

US 287 / South College Avenue Bicycle Lane Project

YOUR SOUNDING BOARD



These comments provide an overview of comments gathered from the first two open houses.



in
association
with:






ANSWERING YOUR QUESTIONS

Maintenance & Improvements




How do you intend to keep the bicycle lanes clear of debris?

-  The City and CDOT intend to work with the owners of Pioneer Sand Company to partially pave their driveway to help alleviate the problem.
-  Solicit help from bicyclists to inform the City of Fort Collins of debris that needs to be cleaned up.
-  Solicit help from businesses that contribute to the increase of debris to develop ways to minimize the amount of debris on the highway.





Will the existing pavement ruts be eliminated to help improve safety for bicyclists traversing the ruts?

-  Existing pavement waves or ruts throughout the corridor will be improved as intersections are reconstructed and through scheduled maintenance improvements for US 287/ S. College Avenue. Reconstructing intersections is not part of this project.





The Triangle Drive and US 287/ S. College Avenue intersection is currently difficult for motorists to cross, will a traffic signal be installed to help alleviate crossing concerns for both bicyclists and motorists?

-  A traffic signal at the Triangle Drive and US 287/ S. College Avenue intersection is planned for 2006-07.
-  As part of the traffic signal design and intersection improvements, the bicycle lanes will also be improved per the Larimer County Urban Area Street Standards. The standards require the separation of bicyclists and motorists for turning movements. An example of this is at the northwest corner of the US 287/ S. College Avenue and Trilby Avenue intersection.



Will this project improve the traffic signal timing and bicycle detection at signalized intersections? Currently, the timing does not allow enough time for bicyclists or pedestrians to cross US 287 nor does it allow quick passage to cross US 287 due to long wait times while on the cross streets.



-  The traffic signal timing will be revisited to ensure safe passage of all users.
-  The City is evaluating the use of bicycle detection systems for signalized intersections. If funding allows, bicycle detection systems may be installed with this project.

ANSWERING YOUR QUESTIONS

Connectivity & Safety





Will the bicycle lanes connect to other bicycle facilities?

-  The bicycle lanes will connect to existing bicycle lanes on Triangle Drive, Trilby Road, Skyway Drive, Fossil Creek Parkway and Harmony Road.
-  In the near future, the City will construct the Fossil Creek Trail and Mason Trail which will provide important connections to the existing City-wide trail system.



Why isn't the money for this project applied to the expansion and connection of existing multi-use trails?




-  The project funding is strictly to implement bike lanes along US 287/ S. College Avenue to provide local and regional connections for bicycling. The Fossil Creek Trail and Mason Trail projects should be constructed in 2006 using other funding sources.
-  More off-street paths and on-street bike lanes will be continuously evaluated throughout the City of Fort Collins to develop a fully connected and safe bicycle system. Unfortunately, the amount that can be added to the system at any given time is restricted by funding and space limitations.



What will be done to improve the safety for bicyclists traveling northbound through the US 287/ S. College Avenue and Carpenter Road intersection?

Currently, the left-turning motorists on westbound Carpenter Road block the line of sight for right-turning motorists on westbound Carpenter Road. Therefore right-turning motorists often do not see northbound bicyclists, potentially causing a hazardous condition.

One of the following options or combination of options will be evaluated to determine the greatest safety improvement:




-  Move the westbound left-turn lane stop bar on Carpenter Road farther to the east to improve the line of sight for the right-turning motorists on Carpenter Road,
-  Place a sign with a flashing light on the right-hand side of Carpenter Road to warn the right-turning motorists of the northbound bicyclists on US 287/S. College Avenue, or
-  Place a no-turn-on-red sign for the westbound to northbound turning movement.

ANSWERING YOUR QUESTIONS

Connectivity & Safety





Why are safer corridors between Loveland and Fort Collins not being evaluated for recreational riders, new riders, or children? For example, an off-street path between S. Ziegler Road and Carpenter Road, a combination use of bike lanes on relatively quiet residential streets and multi-use trails, or a bike route through neighborhood streets parallel to US 287 may be better options.

-  The primary focus of this project is to serve cyclists along this corridor. Once that area is signed and marked properly, it will provide a safer alternative than what currently exists.
-  Streets, by their very nature, serve bicyclists in the same way they serve every other user: They get people where they need to go. The street system is already in place and provides access to virtually all destinations including homes, businesses, schools, churches, etc. When opportunities arise, the City continues to pursue off-street multi-use paths to serve more recreational riders.
-  The US 287 / South College Avenue Vision Plan recommends adding wider detached sidewalks (8' or wider) to serve as multi-use paths when funding becomes available.




It seems it would be safer to have a right-turn lane configuration that guides motorists to cross over at the intersection and then turn right rather than the proposed configuration of motorists crossing over the bike lanes at high vehicular speed locations. Why is the proposed separated right-turn lane configuration being used?

-  A right-turn deceleration lane is essential to allow motorists to decrease their speeds without impeding the flow of the main through traffic and to provide sufficient storage capacity for queue build up.
-  For bicyclists traversing through an intersection, it is safer to provide a bicycle lane to the left of the right-turning vehicles. In a designated right-turn lane configuration, the perception of most motorists is that a bicyclist traveling along the far right-hand side of the right-turn lane will also make a right-turn movement. This configuration helps decrease unexpected conflicts at an intersection and places the conflict location at an expected location that is commonly used throughout country.



There are some locations along the corridor that are difficult for pedestrians and bicyclists to cross US 287/ S. College Avenue. Can a raised median or other treatment be put in place to provide refuge for pedestrians and bicyclists?




-  Constructing raised medians along US 287/ S. College Avenue is beyond the budgetary constraints of this project. It is anticipated that raised medians will be installed as other roadway improvement projects are implemented along the corridor.

ANSWERING YOUR QUESTIONS

Connectivity & Safety




Can a separation treatment be applied to separate the two modes (i.e., guardrail or other barrier)?

-  Including a barrier separation on a multi-use path may be more hazardous than having no barrier.
-  When physically and financially possible, the City will strive to construct separate paths for both modes.
-  Signing can be provided that indicates how pedestrians, cyclists and even equestrians should yield to one another. This type of signing is typically used with all City trail projects.





Currently, the existing “trail” crossing above Mail Creek is very dangerous, particularly for those that are visually impaired. Can this off-street connection be placed as a top priority for completion?

-  There are several factors taken into consideration for prioritization of the bicycle lanes, such as safety, bicycle route connectivity, and construction costs. Providing an off-street path near Harmony Road has a high priority because of those reasons (including safety of those with visual impairments or disabilities) and will be part of the initial construction.



Where is the data that answers the question, Will the US 287 / S. College Avenue project provide expanded safe opportunities for recreational and commuter cyclists?


-  Specific data was collected to help determine the safety improvements needed for cyclists along this corridor (i.e., traffic volumes and accident data). In addition, national research was used to develop the best options and lane configurations to increase safety of bicyclists and motorists.
-  Improving the corridor by adding bicycle lanes, signs, and pavement markings will allow for safer passage of bicyclists that are already using US 287/ S. College Avenue and for those that will use this road in the future.

ANSWERING YOUR QUESTIONS

Environment & Education





Can the tree containing the raptor nest in the Redtail Grove Natural Area be sectioned off and labeled so the Fossil Creek Trail can be built around it?

 The Fossil Creek Trail project and its connection to the Mason Trail will be constructed in 2005. Raptor nest impacts were considered during the planning and design of the project. The environmental impacts of the bike lane project will also be evaluated and mitigated.




Is it possible to minimize the addition of asphalt in order to reduce the amount of impervious surfaces and minimize storm water concerns?

 The majority of the new bicycle lanes will utilize the existing pavement. A few places will require additional pavement to provide a safe riding environment. Locations include the widening at Carpenter Road, the connection to the Fossil Creek Trail, the widening at Mason Street, and the connection to Harmony Road via an off-street path.

 Efforts will be made to minimize storm water impacts both within the existing street sections and along the off-street paths.



Will the public be educated (both motorists & cyclists) on the basics of how to cycle among vehicles and how to use the shared lane concept, including interpretation of the shared lane signs and new pavement markings (bike-and-chevron)?

 Efforts will be made to educate the public on how to use the shared lanes and how to interpret the new pavement markings and signs. Some of the information sources the City will use are signs along the corridor, the City Bike Map, the City websites and flyers or brochures. The City may also choose to place notifications in the local newspapers or flyers in public buildings (i.e. City buildings, libraries, schools, etc.).