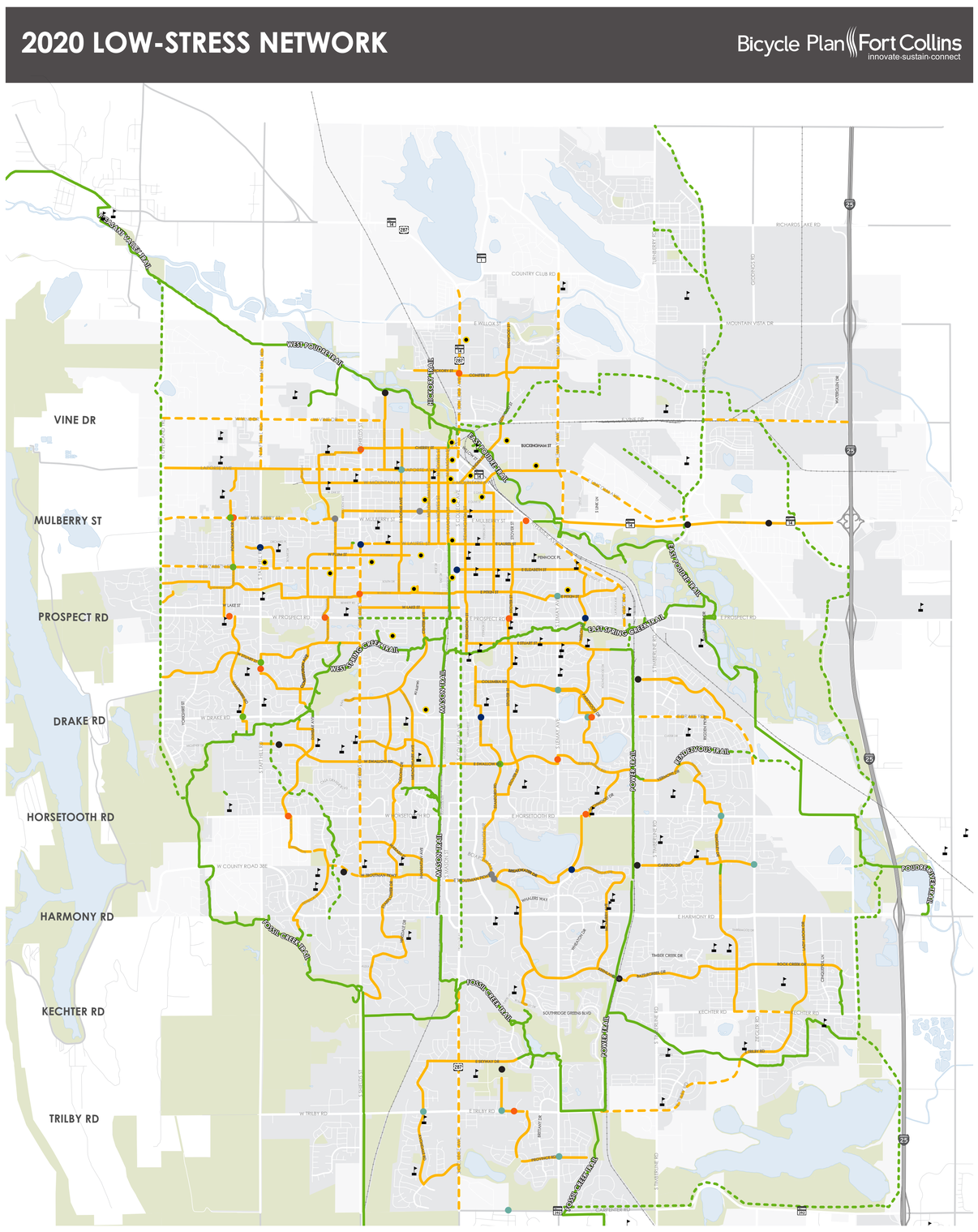
Laurel Street Pilot Project Overview

Background

Adopted in December 2014, the Fort Collins Bicycle Master Plan outlines the City's vision for a comprehensive low-stress bicycle network for people of all ages and abilities. Improving safety and access for people on bicycles along Laurel Street is a high-priority recommendation of the 2014 Bicycle Master Plan.



Laurel Street is a key connection along the 2020 Low-Stress Bicycle Network
2014 Bicycle Master Plan

Pilot Project Program

The 2014 Bicycle Master Plan proposes a protected bicycle lane pilot project program to test innovative bicycle facilities that aim to improve the safety and comfort of bicycling. In 2014, funding for a protected bike lane pilot project was provided by Kaiser Permanente's Walk and Wheel award program.

Project Scope

- Laurel St., between Howes and Remington Streets
- One-year pilot project
- Improve safety and connectivity for people on bikes by providing innovative bicycle facilities where none exist today

Timeline

Project design and selection — Nov. 2014 - Mar. 2015 → Pre-evaluation, data collection — April/May 2015 → Anticipated project implementation — May/June 2015 → User education — May - June 2015 → Post-evaluation — June 2015 - June 2016 → Project refinement — June 2016

Please note: implementation is anticipated in May/June 2015. Additional information will be provided to residents and business prior to project installation. City staff will minimize project installation impacts to residents and businesses.

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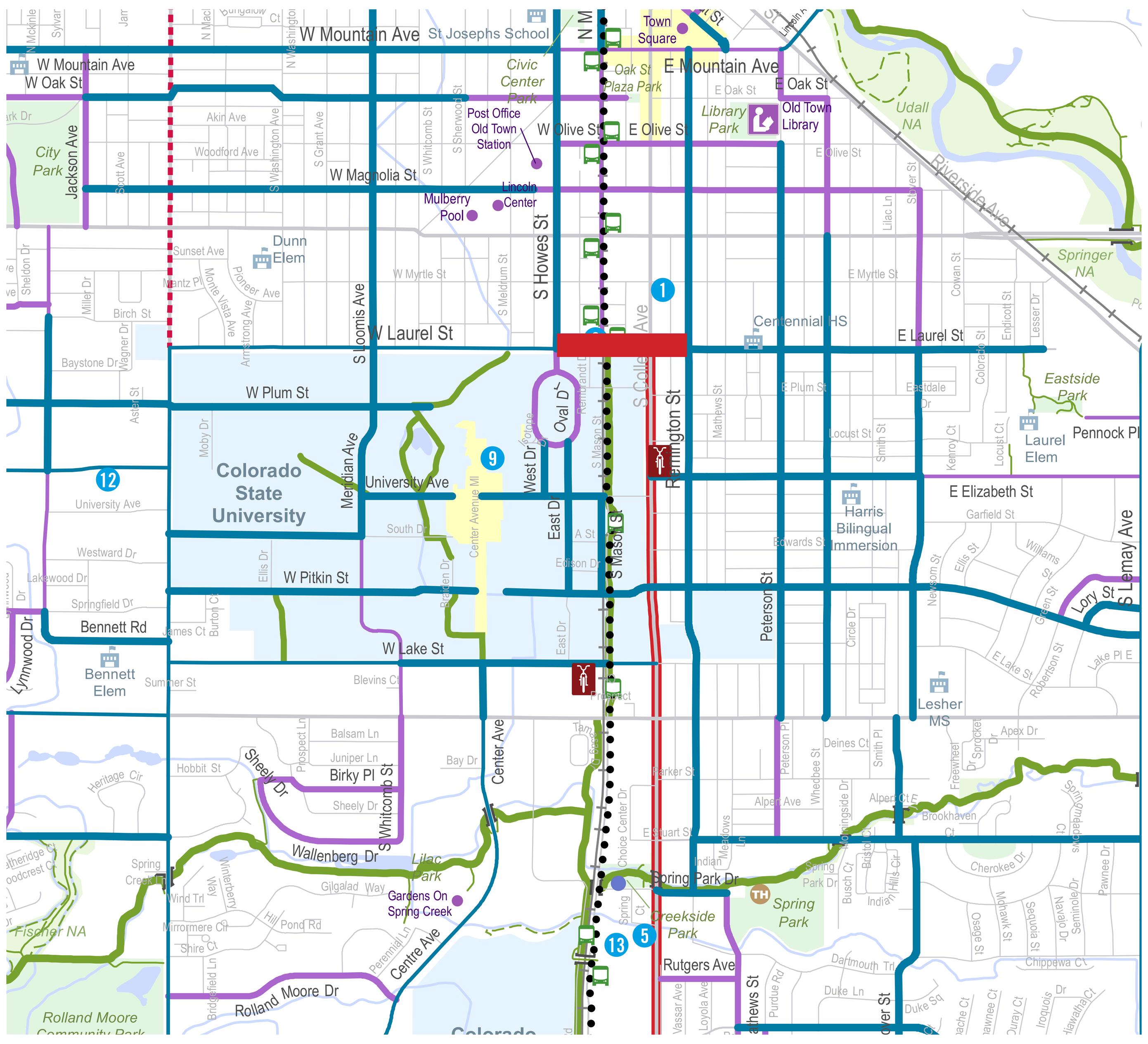
Laurel Street Pilot Project Overview

Why Laurel Street

Laurel Street, between Howes and Remington Streets, represents a critical gap in the City's existing bicycle network.

- High-priority location in 2014 Bicycle Master Plan
- Currently serves hundreds of people on bicycles each day
- No dedicated bicycling facilities exist
- High-stress bicycling corridor due to high traffic volumes
- High-crash bicycle corridor
- Connects CSU, MAX, the Mason Trail, and Remington Greenway with local businesses and surrounding neighborhoods.



Project Goals

- Improve safety for all corridor users
- Increase bicycle ridership
- Demonstrate and evaluate new bicycle infrastructure for one-year
- Create a model for future projects
- Conduct extensive evaluation to determine impacts to all users and business

Top 5 Bicycle Crash Locations (2008-13)

Intersection	Total Crashes
W Elizabeth Street + City Park Avenue	21
W Elizabeth Street + S Shields Street	14
Drake Road + College Avenue	11
W Prospect Road + S Shields Street	11
Drake Road + S Shields Street	10
→ Laurel Street + College Avenue	10

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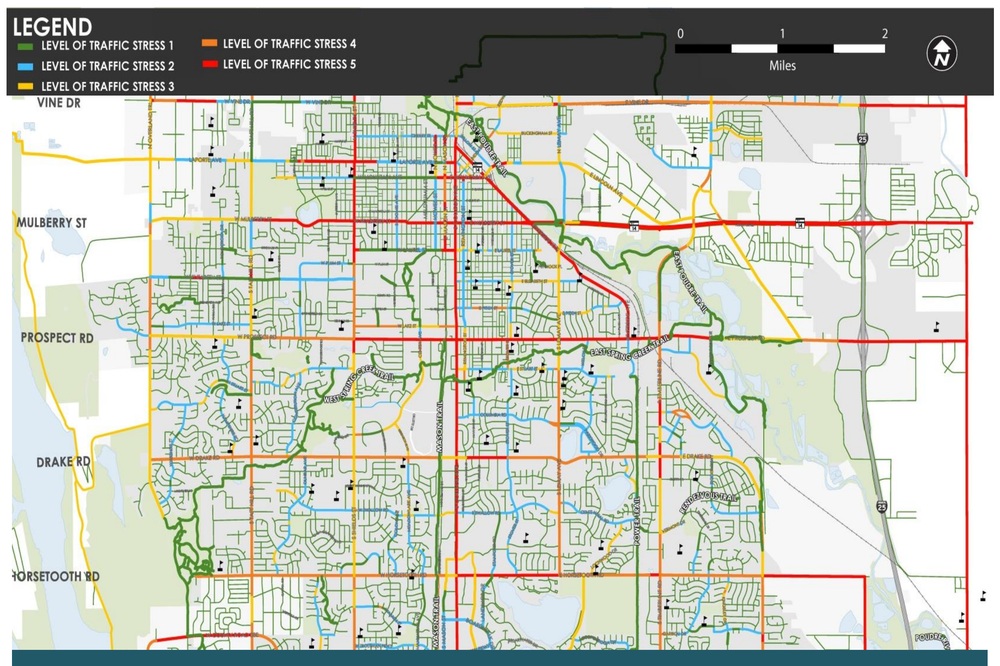
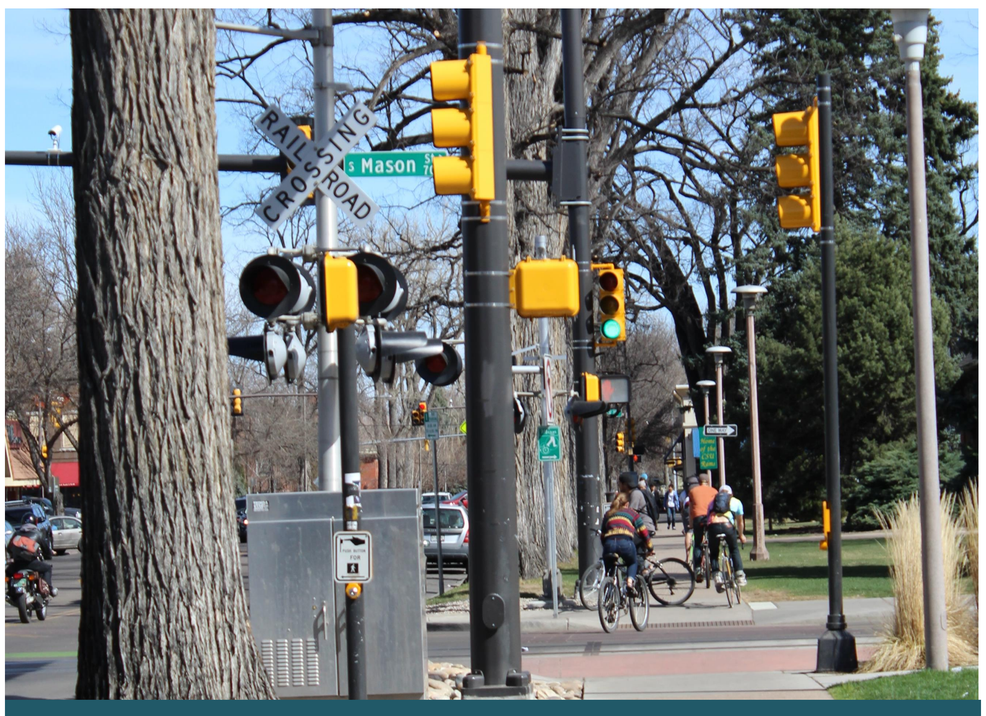
Laurel Street Pilot Project
Existing Challenges

Bike lanes end mid-block



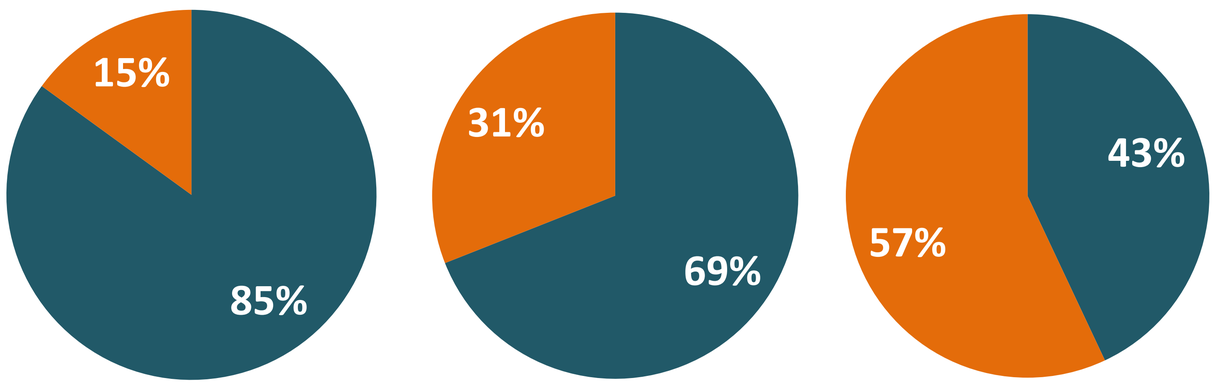
Existing level of stress (comfort) for people on bicycles (3-5)



High percentage of people bicycling on sidewalk

Insufficient curb-to-curb width to accommodate all desired uses

On-street parking poses pedestrian safety risks through mid-block crossings



% of bicyclists using sidewalk/crosswalk

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Laurel Street Pilot Project

Proposed Design Treatments

Bike boxes

2-stage left-turn box

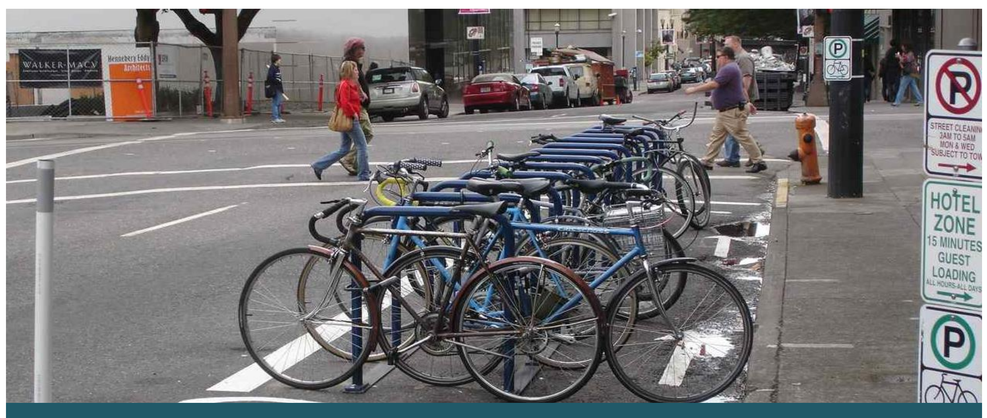
Crossing enhancements

Dedicated bike signal

Parking-protected bike lane

Bollard-protected bike lane

Enhanced "sharrows"



Bike parking

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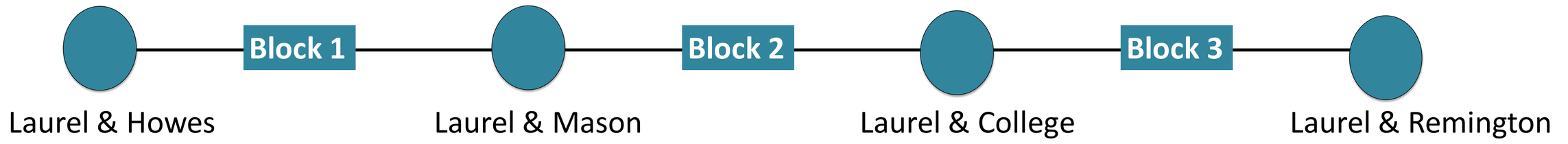
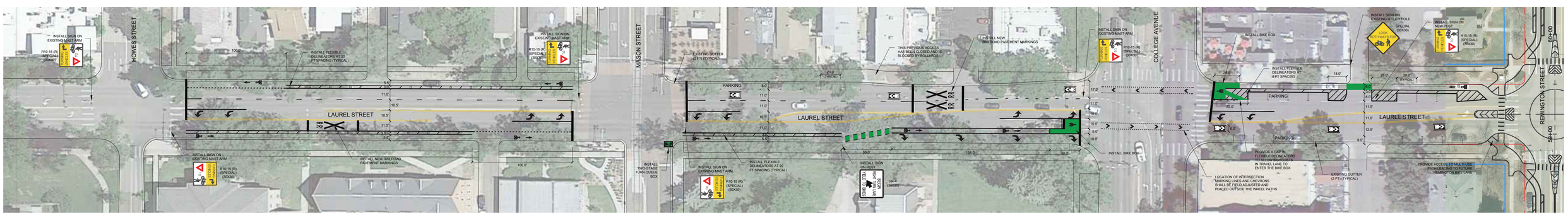
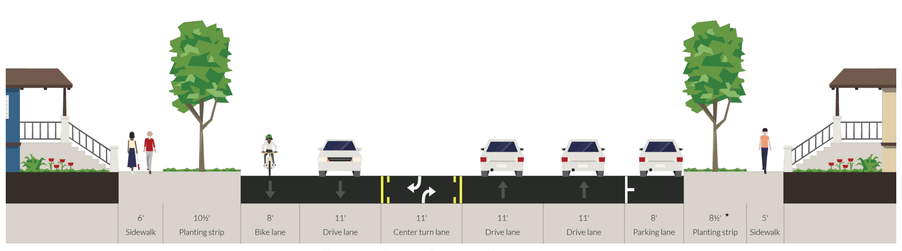
Laurel Street Pilot Project
Proposed Design



Howes Street to Remington Street



Howes Street to Mason Street

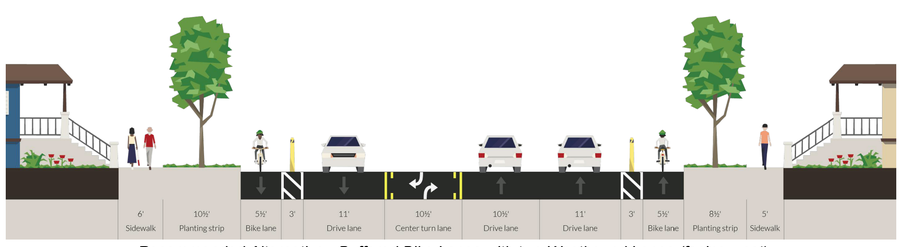


Existing Cross-Section (facing west)

** There is only parking on the east half of the block. The west half has an 8' bike lane.*

Parking Totals

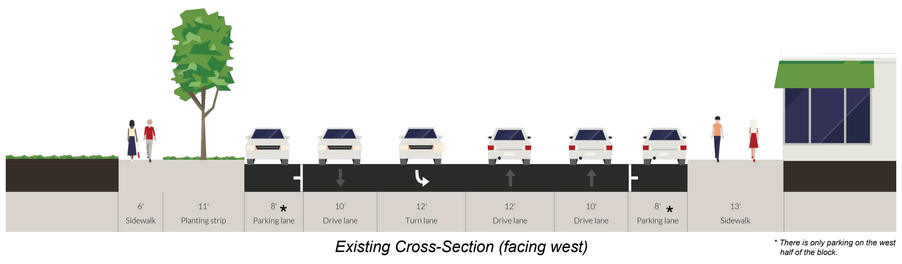
Existing:
North Side = 5
South Side = 0



Recommended Alternative - Buffered Bike Lanes with two Westbound Lanes (facing west)

Recommended Alternative:
North Side = 0
South Side = 0

Mason Street to College Avenue

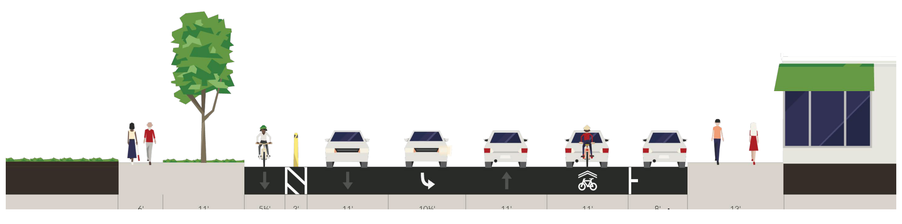


Existing Cross-Section (facing west)

** There is only parking on the west half of the block.*

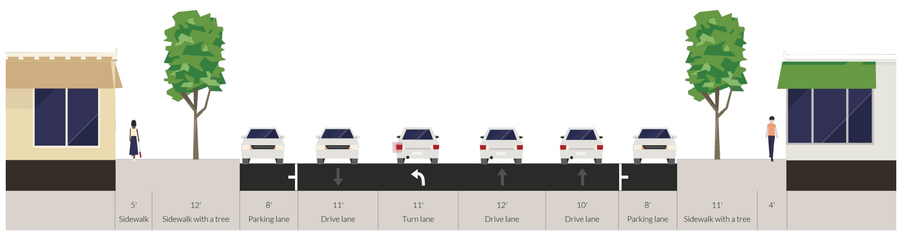
Parking Totals

Existing:
North Side = 8
South Side = 6



Recommended Alternative:
North Side = 8
South Side = 0

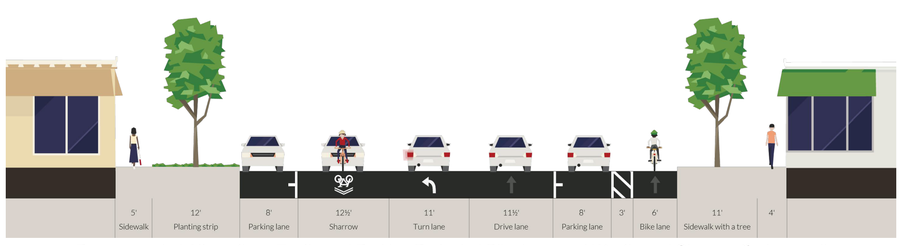
College Avenue to Remington Street



Existing Cross-Section (facing west)

Parking Totals

Existing:
North Side = 10
South Side = 10



Recommended Alternative - Eastbound Parking Protected Bike Lane and Westbound Sharrow (facing west)

Recommended Alternative:
North Side = 7
South Side = 8

Bicycle Level of Traffic Stress 1(low) – 5(high)

Block 1 (Howes to Mason)

Existing bicycle level of traffic stress

- South side: 1
- North side: 5 (where no bike lane exists)

Proposed design level of traffic stress

- South side: 1
- North side: 1

Block 2 (Mason to College)

Existing level of traffic stress

- Both sides: 5

Proposed design level of traffic stress

- South side: 1
- North side: 5

Block 3 (College to Remington)

Existing level of traffic stress

- Both sides: 3

Proposed design level of traffic stress

- South side: 3
- North side: 1

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Laurel Street Pilot Project
Lessons from other Communities

Cities around the country are experiencing multiple benefits from creating **Complete Streets** for all users.

Benefits include:

- Increasing safety by reducing crashes, motor vehicle speeds, and bicycling on sidewalks.
- Economic benefits by improving access to and visibility of local businesses.
- Health and environmental benefits by increasing bicycle ridership.
- Enhancing neighborhood livability.

With positive case studies from around the country, the Laurel Pilot Project will evaluate impacts of a Complete Street project here in Fort Collins!

Laurel Street Pilot Project Evaluation

Over the course of the **one-year** Pilot Project, extensive evaluation will seek to answer the following:

1. Does the design **improve safety and predictability** of people on bikes, on foot and in car?

2. Do the changes contribute to **economic benefits** through improved business access for people on bicycles?

3. Do the changes contribute to **more people on bicycles** in the Laurel corridor?

4. Are corridor users **more comfortable** walking, bicycling and driving on Laurel Street?

5. What lessons can be learned to refine the Laurel design and future safety projects in Fort Collins?

Data collection will evaluate impacts to:

People on bikes

People driving

People on foot

Businesses

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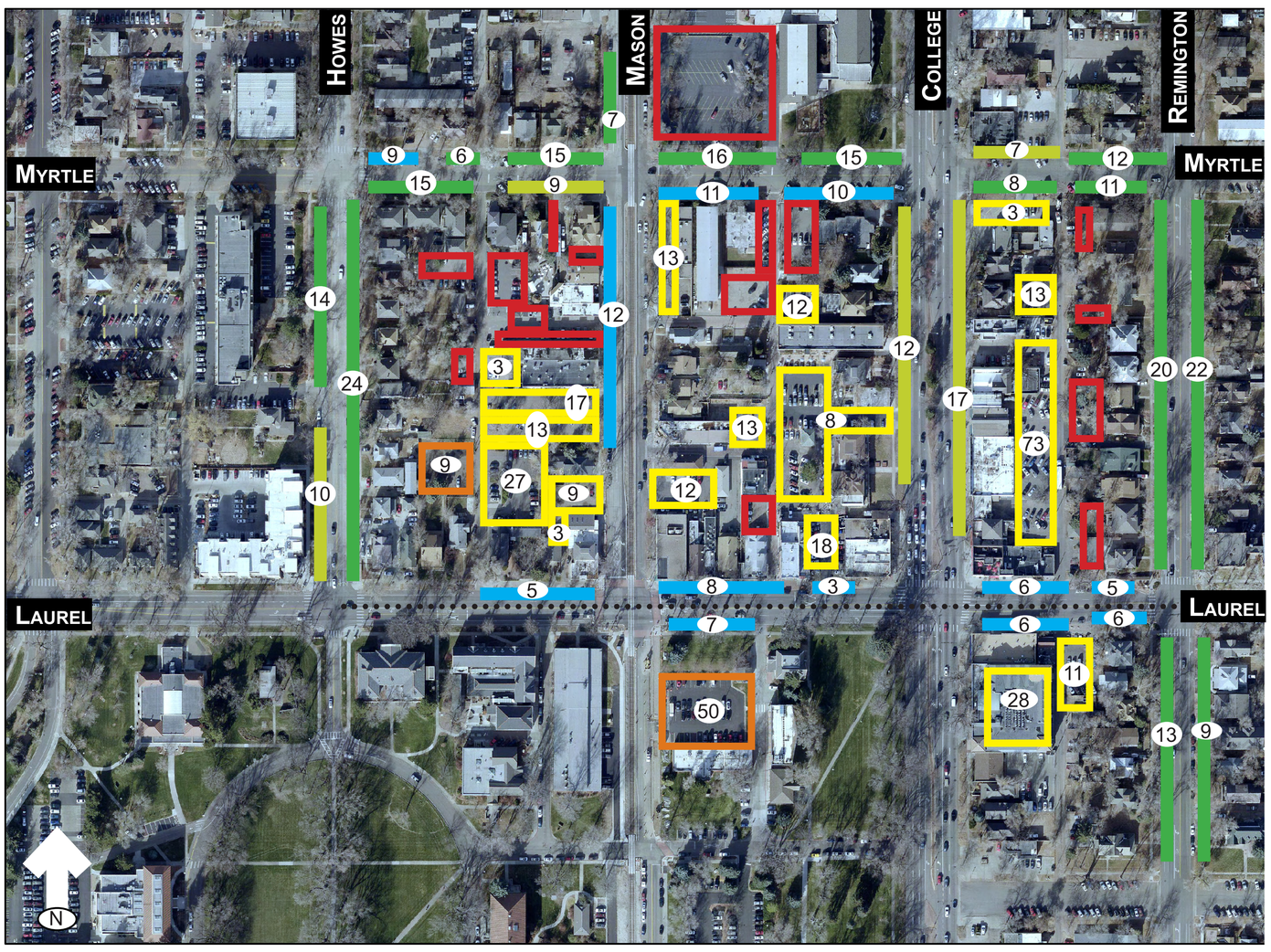
Laurel Street Pilot Project
Parking

Existing Parking Inventory

Laurel Street Area: Estimated Parking Capacity and Utilization Snapshots



Parking Utilization Snapshots

SNAPSHOT 1: WEDNESDAY, MARCH 11, 3-4 P.M.

Public parking: 244/360 = 67%

On-street utilization (Laurel St., Howes to Remington): 25/46: 56%

Customer-only parking: 149/275 = 54%

CSU "A" lots: 42/59 = 71%

SNAPSHOT 2: FRIDAY, MARCH 27, 1:30-2:45 P.M.

Public parking: 274/360 = 76%

On-street utilization (Laurel St., Howes to Remington): 25/46: 56%

Customer-only parking: 182/275 = 66%

CSU "A" lots: 25/59 = 42%

SNAPSHOT 3: MONDAY, MARCH 30, 2:15-3:15 P.M.

Public parking: 246/360 = 68%

On-street utilization (Laurel St., Howes to Remington): 30/46: 65%

Customer-only parking: 162/275 = 59%

CSU "A" lots: 39/59 = 66%

Note: Tenant only parking was not included in utilization assessment

MAP LEGEND

- Pilot Project
- 2-hour public parking
- 1-hour public parking
- 24-hour public parking
- (N) Parking Capacity
- Customer only parking
- CSU "A" lots*
- Tenant only parking

* "A" permit lots enforced 7:30am to 4:00pm only, M-F.

PRIVATE LOTS IN THE AREA (SOME SHARED)

Lee's Cyclery
GG Boutique
Rainbow
Match-ups
Rams Book Store
Chipotle
Cold Stone Creamery
Sienna Tan
Chocolate Loft
College Cafe
Black Atlas
The Boot Grill
The Mayor
Imperial Piercing
Magnolia Moon
Head Turners
Larimer Democratic Party
Fireplace Outlet
Alley Cat
Caninos
3-Covenant Tattoo
612 S. College
Dunn Real Estate
Brave New Wheel
Mad Greens
Bann Thai
Gojo Sports
D.P. Dough
Tribal Rites Tattoo & Piercing
The Screamin Peach
LaFamilia
Market Skate Shop
Colorado Room
TCBY
Caffe Ole
Thai Pepper
Story of my Life
Ti Lounge
Town & Country Foods
Edge Optics
One Love
Fat Shack
Edible Arrangements
Poudre Property Services
The Cutlery
Marine Corps
CSU

Anticipated Parking Impacts

To provide dedicated bicycle facilities along Laurel Street, approximately 2.5% of the overall parking capacity within ~¼ mile, or 15 on-street parking spaces, will be impacted.