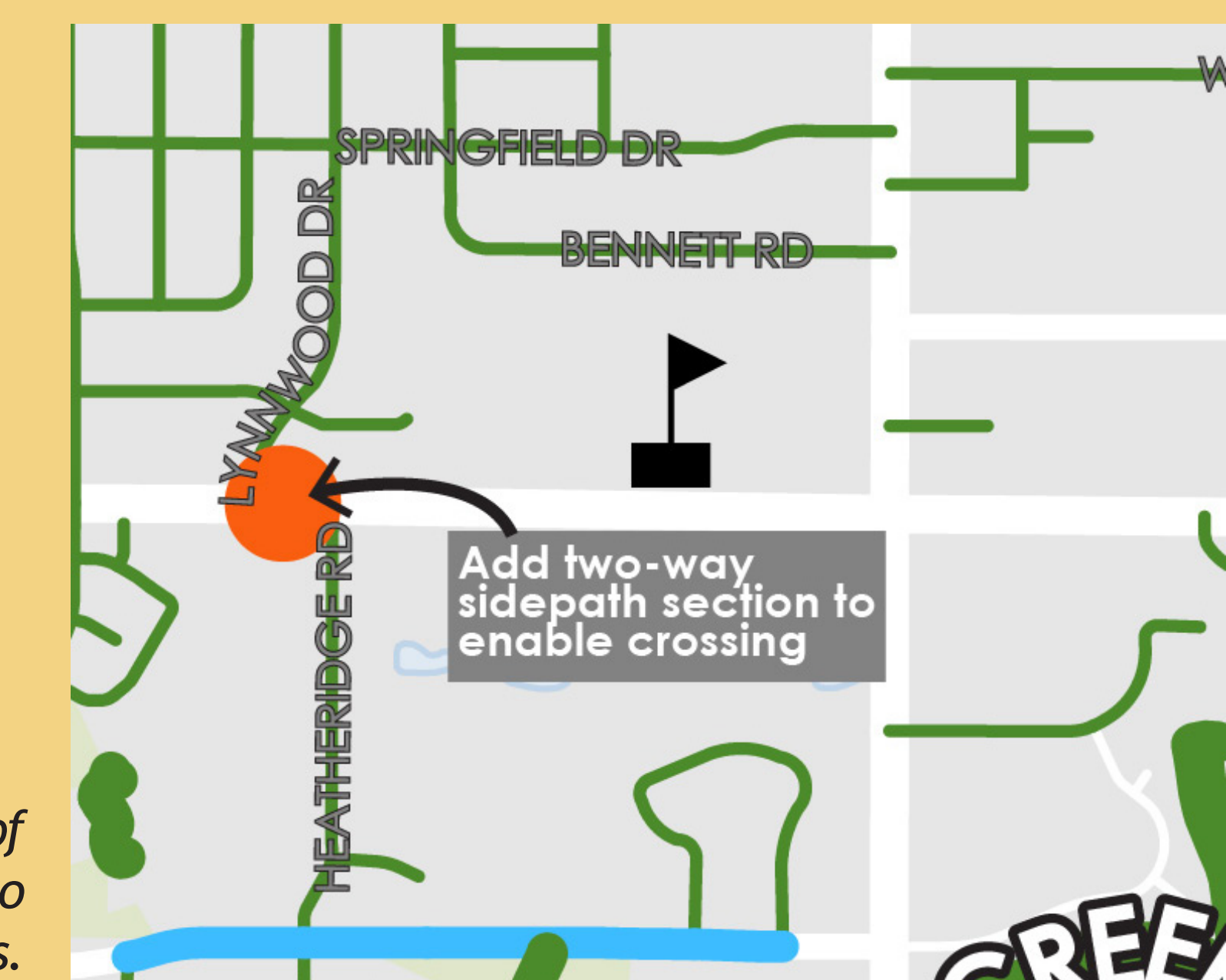
Local LTS 1 streets west of Shields Street do not connect today to form an alternative route.

Improvements decrease stress of LTS 3 & 4 facilities:
 Collector streets with buffered or protected bike lanes
 Arterial streets with protected bike lanes

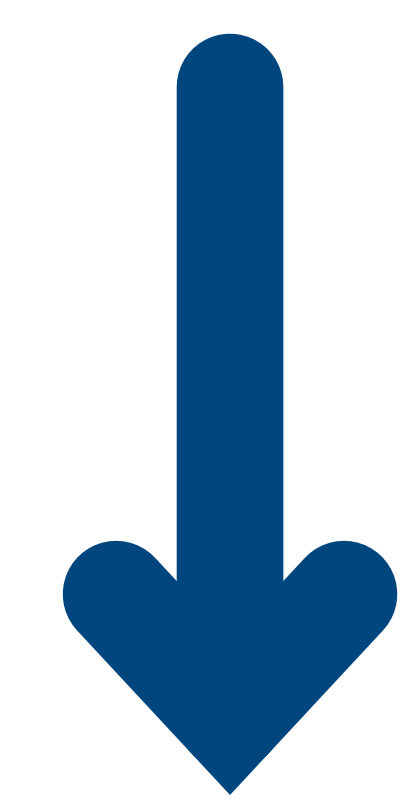
Initial improvements implemented by 2020

Intersection Improvements Create Critical Connections

LTS 1 & 2 streets need low-stress connections across arterials



Adding a two-way sidepath on the north side of Prospect Rd at Heatheridge allows bicycle traffic to cross at the signal in both directions.

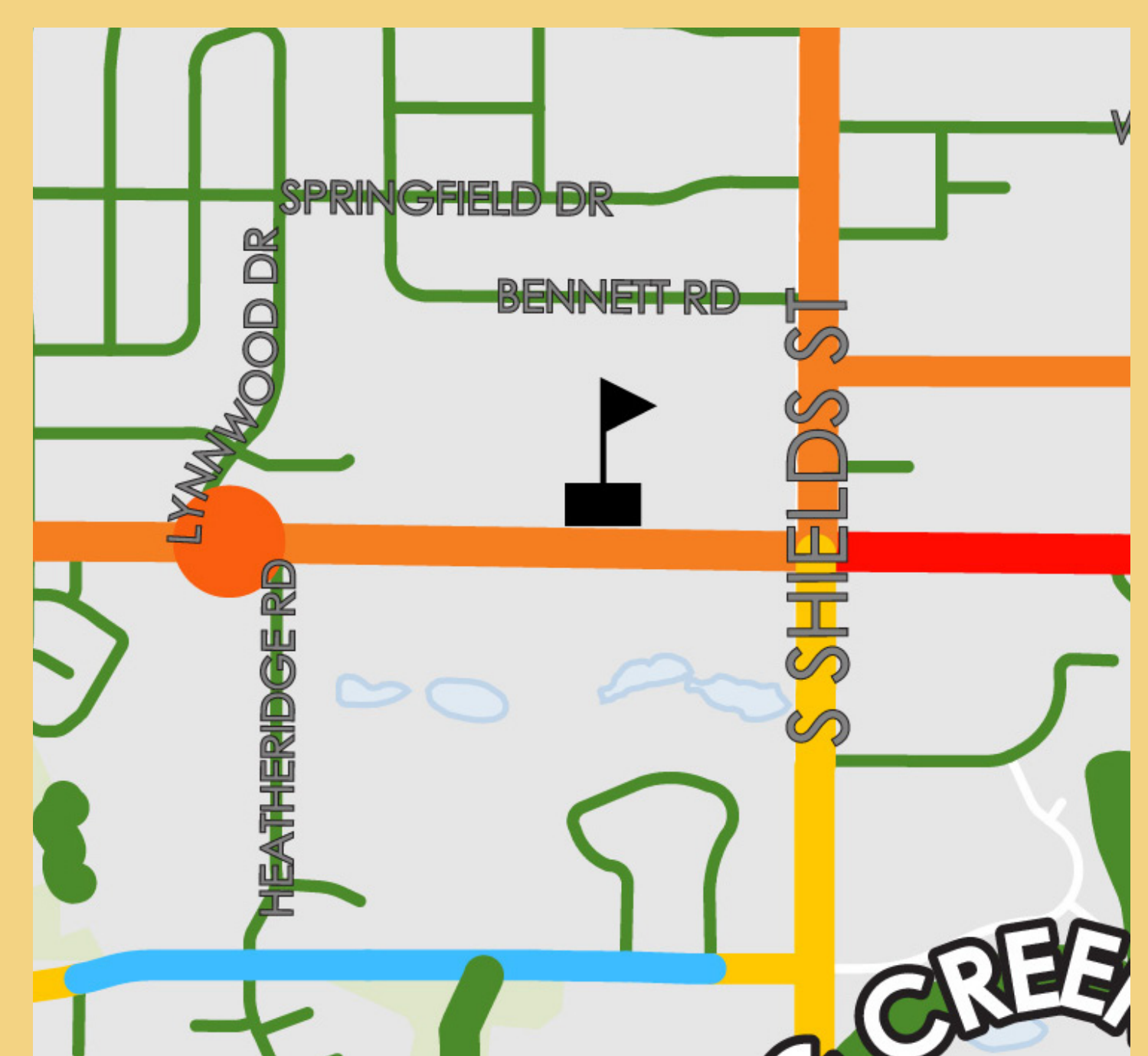


FULL BUILD VISION

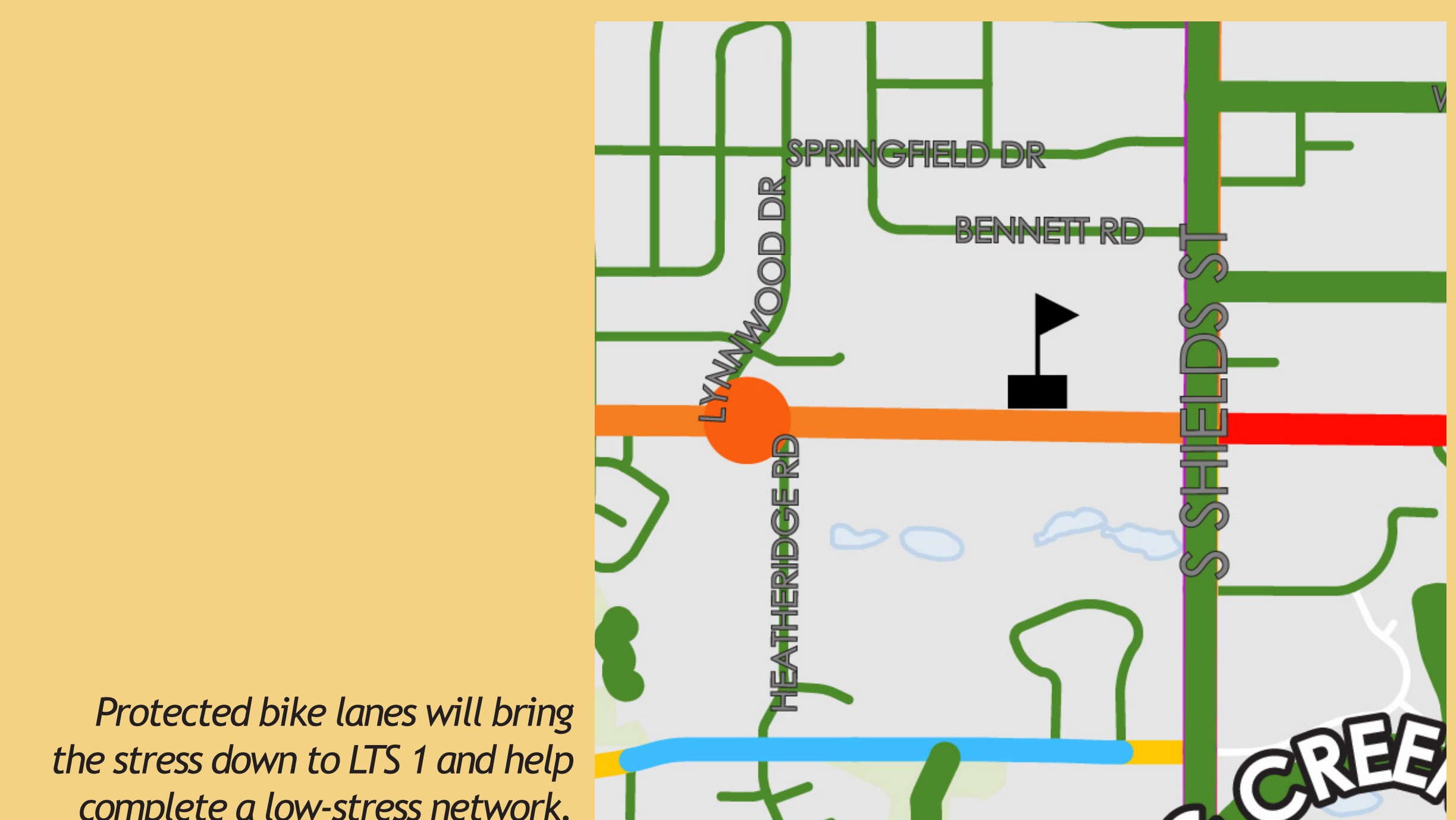
Arterials Complement Low-stress System

Prioritize retrofits to provide protected bike lanes
 Higher density employment & housing
 To & from Colorado State University
 To & from bike share stations
 Fill gaps in trail network
 Fill gaps in low-stress network

Complete the bike lane missing links
 Maximize width of bike lanes
 Extend bike lanes through intersections



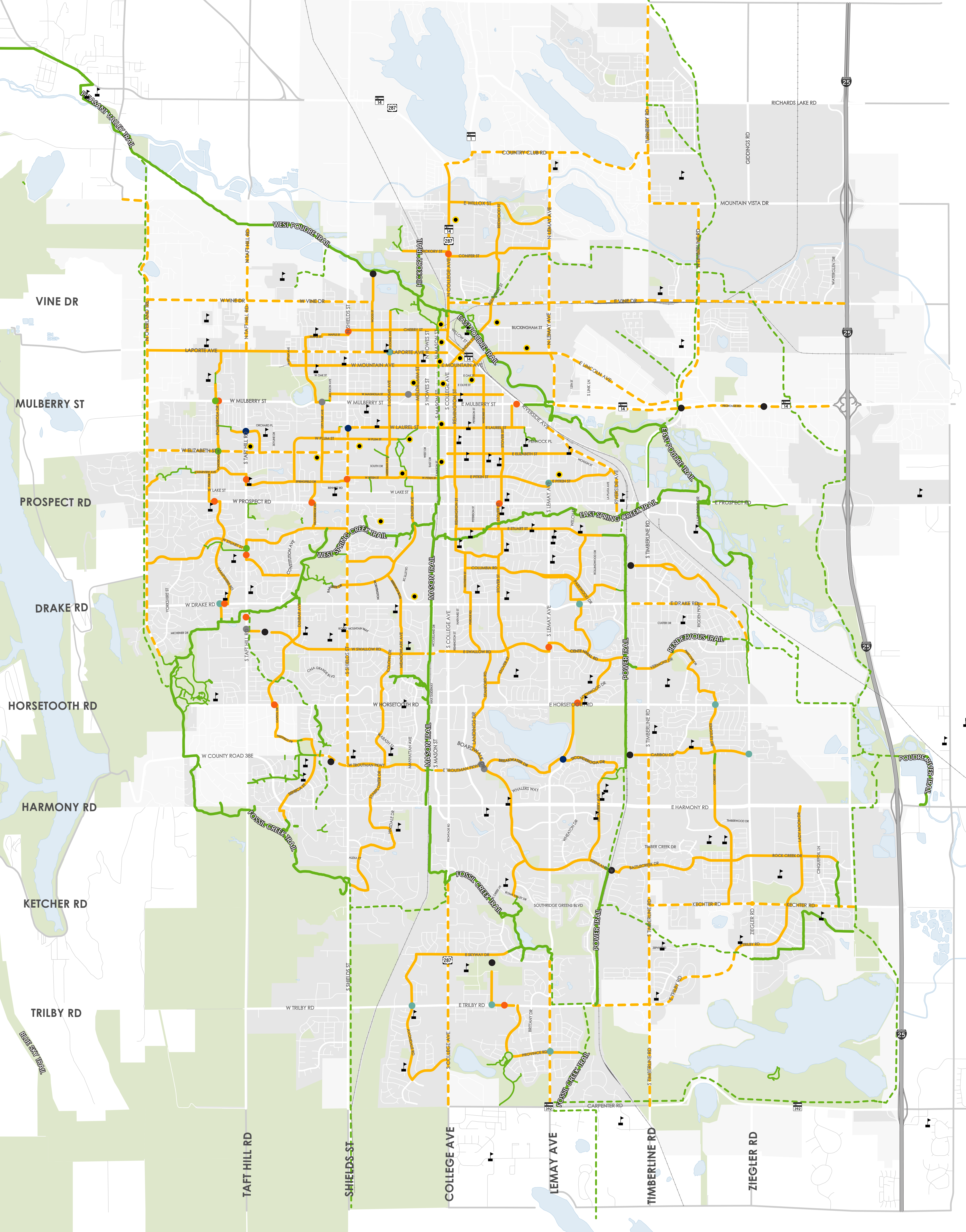
Shields Street today is a higher stress (LTS 3 or 4) street.



Protected bike lanes will bring the stress down to LTS 1 and help complete a low-stress network.

DRAFT 2020 LOW-STRESS NETWORK

The near-term network consists of existing low-stress streets (LTS 1 and 2) connected by intersection improvements and signage. Major streets (arterials) are included where necessary, and would need improvements to be considered low stress. This network is a comfortable alternative to the arterials.



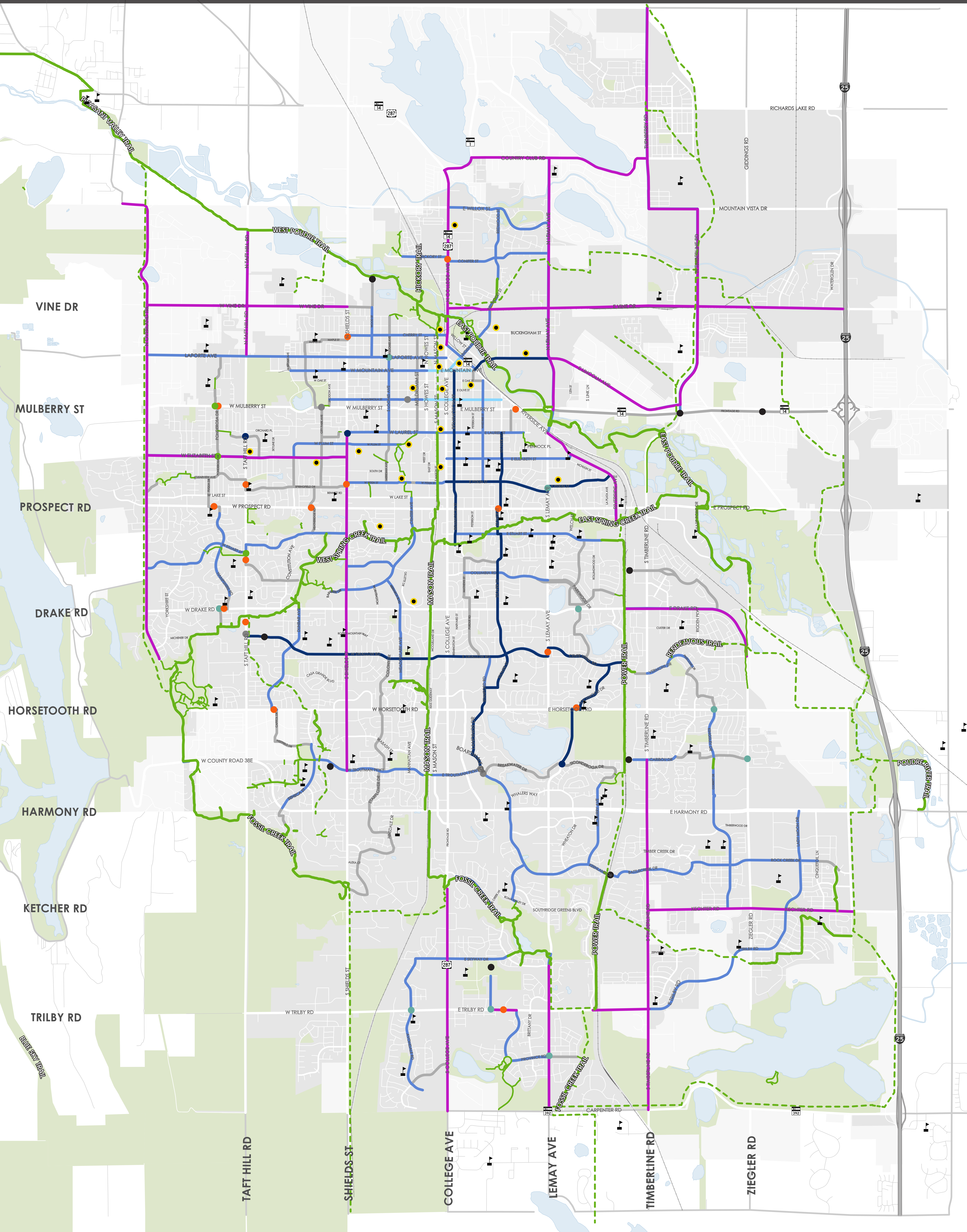
LEGEND

- LOW-STRESS ROUTE: LOCAL/COLLECTOR
- LOW-STRESS ROUTE: ARTERIAL
- HARD-SURFACE TRAIL
- PLANNED TRAIL
- ADD SIGNAL
- ADD MEDIAN
- OTHER CROSSING IMPROVEMENT
- PLANNED BIKE SHARE STATION
- NEW TRAIL/STREET CONNECTION
- SCHOOL

0 1 2
Miles

DRAFT 2020 LOW-STRESS FACILITIES

The specific types of facilities that make up the 2020 Low-Stress Network are shown on this map. They include existing bike lanes and signed routes, buffered bike lanes, and protected bike lanes. All routes should include signs to help riders access destinations throughout the city.



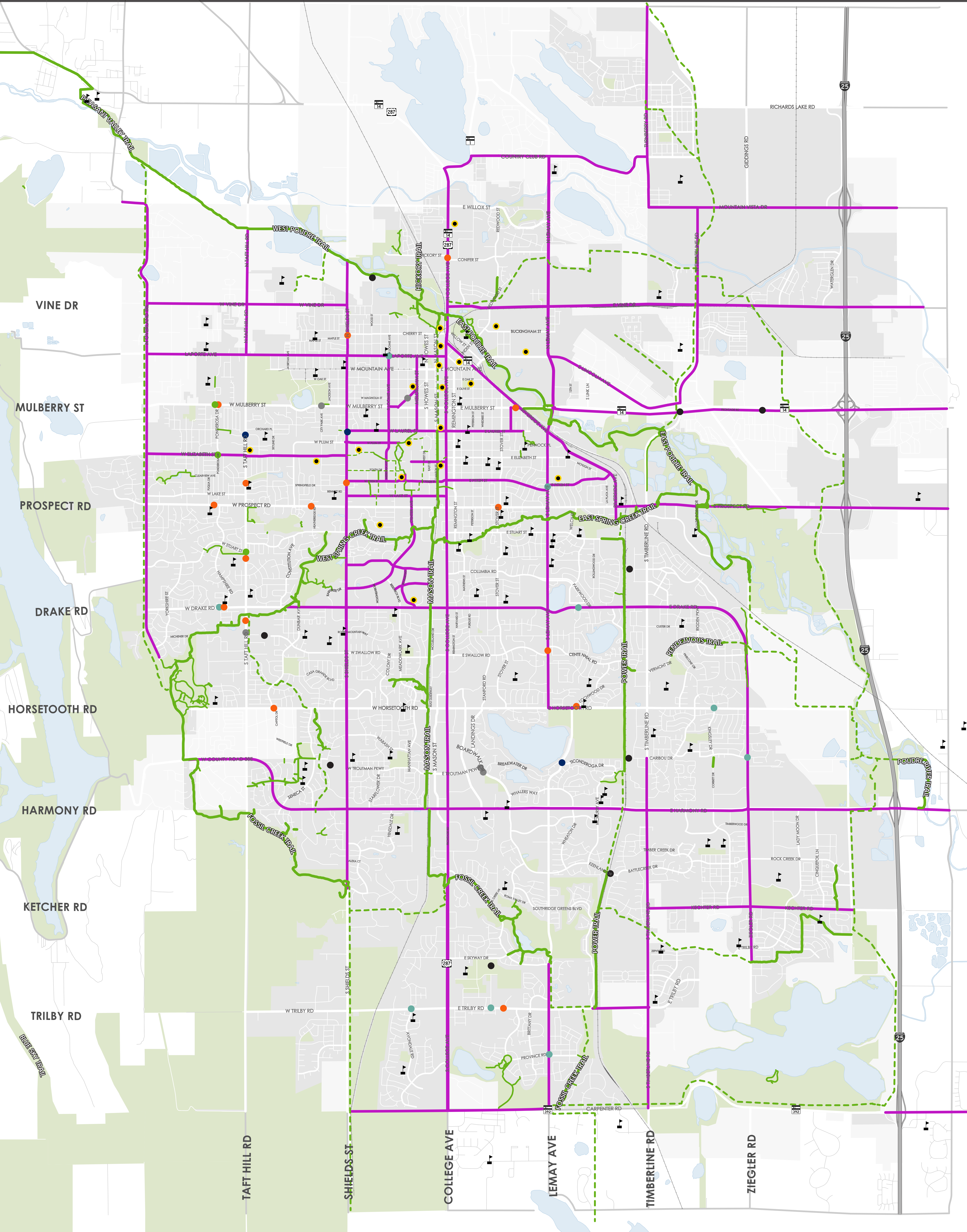
LEGEND

	HARD-SURFACE TRAIL		BUFFERED BIKE LANE		TWO-WAY SIDEPATH SEGMENT		NEW TRAIL/STREET CONNECTION
	PLANNED TRAIL		BIKE LANE		ADD SIGNAL		OTHER CROSSING IMPROVEMENT
	PROTECTED BIKE LANE		PRIORITY SHARED LANE		SIGNAL IMPROVEMENT		PLANNED BIKE SHARE STATION
			SIGNED ROUTE		ADD MEDIAN		SCHOOL

0 1 2
Miles

DRAFT PROTECTED BIKE LANES VISION

The Bicycle Master Plan proposes a network of low-stress facilities, including protected bike lanes on arterials. Protected bike lanes are recommended on roads that connect major destinations and higher density areas.



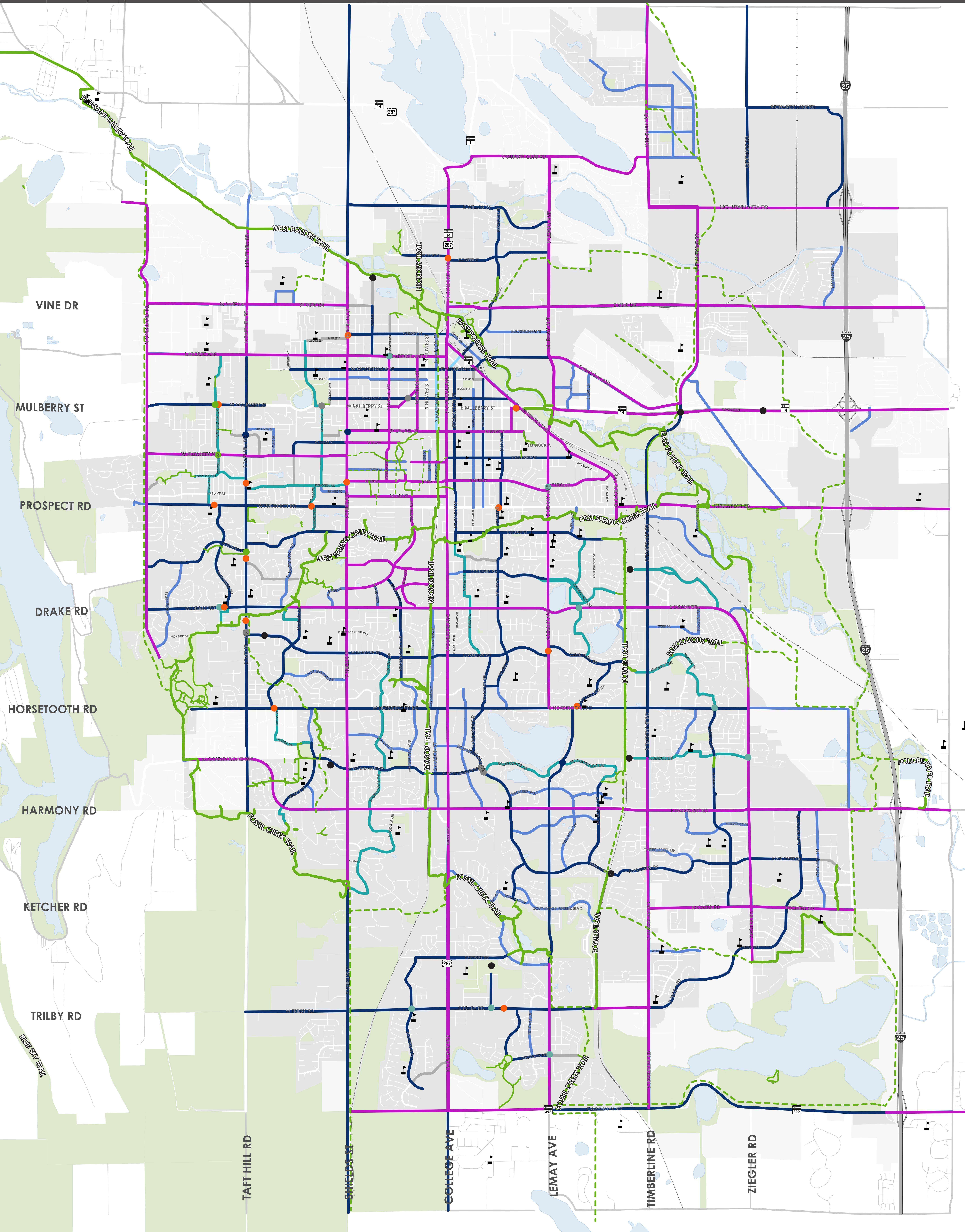
LEGEND

- HARD-SURFACE TRAIL
- PLANNED TRAIL
- PROTECTED BIKE LANE
- PLANNED BIKE SHARE STATION
- SCHOOL

0 1 2
Miles

DRAFT FULL BUILD VISION

The fully built network includes low-stress bicycle facilities on all types of roads in Fort Collins. Bike lanes are improved through buffering. Local streets become neighborhood greenways through traffic calming. All on-road facilities combine with trails to form a complete network.



LEGEND

HARD-SURFACE TRAIL	BUFFERED BIKE LANE	TWO-WAY SIDEPATH SEGMENT	NEW TRAIL/STREET CONNECTION
PLANNED TRAIL	BIKE LANE	ADD SIGNAL	OTHER CROSSING IMPROVEMENT
PROTECTED BIKE LANE	PRIORITY SHARED LANE	SIGNAL IMPROVEMENT	PLANNED BIKE SHARE STATION
	NEIGHBORHOOD GREENWAY	ADD MEDIAN	SCHOOL
	SIGNED ROUTE		

0 1 2
Miles