

APPENDIX A2

OPEN HOUSE NO. 2 SUMMARY



US 287 / South College Bicycle Lane Project
Harmony Road to Carpenter Road / LCR 32



What: Open House #2

When: Wednesday, December 1, 2004
5:00 to 7:00 p.m.

Where: Community Room at the Harmony
Public Library, 4616 South Shields Street
(Southeast Corner of Shields and Harmony)

Please join us, learn more about the project and provide your input.

The goal of the US 287 / South College Bicycle Lane Project is to develop a Vision Plan for the project corridor. The project will accommodate cyclists of varied experience levels and provide connections to the area's on-street bicycle lanes and off-road multi-use trail system. The vision plan will also include priority recommendations for phasing the project construction to match current and future funding levels.

This second open house will provide additional information on the US 287 Bicycle Lane Project, including the Draft Vision Plan. This Draft Vision Plan incorporates the preferred alternatives for the bike lane treatments based on input received from the first public open house and additional work by the design team.

The US 287 Bicycle Lane project is sponsored by the City of Fort Collins and funded by a grant provided by the North Front Range Metropolitan Planning Organization (NFRMPO) and the Colorado Department of Transportation (CDOT). The project design team includes representatives from the City of Fort Collins, CDOT, and the consultant team lead by Felsburg Holt & Ullevig.

For more information, please contact:

Kathleen Reavis, City of Fort Collins, Transportation Planning, 970-224-6140, kreavis@fcgov.com
Kyle Lambrecht, City of Fort Collins Engineering, 970-221-6605 x7742 klambrecht@fcgov.com

Or via the City's website: <http://www.fcgov.com/transportationplanning/scbl.php>



US 287 / South College Avenue Bicycle Lane Project

Bicycle Lane Treatment Options

8'-10' Bike Lane

DESCRIPTION

An 8'-10' bike lane is installed to the right of the travel lane with a break in the striping to accommodate turning vehicles at unsignalized intersections. Solid white striping and appropriate signage and stenciling should discourage motorists from using the lane, which is generally designated for bikes only.

APPLICATIONS

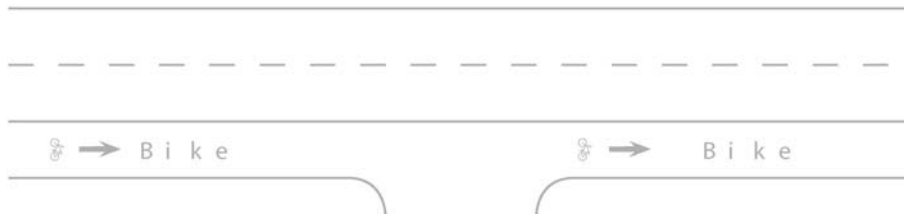
For use on segments with few or minor access conflicts in locations where acceleration and deceleration lanes are not required.

Advantages

- Wider lane provides greater separation from motorists;
- Greater separation reduces affects of "blow-by" at high speeds;
- Encourages motorists to make turning maneuvers directly at the access point;
- Reduces overtaking conflicts;
- Conflict points are at an expected location for cyclists and motorists; and
- Defines the maximum amount of space and separation for cyclists;.

Disadvantages

- Motorists may encroach into the lane as they slow down to make the turn; and
- Not suitable for locations with high turning movement volume intersections.



US 287 / South College Avenue Bicycle Lane Project

Bicycle Lane Treatment Options

10'-12' Shared Bike Lane

DESCRIPTION

A 10'-12' shared bike lane is installed to the right of the travel lane with a break in the striping to accommodate turning vehicles at unsignalized intersections. A dashed stripe should replace the solid edge line in locations with higher right turn volumes and/or bus stops. This treatment defines a transition area for motorists and cyclists. Signage should be installed to instruct motorists and cyclists of the usage of the facility. Shared bike lane stencils should be used.

APPLICATIONS

For use on segments with moderate to high volume access locations where acceleration and deceleration lanes may be required.

Advantages

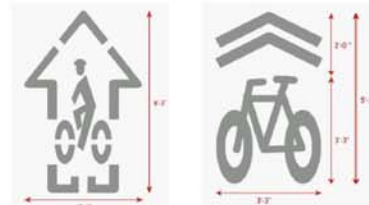
- Wider lane provides greater separation from motorists;
- Requires motorists to slow down more to make their turn when cyclists are present, thus bringing their speed closer to that of cyclists;
- Encourages motorists maneuvering into the shared lane to look for and yield to cyclists; and
- Defines the merge or transition point for both cyclists and motorists.

Disadvantages

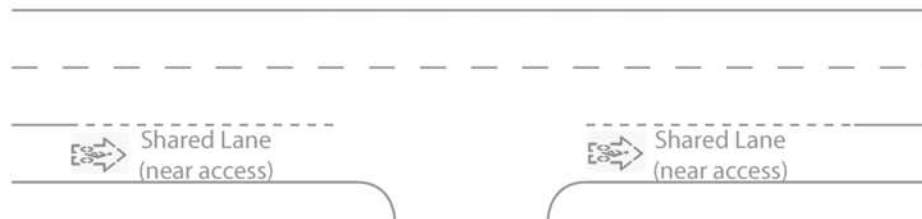
- With a wide lane, motorists may attempt to overtake cyclists riding in the far right portion of the lane; and
- On high speed facilities a long transition area is needed, increasing the length of the potential conflict area.



In California, the vehicle code specifically notes that cyclists are allowed use of the full travel lane



The "Bike-in-house" and "Bike-and-chevron" are examples of shared lane stencils used in Denver and in San Francisco



US 287 / South College Avenue Bicycle Lane Project

Bicycle Lane Treatment Options

Bike Lane with Separate Right Turn Lane

DESCRIPTION

The bike lane transitions to a 6' lane installed between the through travel lane and the dedicated right turn lane. A dashed stripe should be installed to define the transition area. Signage should be installed to instruct motorists and bicyclists of the usage of the facility. Shared bike lane stencils should be used.

APPLICATIONS

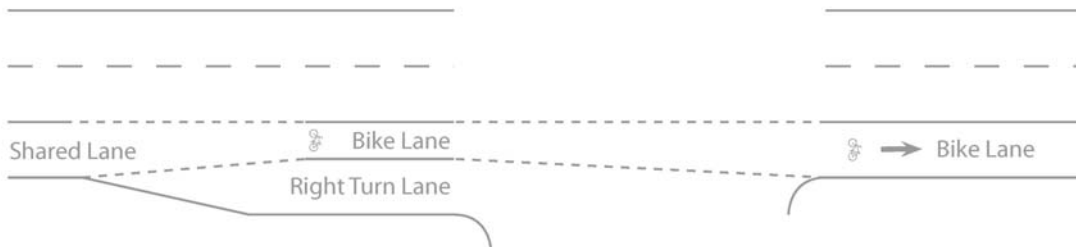
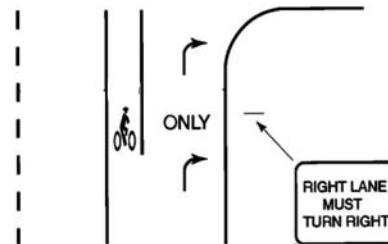
For use on roadways where there is enough space to implement both a standard width bike lane and a standard width dedicated right turn lane at the intersection.

Advantages

- Guides cyclists to the correct position at intersections with a dedicated right turn lane;
- Encourages motorists maneuvering into the dedicated right turn lane to look for and yield to cyclists; and
- Defines the merge or transition point for both cyclists and motorists.

Disadvantages

- For long right turn lanes, cyclists may be overtaken on both sides by motorists; and
- On high speed facilities a long transition area is needed, increasing the length of the potential conflict area.



US 287 / South College Avenue Bicycle Lane Project

Bicycle Lane Treatment Options

Off-Street Multi Use Path

DESCRIPTION

An exclusive shared bike and pedestrian facility with minimal cross flow by vehicles, best used as an extension of or supplement to an on street bike lane system. Under most conditions, the path should be at least 10' wide to allow for two-directional travel.

APPLICATIONS

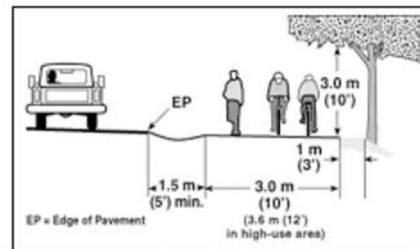
Shared use paths adjacent to roadways are generally not recommended for a number of reasons outlined in the disadvantages below. However, they can serve as connections to other off-street paths or as an alternative to on street facilities in uniquely constrained locations.

Advantages

- Physically separates cyclists from motorists;
- Provides a learning ground for inexperienced cyclists who may fear high speed traffic conditions associated with on street lanes; and
- Can attract experienced cyclists who prefer an aesthetic ride.

Disadvantages

- Requires one direction of cyclist traffic to ride against motor vehicle traffic, leading to wrong way riding at the end of the path;
- Motorists crossing the path at intersections do not expect cyclist traffic approaching both directions;
- Many cyclists will still choose to use the roadway because it may be more convenient, better maintained, or safer. This may lead to harassment by motorists who expect cyclists to use only the adjacent path;
- Motorists falsely expect cyclists to stop or yield at all cross-streets and driveways, but efforts to require or encourage cyclists to yield or stop at these locations are inappropriate and frequently ignored; and
- Stopped cross-street motorists may block the path crossing.



Multi-use path standards
Source: Oregon Department of Transportation

Shared Lane Marking FAQ

What is the purpose of the this marking?

This "Shared Lane Marking" is intended to inform cyclists and motorists where a travel lane is shared by both modes. It has been shown to be helpful in situations where motorists may squeeze cyclists against the curb, where it may not be obvious where cyclists should be riding, such as intersections with multiple turn lanes, or where cyclists commonly ride too close to parked cars.

If I see this marking in a lane, is the lane only for bikes?

No. This marking is used for shared lanes; lanes that are used by bicyclists and motorists. Shared lanes are different than exclusive bike lanes which are set aside for bicyclists only and are marked by a solid white line and by a different symbol.

If I don't see this marking, can I still use the travel lane?

Yes, cyclists can ride on any street except for those with signs explicitly prohibiting cyclists, such as along College Avenue to the north of Harmony Road.

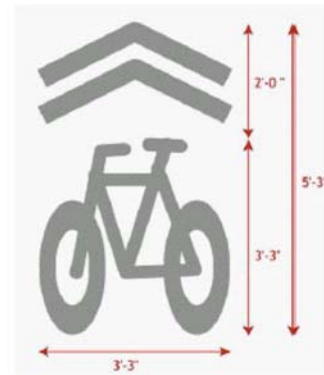
I've never seen this marking before. Why is it proposed for this project?

There has never been an official marking to use on streets with shared lanes. Experience with this marking throughout the country is that a separate shared lane symbol helps clarify the purpose of the lane to both motorists and cyclists. This marking will probably become a national standard in the next edition of the Manual on Uniform Traffic Control Devices.

What are the advantages to using the shared lane marking?

1. Shared lane markings have a positive influence on motorist and cyclist behavior, positions, and safety
2. Shared lane markings reduce wrong-way riding and sidewalk riding
3. The Bike-and-chevron marking has a strong impact on motorist positioning and in reducing wrong-way riding and is preferred by cyclists

More information on shared lane markings can be found at: <http://www.bicycle.sfgov.org>



Bike-and-chevron symbol



US 287 / SOUTH COLLEGE AVENUE BICYCLE LANE PROJECT SECOND OPEN HOUSE COMMENT SUMMARY

An open house was held on December 1, 2004, in the Community Room at the Harmony Public Library. A draft vision plan for the project, its schedule and bike lane alternatives were informally presented. Forty-one people signed-in representing: bicyclists, property owners, residents, business owners and those working on these issues in the City and CDOT.

The following lists comments which are the opinions of the attendees. Parentheses and a number represent number of similar comments.

Project Specific Comments:

- Implementation looks good to me. I'm glad that the project uses bike lanes, not an off-street path (other than near Harmony Road, and that section is fine.) The signage and stripes look consistent with other bike lanes in the city, which is helpful to both drivers and bicyclists.
- At intersection with Carpenter, this is very dangerous. Northbound bicyclists are going very fast downhill and cars (westbound on Carpenter) are making right hand turns (northbound on US 287) on red. Cars are blinded by cars in left hand turn lane. Need to move back left turn lane and/or put signs on Carpenter. Blinking light activated by bicycle detection would be ideal. (2)
- Glad to see the project moving forward. (1) Thank you! (1)
- Where is the data which answers the question: "Will the US 287 / South College project provide expanded safe opportunities for recreational and commuter cyclists?"
- The money proposed for this project could be better applied to expanding and connecting existing non-motorized trails.
- From a cycling perspective the building of any bicycle lanes along College Avenue south of Harmony will be a trail from nothing to nowhere. A combination of bike lanes, bike/hike trails and relatively quiet residential streets can be used for north/south travel between Fort Collins and Loveland. Projects like extending the Fossil Creek Trail to Timberline or Ziegler or connecting the Fossil Creek and Spring Creek trails will do more to promote recreational cycling south of Harmony than complex and problematic lanes along College Avenue.
- Raised median for pedestrian and bicyclist refuge at strategic locations. Safety concerns for peds and bicyclists. (1) More separation is needed in the off-street path situation between bicyclists and pedestrians whether it is a guard rail or some other type of barrier to separate the two modes.
- Recommend top priority for completing the off-street portion on the SE corner of Harmony and College, not only for bicyclists, but for safety of existing pedestrians. Are there any funds available from ADA? There is a specific concern for the visually impaired trying to use the existing "trail".

- **Road surface concerns:** Need someway to keep lanes clean. There is a LOT of debris on road currently. Need to pave all entrances to highway from places like stone/rock businesses (Pioneer Sand and Gravel and Fossil Creek Nursery) so it doesn't get tracked onto bike lanes. (2) Biggest safety concern is the "ruts and waves" in the roadway at the Harmony and Trilby intersections. Possible replacement of the intersections with concrete may improve road conditions.
- **Connectivity with other bike facilities:** Connectivity and uniform markings important.
- **Newer riders and children:** Access from Fossil Creek Pkwy. under 287 and North to Wal-Mart / Harmony is extremely important for children and newer riders. Thank you for providing it. Great! (1) For a safe bike path system for a child over 10, the following three guidelines should be followed: 1. The paths should be separated from traffic by a median strip several feet wide. 2. Where the paths intersect with streets, there should be pedestrian crossing lights with "no right turn on red when bicycles or pedestrians are present." 3. The paths should not have breaks where bicyclists must interface with vehicle traffic, except as noted, (i.e., where there are no crossing lights). Separate the bikes from vehicles. [Summarized.]
- **Traffic signal concerns:** Integrate traffic signal with project at Triangle Drive. *{Note: this signal is planned for the future.}* Large amount of traffic concerned with finding a gap. This is complicated with bicycles added to this mix. (3) Need to improve detectors for left turn lanes so they detect bikes. With bike lane transition for a turn lane add bike detector, possibly flashing to warn automobiles.
- **Signage:** Use reflective marking or yellow coloring for the bike under chevrons symbol. (1) The shared by cars and bikes signage does not provide clear information, do the chevrons over the bike mean "bike shelter"? Is the dashed arrow around the bike a "bike house"? Perhaps it would help to combine a car symbol with a bicycle and the word shared.
- **Option choices:** Prefers the configuration where cars do not cross over bike lane at higher speeds – wait until the intersection to cross over and turn right.

These comments will be shared with the project team and those in the City and at CDOT who could address concerns outside of this project. Please contact Kathleen Reavis, City of Fort Collins Transportation Planning, 970-224-6140, kreavis@fcgov.com. Information is also available at the City's website: <http://www.fcgov.com/transportationplanning/scbl.php>

The synopsis of the final Vision Plan is scheduled to be presented at an open house on February 2, 2005, from 5 to 7 p.m. at the Community Room in the Harmony Public Library, 4616 S. Shields, southeast corner of Shields and Harmony.