

August 6, 1996

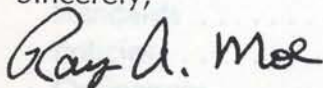
Kathleen Reavis
Transportation Planner II
Transportation Services
City of Fort Collins
210 East Olive
Fort Collins, Colorado 80522

Dear Ms. Reavis:

On behalf of Balloffet and Associates, Shapins Associates, and Zimmer-Gunsul-Frasca, it is with extreme pleasure that I submit the City of Fort Collins Pedestrian Plan. Over the past five months, you and members of City staff, the Pedestrian Plan Focus Group, Transportation Board, Planning Zoning Board, Growth Management Committee, and City Council have provided both leadership and dedication in the preparation of this Pedestrian Plan to make the City of Fort Collins a "Walkable City." I would like to personally compliment all the citizens of Fort Collins who attended the various workshops, took time to listen to what we were doing, and give us their opinions. This plan could not have been prepared without you all.

We believe that this Pedestrian Plan is an integral part of the City Plan. My hope is that this plan sparks interest and meaningful changes for the pedestrian in Fort Collins.

Sincerely,



Ray A. Moe
Director of Transportation Services

RAM/lkw

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Through meetings with the Pedestrian Focus Group, the Fort Collins Transportation Board, Street Standards Committee, attendance at numerous workshops and outreach, national research, city staff interviews, and City Plan and Master Transportation Plan meetings, the culmination of this plan includes five action items to successfully create a walkable city. The Pedestrian Plan also includes a chapter on Pedestrian Plan Visions to complement the City Plan Process. The five action items are as follows:

Approve pedestrian level of service (LOS) measurements and target pedestrian LOS standards by development area within the city. The proposed pedestrian LOS measurements did not previously exist and were developed specifically for the City of Fort Collins. There are five LOS measures established, including:

Number 11
LOS
Measurements
and Standards

- Directness. The direct pedestrian distance to destinations including transit stops, schools, parks, commercial, or activity areas.
- Continuity. The completeness of an identifiable sidewalk/walkway system with avoidance of gaps.
- Street Crossings. LOS on streets that address street crossing elements such as number of lanes to cross, signal indication, crosswalks, lighting, median type and width, visibility, corner ramps, and pedestrian signal phasing.
- Visual Interest and Attractiveness. Elements that define an aesthetically pleasing and functional pedestrian environment to promote pedestrianization.
- Security. Elements that define a sense of security, both through visual line of sight with others and separation from vehicles.