Fort Collins

Bicycle Wayfinding Network Master Plan Appendices

December 2015

Fort Collins BIKEWAYS

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A. Wayfinding Best Practices Memo

This memo summarizes best practices and general signage guidelines associated with a community bicycling wayfinding system plan, building on the recommendations from the 2014 Fort Collins Bicycle Master Plan. The recommendations below take into consideration findings from applicable research, existing precedents, and policy pertaining to wayfinding signage. These best practices will be a guide for the placement and design of a wayfinding system and will be incorporated into the overall Fort Collins Wayfinding System Plan document.

The following best practices are described with respect to wayfinding principles, sign family elements, placement recommendations, and destination prioritization. This review aims to explain what is involved in effective wayfinding using well-researched and proven practices.

A.1. Core Wayfinding Principles

The legibility of a place describes how easy it is to understand. Places that are arranged intuitively so that we can see obvious destinations from a distance, determine pathways, and recognize areas of different character are more legible. Logical wayfinding in the case of Fort Collins means an individual is capable of easily and successfully finding their way to their destination, able to understand where they are with respect to other key locations, and that they can orient themselves in an appropriate direction with little effort or stress.

In addition, an effective wayfinding system presents opportunities to discover new places and services and includes a consistent approach to placement and design working within local, state, and federal guidelines. The choices of sign materials, dimensions, colors, and forms should be cohesive to enhance legibility and community identity. Similarly, maps should employ consistent symbology, fonts, colors, and style.

In order to achieve a more navigable bicycle network, five core principles define the navigational goals of the Fort Collins Wayfinding System Plan. These principles are based on best practices for creating a clear wayfinding experience.

1 : Connect Places

Effective wayfinding information should assist both locals and visitors to travel between destinations as well as discover new destinations and services accessible by bicycle. It has the capacity to improve local economic wellbeing by encouraging locals to utilize services within their own neighborhood or city. By being a reflection of local community values, wayfinding elements can also cultivate a sense of pride in one's community resulting in a deeper connection to place.

2 : Promote Active Travel

Wayfinding is a natural extension of existing efforts to encourage more bicycling by creating a clear and attractive system that is easy to navigate. Whether advertising directly to people traveling by bicycle or indirectly to passing vehicles, the system should encourage use by being both attractive and effortless to use and understand.

3 : Maintain Motion

Cycling requires physical effort. Frequent stopping and starting to check directions may lead to frustration. Wayfinding information that can be quickly comprehended contributes to bicycling enjoyment. Consistent, clear, and visible wayfinding elements allow bicyclists to navigate while maintaining movement.

4 : Be Predictable

When information is predictable, it can be quickly understood and recognized. Predictability should relate all aspects of wayfinding information, from the placement of a sign, to the design and its contents. It also means that new situations are quickly understood. Once users trust that they will encounter consistent and predictable information, their level of comfort is raised and new journeys become easier to attempt and complete, thereby promoting an experience that is welcoming and friendly.

5 : Keep Information Simple

Information should be presented in as clear and logical form as possible. Wayfinding signage should be both universal and usable for the widest possible demographic and with special consideration for those without high educational attainment, English language proficiency, or spatial reasoning skills. It is important to provide information in manageable amounts. Too much information can be difficult to understand; too little and decision-making becomes impossible. Information should be provided in advance of where major changes in direction are required, repeated as necessary, and confirmed when the maneuver is complete.

These core principles combine to create a wayfinding system plan that is both legible and easy to navigate. These principles will be applied in the Fort Collins Wayfinding System Plan to guide design, placement, and destination logic. By following a clear set of principles an organized approach to wayfinding design will be achieved.

A.2. Technical Guidance

A variety of standards and guidelines influence both the sign designs and placement of wayfinding elements in Fort Collins. This section will address national standards for wayfinding signage.

A.2.1. Bicycle Signs

AASHTO Guide for the Development of Bicycle Facilities

The Guide for the Development of Bicycle Facilities by the American Association of State Highway Transportation Officials, or AASHTO, provides information on the physical infrastructure needed to support bicycling facilities. The AASHTO guide largely defers to Part 9 of the Manual on Uniform Traffic Control Devices, or MUTCD, which is discussed in the following section, for basic guidelines related to the design of wayfinding systems for bicycles. Additional information provided by AASHTO regarding wayfinding is as follows:

- Many communities find that a wayfinding system for bicycles is a component of a bicycle network that enhances other encouragement efforts, because it provides a visible invitation to new bicyclists, while also encouraging current bicyclists to explore new destinations.
- Bicycle wayfinding signs should supplement other infrastructure improvements so that conditions are favorable for bicycling, as signs alone do not improve safety or rider comfort.
- Guide signs may be used to designate continuous routes that may be composed of a variety of facility types and settings.
- Wayfinding guidance may be used to provide connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations.
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities.

- On a shared use path, obstacles, including signs, shall be placed no closer than 2’ from the near edge of the travel way and no more than 6’ away. For pole mounted signs, the lowest edge of the sign shall be 4 – 5’ above the existing ground plane.

Manual on Uniform Traffic Control Devices (MUTCD)

Bicycle Sign Standards

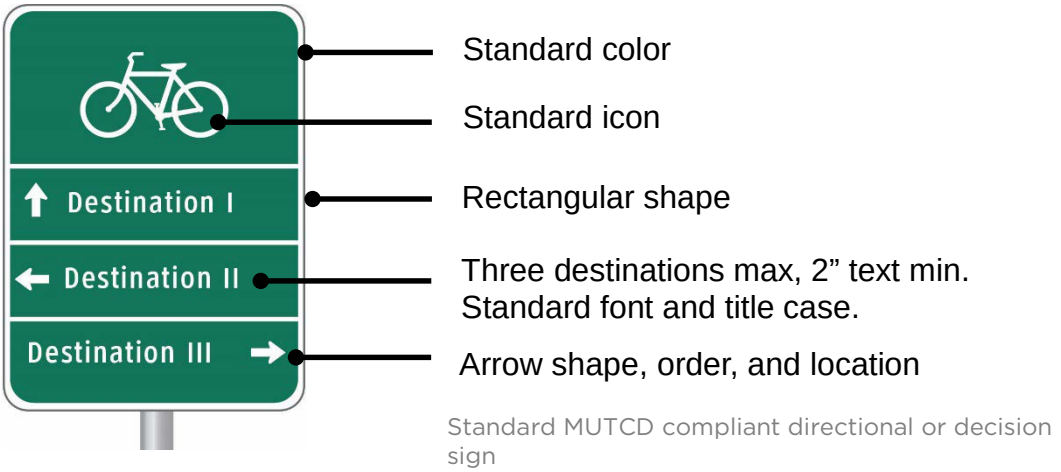
The Manual on Uniform Traffic Control Devices, or MUTCD, is the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. The MUTCD was established in order to achieve uniformity and consistency in traffic control devices (wayfinding signage is considered a traffic control device) so that information would be readily recognized and understood by travelers. Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD.

D11-1c M1-8

D1-3c

Per the MUTCD, devices should be designed so that:

- Size, shape, color, composition, lighting or retro-reflection, and contrast are combined to draw attention to the devices; simplicity of message combine to produce a clear meaning.
- Legibility and size combine with placement to permit adequate time for response.
- Uniformity, size, legibility, and reasonableness of the message combine to command respect.



Standard MUTCD compliant directional or decision sign

The MUTCD also recommends the arrangement and amount of text, or legend, on each section of each sign:

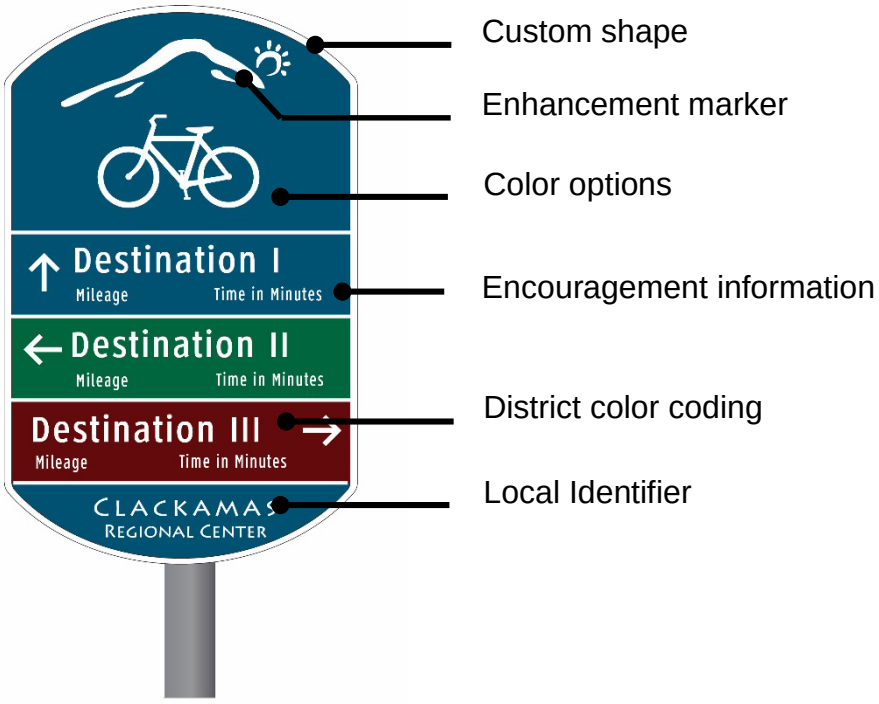
- Guide signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions.
- A straight ahead location should always be placed is the top slot followed by the destination to the left and then the right. If two destinations occur in the same direction, the closer destination should be listed first followed by the farther destination.
- 19 characters (incuding spaces) in titlecase should be considered a maximum length for a single destination title. 10-14 characters (including spaces) in titlecase should be considered an ideal maximum length for a single destination title.
- Arrows shall be depicted as shown above for glance recognition, meaning straight and left arrows are to be located to the left of the destination name, while an arrow indicating a destination to the right shall be placed to the right of the destination name.
- In situations where two destinations of equal significance and distance may be properly designated and the two destinations cannot appear on the same sign, the two names may be alternated on successive signs.

Bicycle wayfinding signs on any bicycle facility should be placed so as to not distract vehicular traffic. In general, orientation toward the physically-separated bicycle facility and away from the street accomplishes this. If the facility is two-way, signs displaying wayfinding guidance for and facing both directions of traffic should be provided.

On curved alignments, the angle of placement should be determined by the direction of approaching traffic rather than by the roadway edge at the point where the sign is located.

Wayfinding signs, which allow for an expression of community identity and pride, reflect local values and character, and may provide more information than signs which strictly follow the basic guidance of the MUTCD. Section 2D.50 of the MUTCD describes community wayfinding signs as follows:

- Community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other road users to key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area.
- Community wayfinding guide signs are a type of destination guide sign for conventional roads with a common color and/or identification enhancement marker for destinations within an overall wayfinding guide sign plan for an area.



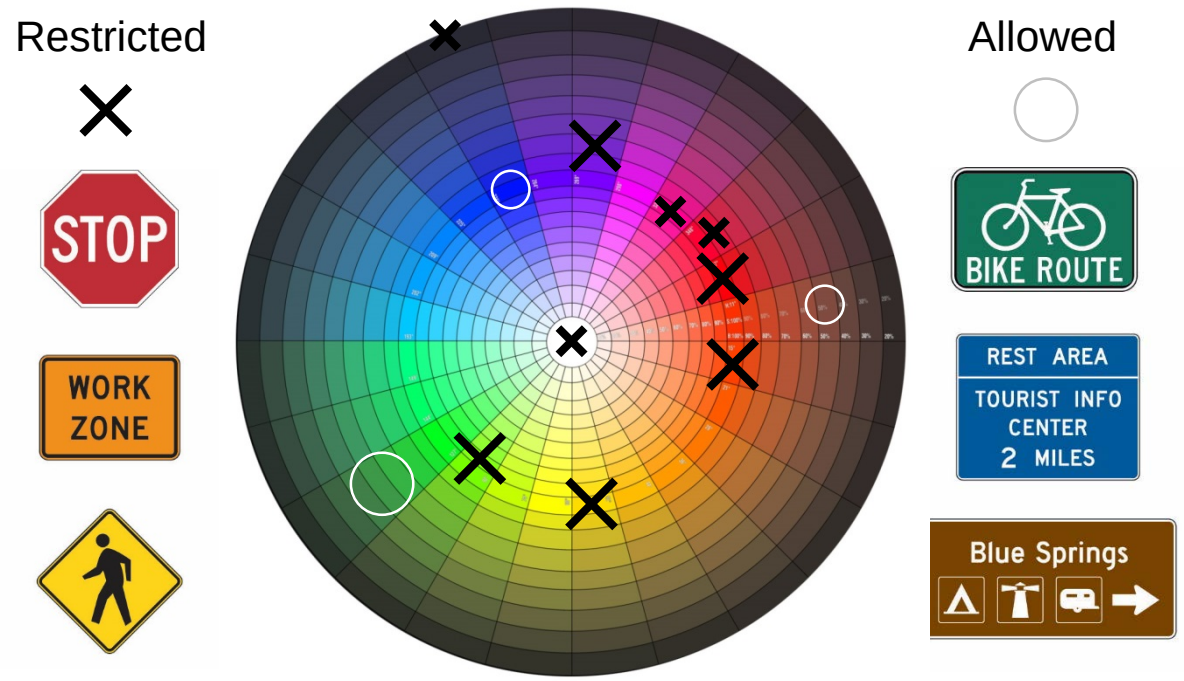
Flexible directional or decision sign as per the community Wayfinding standards. The directional arrows above, which are preferred by wayfinding professionals, are not currently compliant. Enhancement markers should not occupy more than 20% of the sign area.

Colors

Per the community wayfinding standards, color coding may be used on wayfinding guide signs to help users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area. Community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system.

The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users.

The color wheel diagram below depicts colors which are already assigned specific meanings and thus shall not be used on community wayfinding signs. Green is the standard color for guide signs. Blue and brown are also used for traveler information including destination and street name signs. The remaining colors are eligible for use on community wayfinding signs as long as they are sufficiently different from the assigned colors.



Each of the colors depicted with an "X" are not allowed for use on community wayfinding signs. Green, blue, and brown are approved for use on traveler information signs and have been accepted at the DOT level for wayfinding signs. The remaining colors that do not have restricted uses are appropriate for wayfinding signs per the community wayfinding standards.

Flexibility in Standards

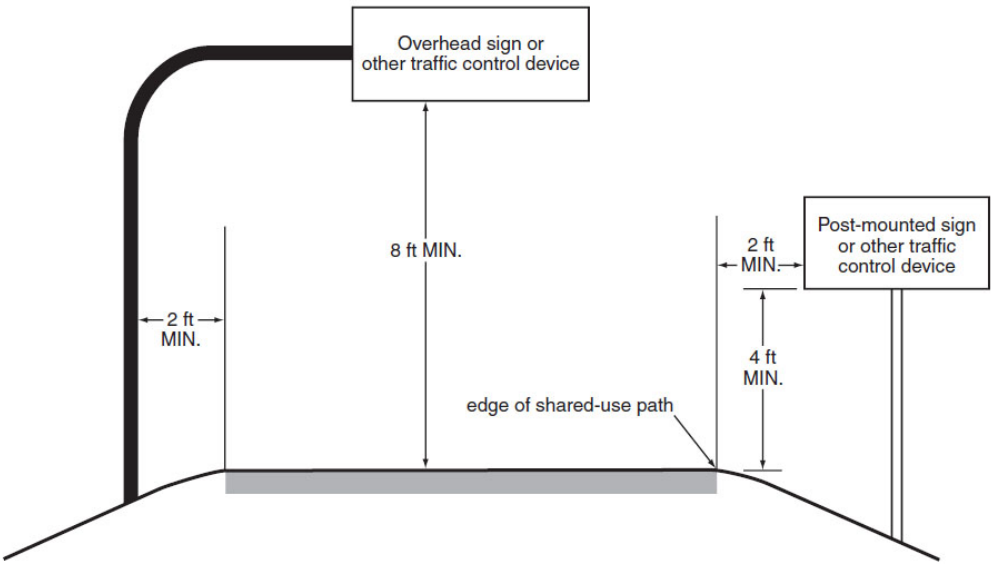
Both the FHWA and USDOT have made statements in recent years encouraging a flexible approach in support of facilities for biking and walking:

"...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics..." (2010)

Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. (2013)

While the MUTCD provides standards and guidelines for the design, size, and content of wayfinding signs, many jurisdictions have implemented unique signs to enhance visibility while reinforcing local identity. The MUTCD Spectrum figure below shows a range of wayfinding elements that have been implemented by municipalities around the nation. The range extends from rigid MUTCD on the left to the more flexible options on the right. Signs

which adhere to the MUTCD basic minimum standards are readily understood by a wide audience, are economical, and simple to fabricate and maintain. They also are clearly eligible to be implemented utilizing federal transportation funding resources. Signs that follow the community wayfinding standards may be more costly to design, fabricate, and maintain, however they have the added benefits of reflecting local character and identity. If a precedent has not already been set, the Colorado Department of Transportation should be consulted to verify that community wayfinding standards may be applied to bikeways while retaining eligibility for federal transportation funds.



Minimum Sign Clearances on Shared-Use Paths MUTCD 9B-1

Supplemental Information – Distance and Time

The addition of measuring distance in terms of miles and minutes has been employed by a number of cities in the United States. Adding distance in familiar units has been found to be an effective encouragement tool to bicycling. While asking someone to ride their bike two miles may sound daunting, the thought of riding for twelve minutes is typically approachable. A no sweat pace of 10 miles per hour or 6 minutes per mile is the typical pace used on wayfinding signs. This is lower than typical bicycle design speed in order to best reflect and encourage the riding speed of the casual rider.

MUTCD Spectrum

Rigid → **Flexible**

- MUTCD compliant signs
- Information is clear and consistent.
- Regional context or local identity not present.
- Variation in sign sizes and shapes.
- Encouragement information not present.

- D1 series signs consolidated into a single sign reduces the number of signs required, overall sign clutter, and sign dimensional variation.
- MUTCD does not provide for travel times however numerous cities and states (Portland OR, Eugene OR, Nampa ID, Columbus, OH and Jackson WY) incorporate this additional information.

- Community signs may be augmented by unique system or municipality identifiers or enhancement markers as per Section 2D.50.
- MUTCD allows for custom color variations for community wayfinding signs.

- Directional sign with clear directional information and arrows, high contrasting text, custom sign post, and decorative elements.

- Custom framing and support structures. Unique sign shapes. High contrast graphic content, non-standard colors and layout.

alta PLANNING + DESIGN

National Committee on Uniform Traffic Control Devices (NCUTCD)

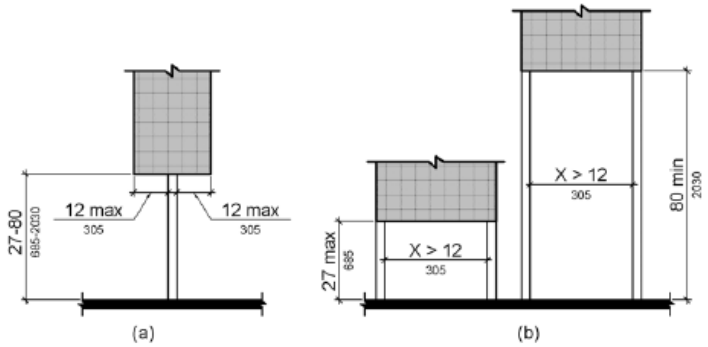
The NCUTCD is an organization whose purpose is to assist in the development of standards, guides and warrants for traffic control devices and practices used to regulate, warn and guide traffic on streets and highways. The NCUTCD has recently recommended changes to the MUTCD that would formalize the customization of wayfinding signs for shared use paths. Standards would closely follow guidance provided for community guide signs which allow custom colors and identifying brand marks.

Americans with Disabilities Act (ADA) Guidance

When wayfinding systems have maps and kiosks in addition to directional wayfinding elements, it is important to consider technical guidance from the ADA so that signs and other elements do not impede pedestrian travel or create unsafe situations for pedestrians and/or those with disabilities. The Architectural and Transportation Barriers Compliance Board provides guidance for accessible design for the built environment. Guidance which should be considered when designing and placing wayfinding signs includes the following:

Vertical Clearance

Vertical clearance shall be 80 inches high minimum, or 27 inches maximum when signs protrude more than 12 inches from the sign post or support structure.



Protruding Objects

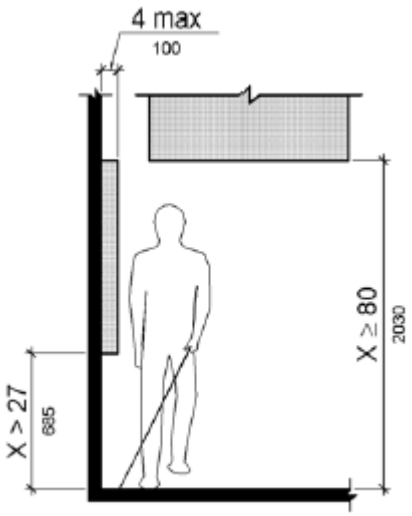
Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

Post-Mounted Objects

Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground.

Required Clear Width

Protruding objects shall not reduce the clear width required for accessible routes.



Limits of Protruding Objects

A.2.2. Pavement Markings

Directional pavement markings indicate confirmation of bicyclist presence on a designated route and where bicyclists should turn. Especially in urban settings, pavement markings can often be more visible and can help supplement or reinforce signage.

A.2.3. On-Street Markings

In Berkeley, CA and Minneapolis, MN, some bicycle boulevards have large "Bicycle Boulevard" stencils that take up nearly the entire width of one travel lane.

The images below shows different types of pavement markings that have been used for wayfinding purposes. While the shared line marking is currently the only FHWA approved pavement marking shown, cities have experimented with the other options.

Berkeley's large bicycle boulevard wayfinding pavement markings

Portland, OR, has turned that chevrons on the top of the MUTCD-standard shared lane marking (sharrow) to indicate the direction of intended travel (second photo from left in the four-photo matrix). Notably, this practice is not FHWA approved or eligible for federal funding. Local transportation engineers are confident that the benefits of the turned chevrons outweigh the risks. Portland installs standards shared lane markings with federal funds, and then makes modifications later with local monies to add the directional wayfinding component.

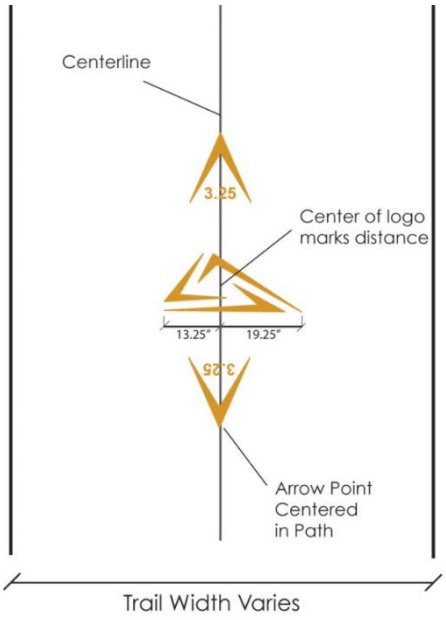
St. Louis, MO, is currently conducting an FHWA approved experiment regarding the use of small wayfinding medallions on both on- and off-street bikeways (third image from left).

Standard ⟷ Flexible

Note: The City is also no longer using the arrow with the Bike St. Louis logo and text.

A.2.4. Off-Street Markings

Some pavement markings, including off-street shared use path markings can give an identity to the route and include directional and trip information, including distances or times. While



Research Triangle Park, North Carolina

such markings are not included as traffic control devices within the MUTCD, numerous agencies around the nation follow such practices.

A.2.5. Sign Enhancements

MUTCD standard street name sign blades have been enhanced by a wide number of municipalities around the nation to provide additional recognition of bikeways. Enhancements have been achieved either in the form of supplemental signs and sign toppers added to existing signs or via graphic embellishments integrated into new sign blades.

SE Clinton St Sign Topper in Portland, OR (Photo: Jonathan Maus/BikePortland.Org)

Green, blue, and brown are all accepted colors for street name sign blades according to the MUTCD, as long as colors are used consistently across the City.

Sign Topper-shaped one-piece sign on Kendall Avenue Bike Boulevard in Madison, WI

Yucca St Sign Topper in Los Angeles, CA. Both the sign topper (foreground) and the wider, two-color blade version (background) can be seen.

A.2.6. Map Kiosks

Kiosks with area and/or citywide orientation maps, can provide helpful navigational information, especially where bicyclists may be stopping long enough to digest more information (i.e. transit stations or stops, busy intersections, trail heads). The use of icons and high contrasting colors is a good practice which makes maps comprehendible to a wide audience.

The MUTCD includes a series of symbols which are approved for use on wayfinding signs. Adding circles that indicate walk and bike times provides encouragement to explore. Additionally, orienting signs with respect to the audience's view (or, a heads up orientation) is considered by wayfinding practitioners to be more intuitive than maps where north is at the top.

Portland, OR kiosk (left) and map as part of a bicycle parking structure

A.2.7. Technology

Cyclodeo

Cyclodeo, a Dutch startup company, has created an on-line collection of geo-tagged bike route videos. The video clips cover several bikeable cities including Amsterdam, Copenhagen, London, New York, NY, and San Francisco, CA. The clips are linked to online maps which allow internet users to select a route and watch an associated ride. The virtual bike rides allow potential riders to preview a route they may be interested in riding. Statistics on distance, ride time, elevation, and travel time are included for reference.

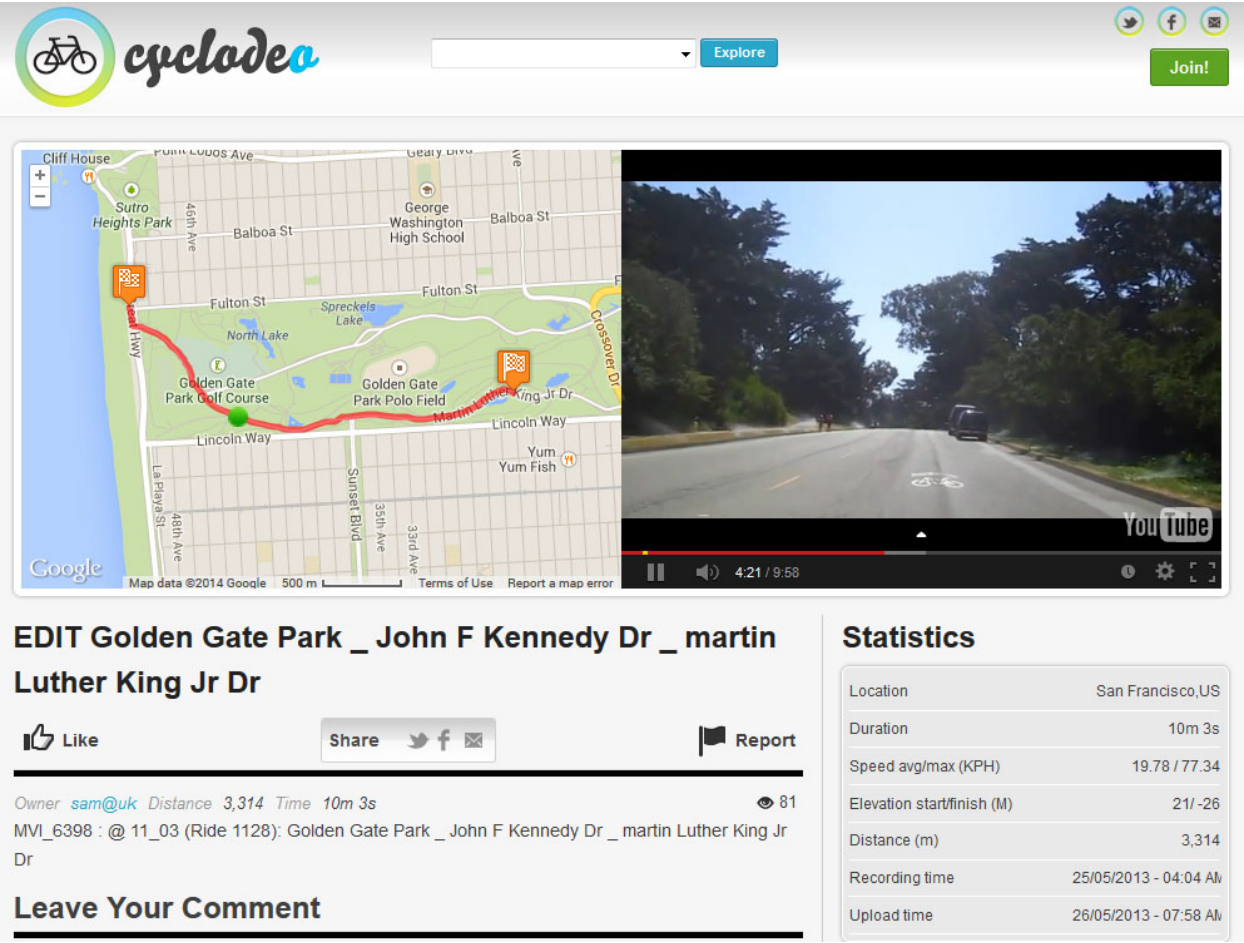
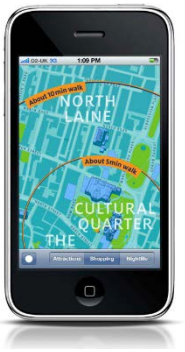


Image: Cyclodeo.com

The Brighton and Hove wayfinding scheme includes signage, printed maps, downloadable maps, and a smart phone app. The wayfinding components are designed to work together, using a consistent brand, visual language, and mapping aesthetic across all media.



The free app includes walking circles—loops that show how long it takes to walk to various points of interest from the user's current location.

The colorful map included in the app displays 3D icons of major landmarks. There are options to display attractions, shopping, and nightlife destinations.

Images: Applied Information Group

A.3. Bicycle Signage Case Studies

A.3.1. Intertwine Regional Trails (Portland, OR)

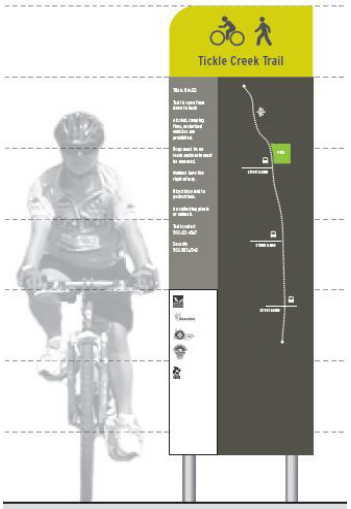
The Portland, OR Metro Area's Intertwine Regional Trail Signage Guidelines can serve as a resource to guide Fort Collins in planning, designing, and fabricating wayfinding signage along regional paths and trails. The Metro Regional Government and its partners developed the manual in response to requests from the public for better uniformity and consistency of signage along regional trails.

Family of Elements

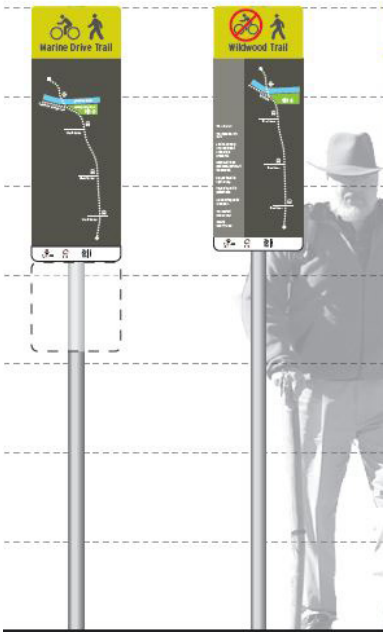
Off-Street Trail Signs

Located along off-street regional shared use paths or trails to provide directional information, including trailhead, trail access, and other directional signage.

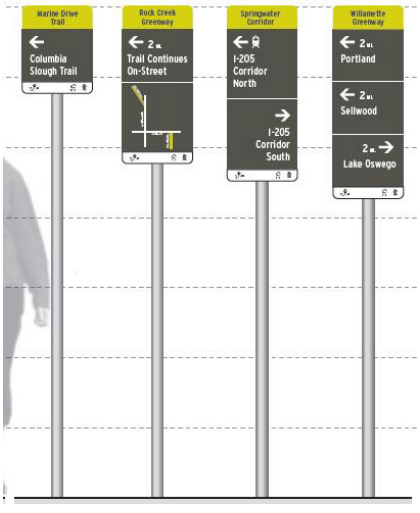
- Trailhead: Located at major path and trail access points, this sign type includes a map of the entire path or trail as well as nearby amenities.
- Trail Access: Trail Access signs are located at access points where the trail typically meets the street right-of-way. This sign type identifies the path/trail and mode of travel and may include a facility map, directions or other information.
- Off-Street Shared Use Path Directional: This sign type is located along off-street



Trailhead sign



Trail Access sign



Off-Street Shared Use Path Directional signs

regional shared use paths to provide directional information.

On-Street Bicycle Directional

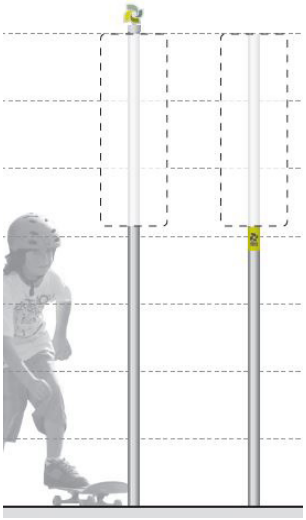
Located in the street right-of-way to connect bicyclists between the off-street and on-street facilities.

All Signs

- Mile Marker: Mile marker signs aid users with measuring distance traveled. They also provide active transportation facility network managers and emergency response personnel points of reference to identify field issues such as maintenance needs or locations of emergency events. System brand mark, distance in whole number miles or decimal miles. Path or route name and jurisdiction may be included. They should be placed every ¼ to ½ mile along the network. Point zero should begin at the southern and westernmost terminus points of a route of path. On shared use paths, mile markers may be installed on one side of the pathway, back-to-back.
- Intertwine Logo Components: The Intertwine logo is used in combination with other off-street regional path and on-street connection signs and may be added to existing signs as vinyl adhesive or a sign topper to help uniform the system.

Mile Marker sign

On-Street Bicycle Directional sign



Intertwine Logo signs

Best Practices

- High contrast graphics
- Three destinations maximum per sign

Directional/decision sign (left) and Trail Access sign (right). Images: Intertwine Alliance

A.3.2. Jackson Hole, Wyoming

The Jackson Hole, WY bicycle network seeks to appeal to a broad spectrum of riders with safe, inviting, and convenient routes. Signs adhere closely to MUTCD guidance while integrating a custom logo reflecting the area's signature Teton Mountain skyline.

Grand Loop Bike Route wayfinding signage in Jackson Hole. WY

Best Practices

- Custom enhancement marker
- Distances given in physical length and time

A.3.3. Berkeley, California

The City of Berkeley opted to use non-standard purple signs for its bicycle wayfinding network. Signs are painted on both sides with directional information on one side and a reassuring logo on the reverse directed and bicycle traffic coming from the opposite direction as a semi-confirmation sign, indicating that they are still on a bicycle boulevard.

Channing Avenue Bicycle Boulevard in Berkelev. CA

Best Practices

- Unique identifying color
- High visual contrast
- Custom enhancement marker

A.4. Bibliography

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"United States Access Board." About the ADA Standards. http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards

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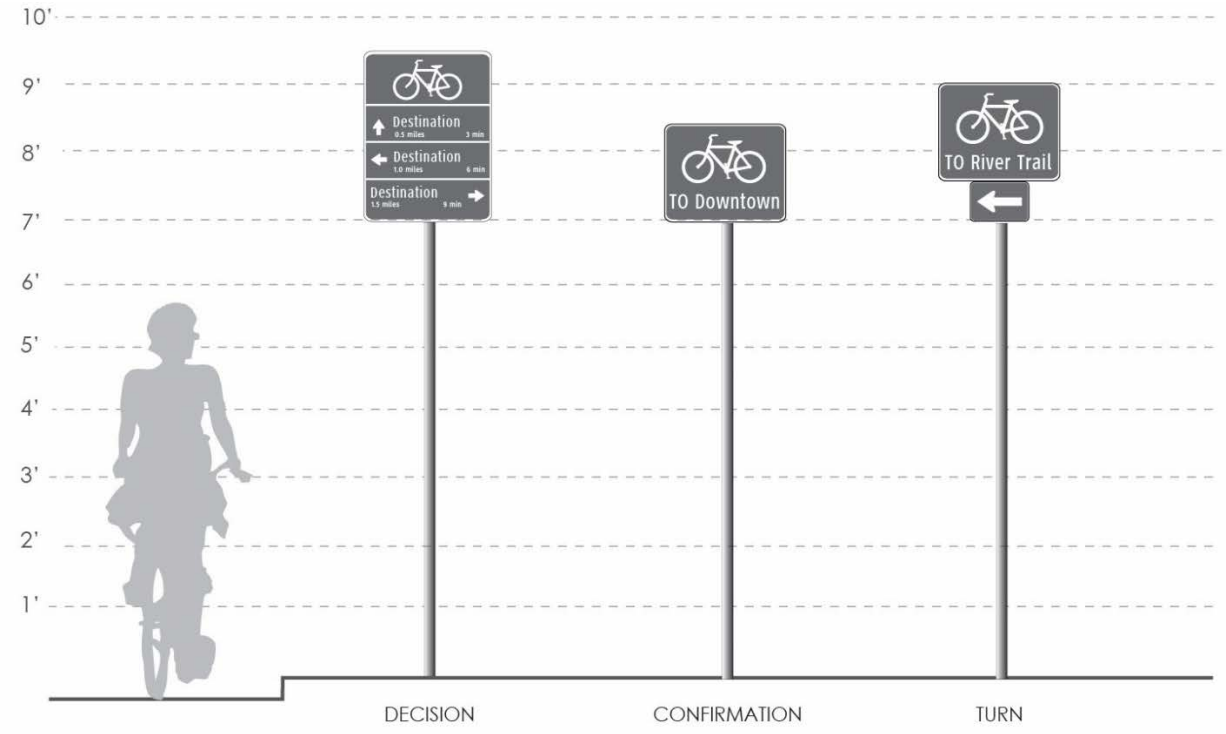
B. Wayfinding Elements, Placement and Technical Guidance Memo

B.1. Wayfinding Elements

Based on field reconnaissance, best practices review and discussions with stakeholder committee members regarding wayfinding needs in Fort Collins, the following sign typologies are recommended for the bicycle network. Unless noted otherwise, all wayfinding elements are oriented and scaled for the bicycle user.

B.1.1. Fundamental Navigational Elements

The fundamental family of signs which provide cyclists with navigational information consists of decision, confirmation, and turn signs. The function, content, and placement of each are described below.



Fundamental on-street wayfinding tools

Decision Sign

Function and content: Decision signs clarify route options at junctions where more than one potential route exists. Decision signs include system branding elements, space for up to three destinations, distances to destinations in miles and/or time (based on 10 mph or 6 minute per mile travel speed) and may include the route or path name.

Per the FHWA's Standard Highway Sign Manual, the standard three line decision sign for both on- and off-street bicycle facilities is formatted horizontally at 18 inches high by 30 inches wide.[1] Many municipalities have three line decision signs that are formatted vertically at 24 inches wide by 30 or 36 inches tall by omitting the bicycle symbol from each separate line and including a single bike symbol at the top of the sign. Regardless of orientation, six inches of vertical space per destination line is generally provided to allow for the two inch minimum text height.

Confirmation Sign

Function and Content: Confirmation signs are placed after a turn movement or intersection to reassure cyclists that they are on the correct route. Signs include a system brand mark and may include the route or path name.

For both on- and off-street bike routes, the minimum size of 24" wide by 18" high should be used.

confirmation signs may be as simple as a standard "bike route" sign or they may include information reassuring which destinations are ahead

[1] Sign width is not standardized by the MUTCD.

Turn Sign

Function and Content: Turn signs are used when only one route option exists to indicate a change in route direction. Signs include a system brand mark, route or pathway name and directional arrow.

Standard D1-1 series signs may be used to indicate turns. Standard turn arrow signs (M5 and M6 series) may also be used in conjunction with bike route signs to clarify turn movements. Similar to decision signs, a minimum height of 6" should be used and width may vary according to destination length.

directional arrows may be added to a bike route sign to clarify the need for a turn movement, Chicago, IL

B.1.2. Supplemental Elements

Mile Markers

Function and Content: Mile markers enable pathway users to measure distances travelled and provide pathway managers and emergency response personnel with reference points to identify field issues such as maintenance needs or locations of emergency events. Mile markers include the system brand mark, distance in whole number miles or decimal miles when less than one mile, and may include path name and jurisdiction.

Placement: Mile markers should be placed every ¼ to ½ mile along the pathway network. Mile markers may be installed on one side of a pathway, back-to-back.

Point zero should begin at the southern and westernmost terminus points of a pathway. Mile numbering should be reset at zero as a pathway crosses a jurisdictional boundary. Distances along on-street routes should be included within mile measurements.

Primary Pathway Identity Sign

Function and Content: Primary pathway identification signs are oriented and scaled for vehicle drivers and serve as the initial welcome and identification of primary pathway access points. Signs include the system brand mark, pathway name, and local jurisdiction identity/logo.

Placement: Signs should be located at trailheads or regional pathway access points. Care should be taken to maintain site triangles so as to not obstruct site lines between roadways and entries at trailhead locations.

Secondary Pathway Identity Sign

Function and Content: Secondary pathway identity signs are oriented and scaled for pedestrian and bicycle network users and serve as the initial welcome and identification of secondary pathway access points. Signs include the system brand mark, pathway name and local jurisdiction identity/logo.

Placement: Signs should be located at pathway access points visible from adjacent bicycle facilities.

Information Kiosk

Function and Content: Kiosks provide a clearing house of information at a more detailed level than other elements. Kiosks include orientation map graphics indicating the on- and off-street route and connections, major geographic features, destinations rules and responsibilities, emergency and pathway manager contact information and jurisdiction logo.

Placement: Kiosks should be located at major pathway system access points and set back from the edge of the path travelway to provide areas to dwell and consider the information. Per accessibility guidelines, kiosks should be placed at a distance greater than three feet from the pathway edge to provide clear circulation areas and avoid the creation of a potential physical obstacle from the bicycle travelway.

System Identifiers

Function and Content: System identifiers present opportunities to add the system brand mark or logo to existing features to expand visibility at an affordable rate. Identifiers may include

vinyl wraps, adhesive graphics, sign toppers, and pavement markings with system name or brand mark.

Placement: Identifiers may be placed at each jurisdiction's discretion based on need for augmented system visibility.

B.2. Bicycle Wayfinding Element Placement

Elements of the wayfinding family should be located in a consistent and logical manner across Fort Collins. Signs may be mounted to existing or new wayfinding sign posts. The following typical placement scenarios were identified by project stakeholders as navigational issues that most need clarification in relation to the bicycle network.

- On-street route intersections
- Gaps in path network
- Path-path intersections
- Path-roadway intersections
- Off-street and on-street transitions
- Pathway access points
- Typical setback and frequency

B.2.1. On-street Wayfinding Element Placement

On-street wayfinding element placement recommendations are provided below. However, engineering judgement and a review of the existing site conditions should also be used on a case-by-case basis to determine the specific placement of each sign.

Decision Signs

The distance of a decision sign from a turn or transition is determined by design speed, site lines and slope. Decision signs should be placed along the right-of-way in places where the cyclist can see an upcoming sign from an appropriate distance given the design speed and physical context.

On busy streets with center turn lanes or left turn pockets, signs should be placed further from the intersection to decrease the possibility of conflicting cyclist/motorist movements while preparing for a left turn. The location of the sign should exceed the stopping distance needed by the fastest expected travel speed, but should not be placed so far in advance that the relevance of the sign is lost or forgotten.

Confirmation Signs

Confirmation signs provide reassurance of direction after decision points and along long routes with no intervening destinations or decision points. At decision points, the sign should

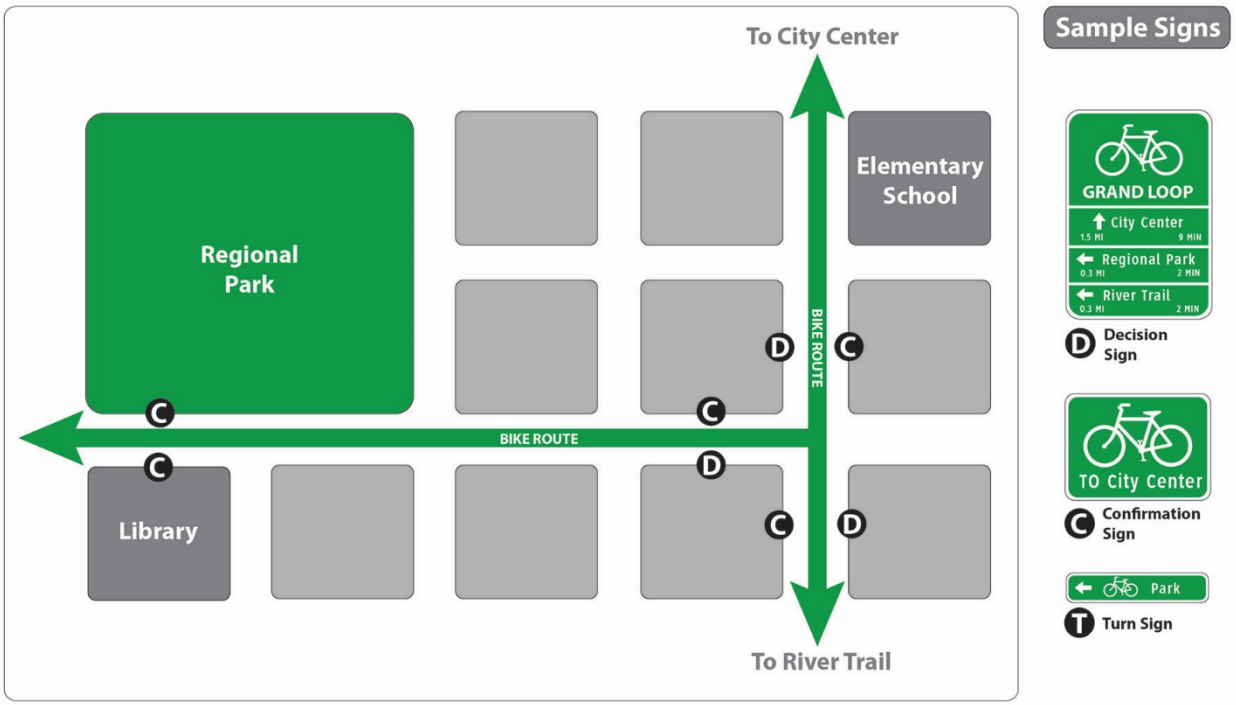
be place 50 to 100 feet after the intersection or turn. Confirmation signs should not occur after every intersection and should be prioritized at complex intersections. Complex intersections include those having more than four approaches, non-right angle turns, roundabouts, or in-direct routing.

Along routes in developed areas with few decision points, confirmation signs should be placed every two or three blocks for reassurance. Where less reassurance is needed (for example, less developed areas, low volume streets or separated pathways) confirmation signs should be placed roughly every 0.5 miles.

Turn Signs

Turn signs should be placed at points prior to the turning action to provide cyclists advance notice of a change in direction. Signs may also be used in conjunction with a decision sign at complex intersections warranting additional information.

Note: in the diagrams below, generic wayfinding elements are used as placeholders until final designs are approved.



Typical placement scenario showing a decision sign being located prior to an intersection of two bicycle facilities. A confirmation sign is provided after the turn movement as well as periodically along the route for reassurance.

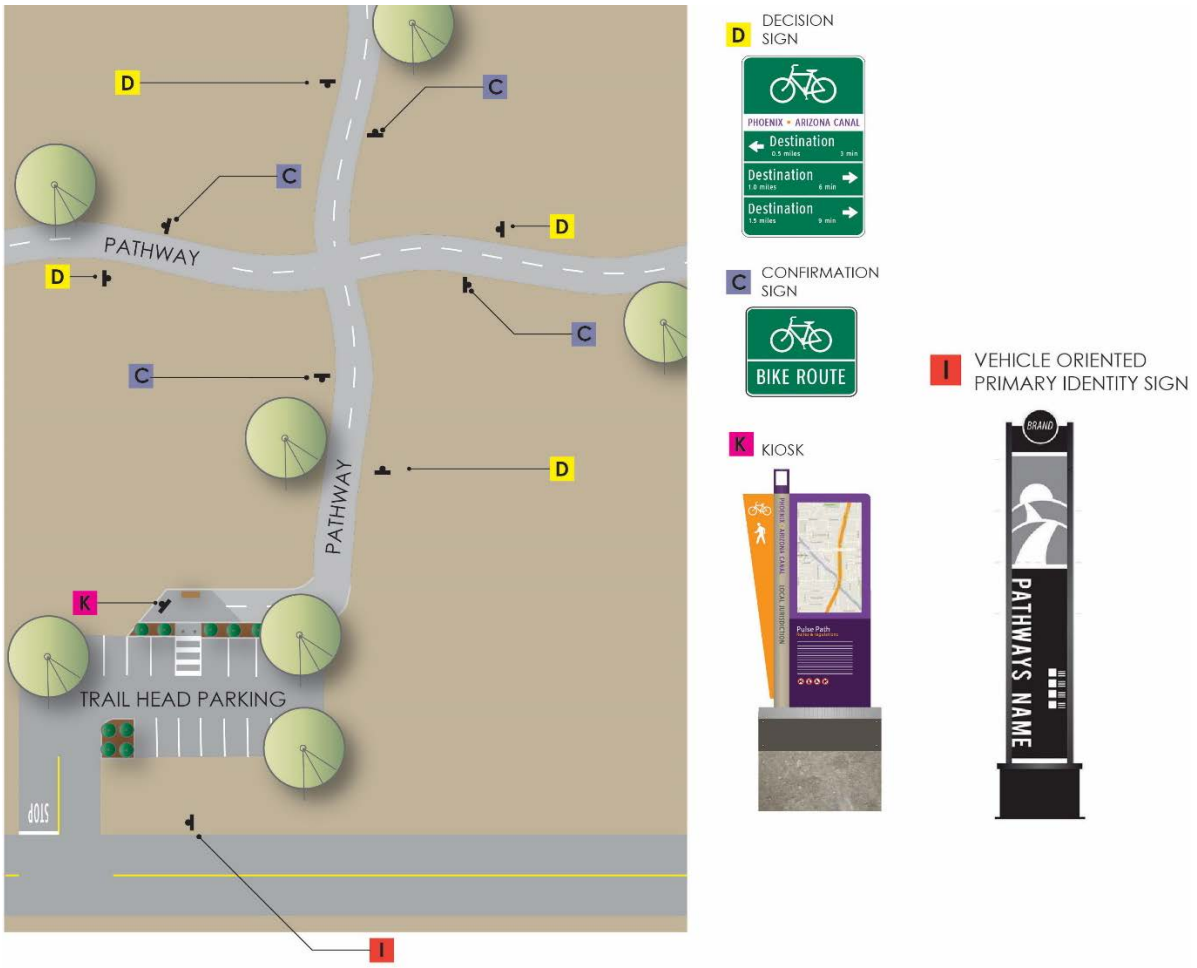
B.2.2. Off-street Wayfinding Element Placement

Pathway Access Points

Major pathway access points or trailheads should be identified via primary identity signs. Primary identity signs should be oriented towards approaching vehicles. Care should be taken to not obstruct site lines between the roadway and entry points or driveways. Pathway system access points not providing vehicle parking should utilize the secondary bicycle sign. As an option, kiosk signs with orientation maps may be placed at developed trailheads or access points.

Path-Path Intersection

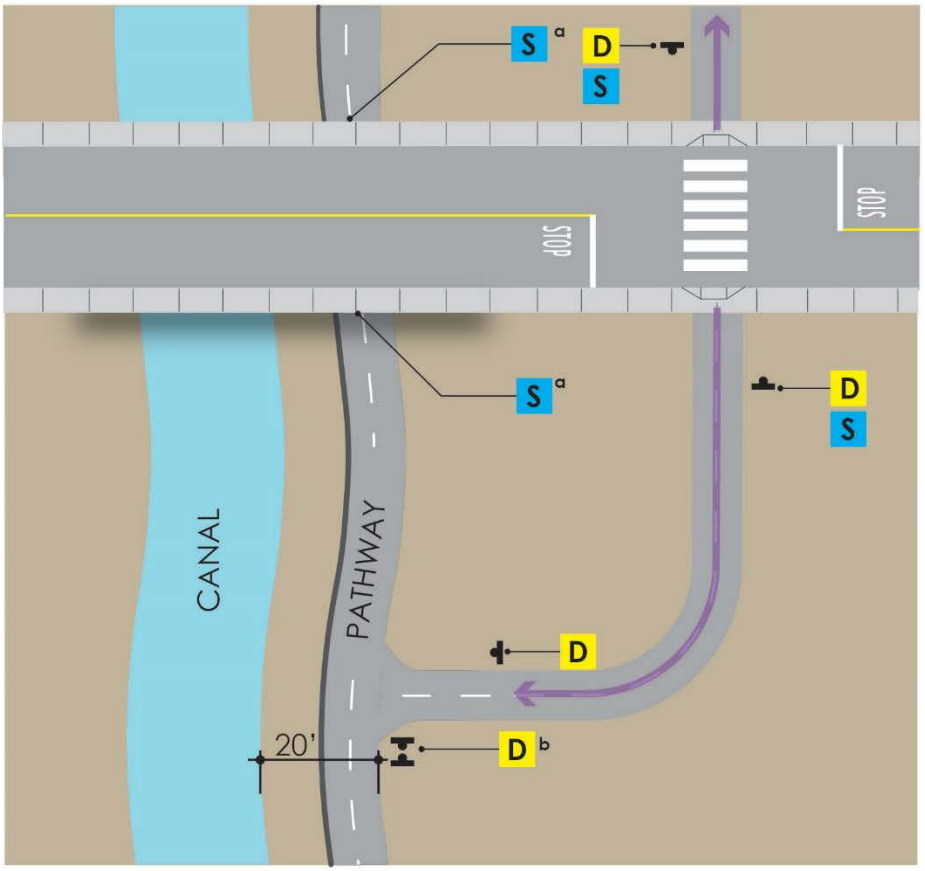
When pathways intersect each other, multiple destinations are likely. Thus, decision signs should be placed prior to the intersection. As an option, confirmation signs may be placed after intersections to reinforce that the user did indeed make the correct movement.



Pathway Bifurcations

Connections and access points between the off-street and on-street network may result in path bifurcations. At such junctions, it is important to inform cyclists of where the alternative route option goes. This may be done via decision signs located at junctions.

Grade separated roadway crossings would benefit from applying street name sign blades to crossing improvements such as bridge infrastructure.



NOTES:
a. MOUNT TO UNDERSIDE OF BRIDGE
b. OK TO MOUNT TWO SIGNS PER POLE. SIGNS TO BE PLACED PERPENDICULAR TO DIRECTION OF TRAVEL.

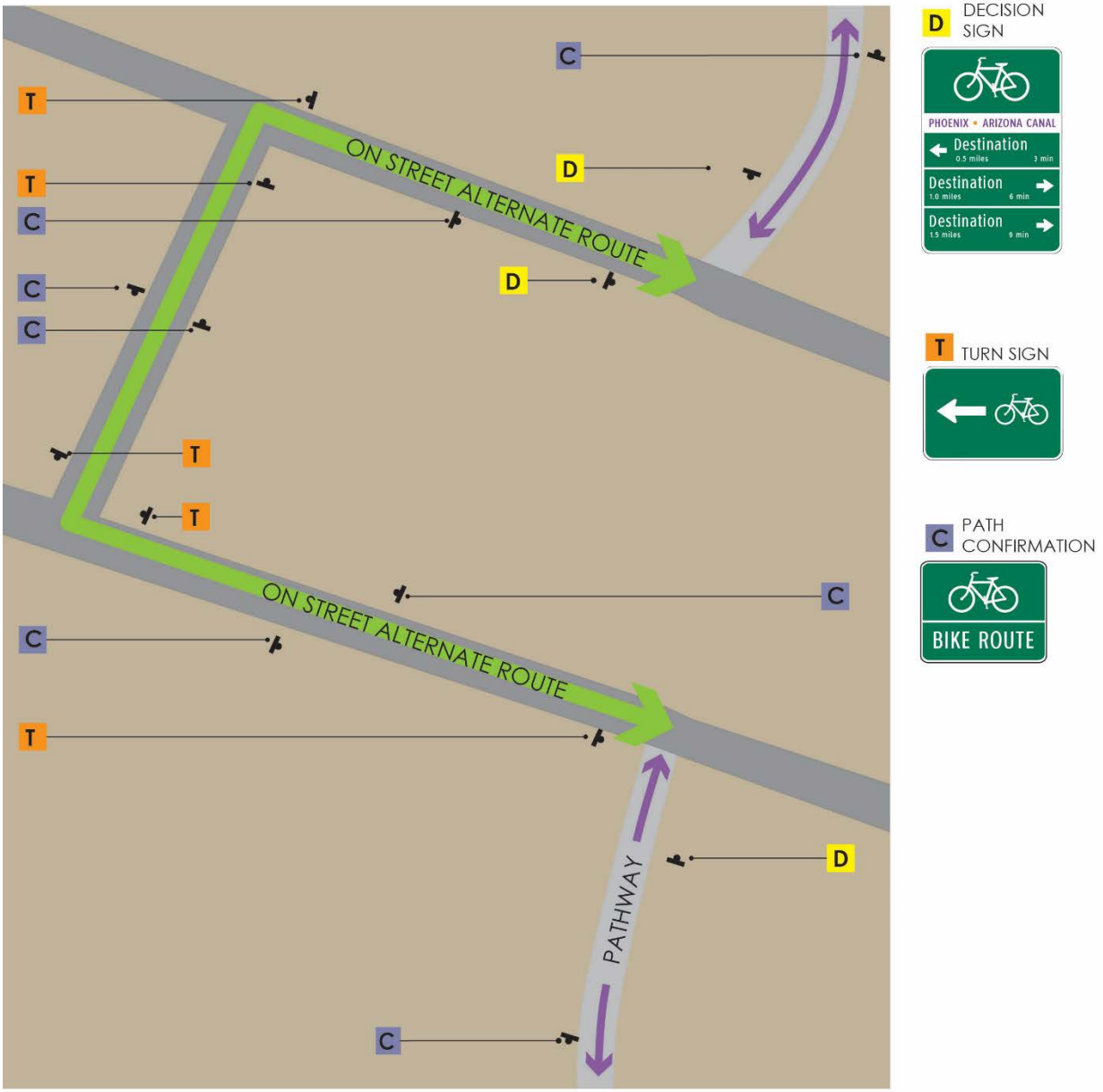
D DECISION SIGN

T TURN SIGN

C CONFIRMATION SIGN

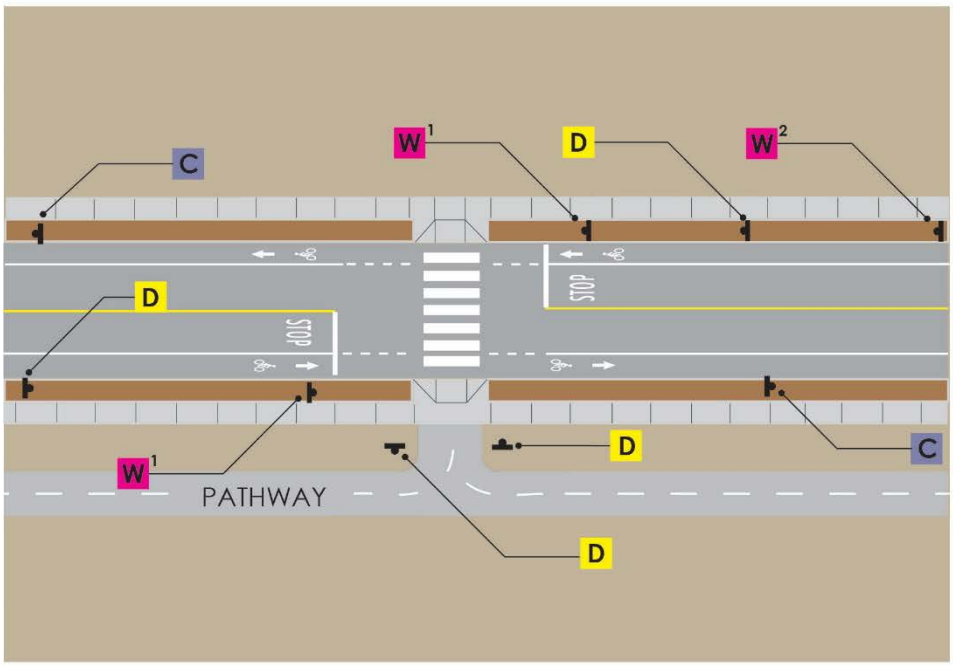
S

Gap in Path Network



Where gaps in the off-street bicycle network exist, pathway users may be routed to on-street bicycle facilities to provide improved connectivity. The typical pattern for wayfinding signs includes a decision sign prior to the intersection of route options, followed by an optional confirmation sign. Turn signs should be placed to reinforce the route in locations where only one route option exists.

Off-street / On-street Transition



When transitioning from an off-street facility to an on-street facility, it is important to advise travelers of their route options. In this scenario, decision signs direct cyclists to their destination choices while confirmation signs reinforce that the user is on a designated facility after a turn movement is made.

Decision signs should also be placed at the entry to the off-street bicycle network. Once on the off-street bicycle network, confirmation signs are optional.

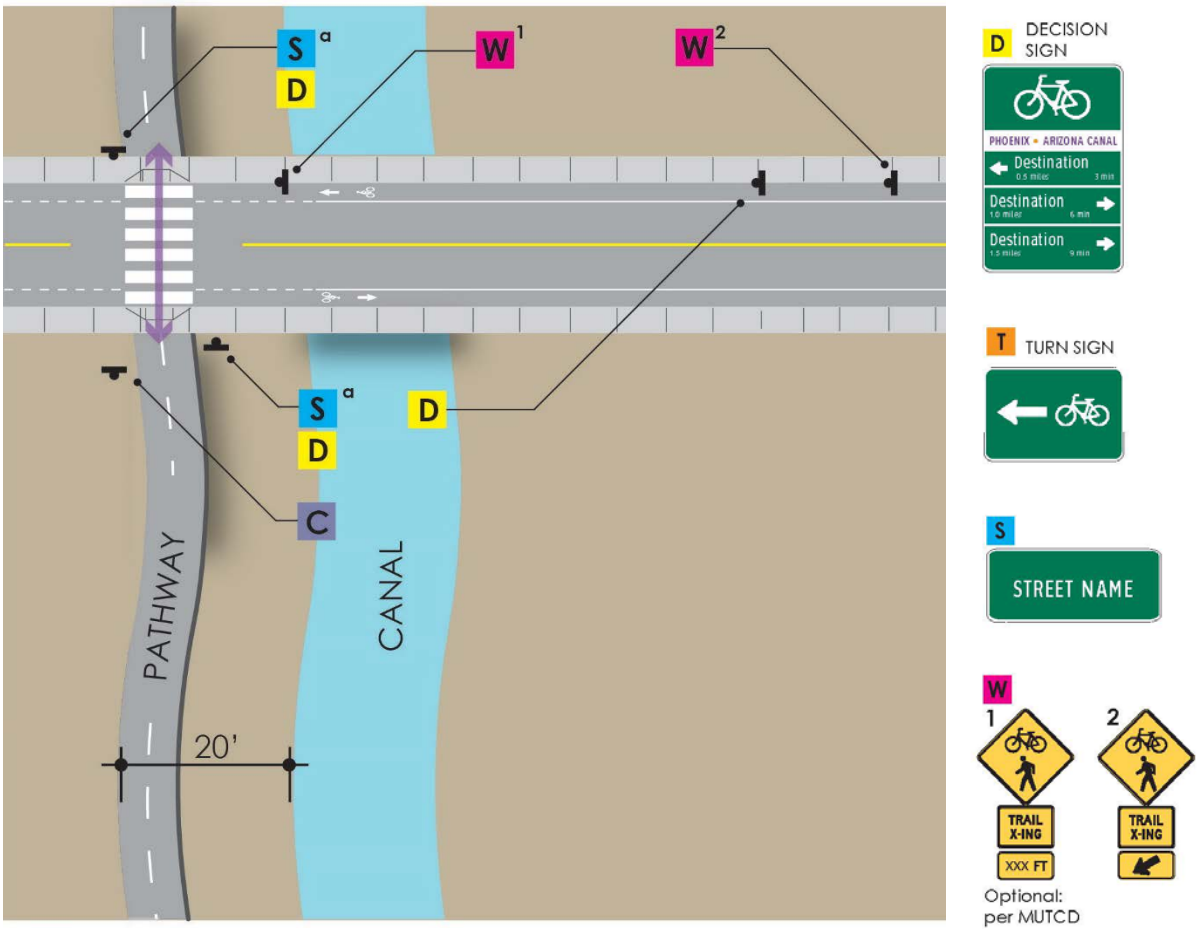
Vehicle oriented bicycle and pedestrian crossing warning signs should be placed in advance of crosswalks. In urban areas, signs should not be placed within four feet of a crosswalk in order to maintain visibility of those intending to cross the roadway.

Advance warning signs are optional per the MUTCD. If they are used, their placement should provide needed time for detection, recognition, decision, and reaction. Table 2C-4 within the MUTCD provides guidance for advance warning sign placement based on vehicle speeds.

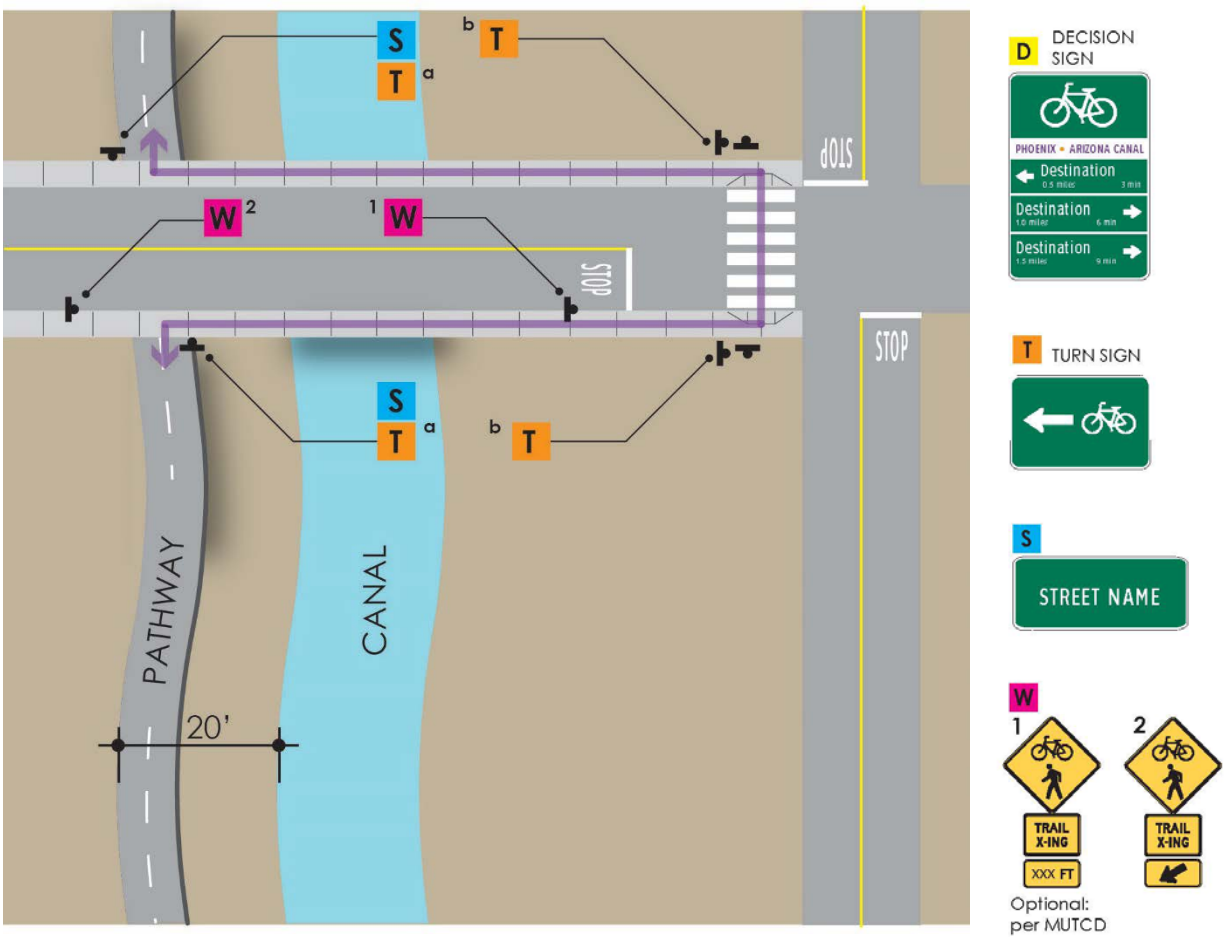
On-street directional signs leading to the pathway network should not obscure other roadway signs including warning signs. They should be spaced according to roadway travel

speeds with faster roadways warranting wider spacing. Guidelines for the placement of advance warning signs based on perception-response time may be found within Table 2C-4 of the MUTCD.

Path-Roadway Intersection



Pathway users should be directed to cross roadways only where improvements such as curb ramps, crosswalk striping, and warning signs exists. If the cross street has bicycle facilities such as bike lanes, a bicycle boulevard, or cycle track, a decision sign should be placed prior to the intersection to inform cyclists of their route options. If a cyclist oriented stop sign is present, it should not be obscured by the wayfinding sign. Decision signs may be topped with street name sign blades to enhance one's awareness of their location. As an option, confirmation signs may be placed at pathway entries to assure cyclists that they are on a bicycle facility.



Oftentimes, direct travel via mid-block roadway crossings is not provided for. Instead pathway users are expected to divert to the nearest improved or signalized intersection. In this scenario, turn signs should be used to direct cyclists to the intersection with safety improvements. Again street name blades may be mounted above decision signs to reinforce location.

B.3. Wayfinding Technical Guidance

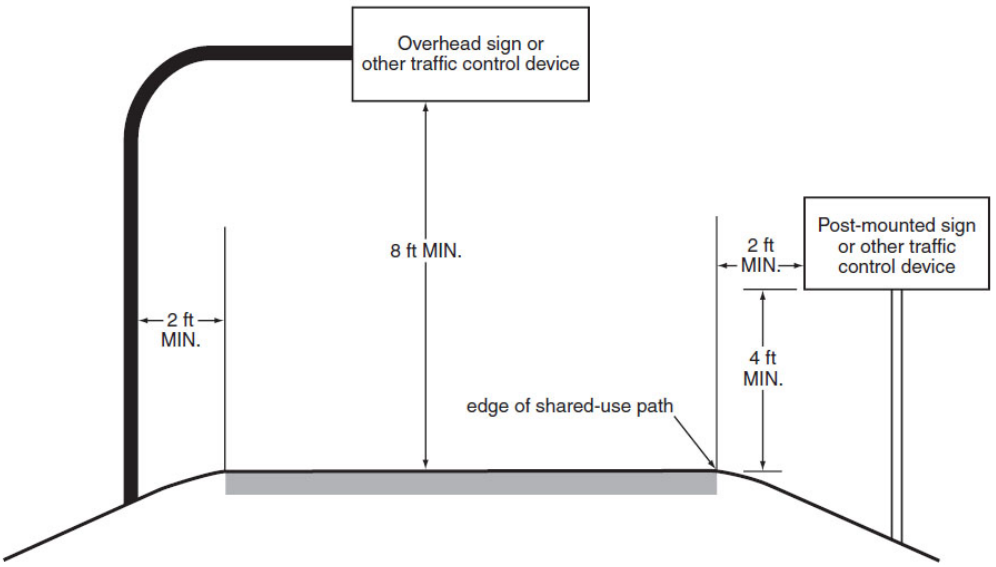
A variety of standards and guidelines influence both sign design and placement of wayfinding elements in Fort Collins. The following provides information related to national standards for wayfinding signage.

In general, regulatory and warning signs are a higher priority than wayfinding signs. Care should be taken to not obscure priority information. This includes providing a typical spacing of no less than 75 feet between signs along off-street pathways. This distance is based on travel speeds and thus is generally greater for on-street systems.

B.3.1. AASHTO Guide for the Development of Bicycle Facilities

The Guide for the Development of Bicycle Facilities by the American Association of State Highway Transportation Officials, or AASHTO, provides information on the physical infrastructure needed to support bicycling facilities. The AASHTO guide largely defers to Part 9 of the Manual on Uniform Traffic Control Devices (MUTCD) for basic guidelines related to the design of wayfinding systems for bicycles (see page 16). Additional information provided by AASHTO regarding wayfinding is as follows:

- Many communities find that a bicycle wayfinding system enhances other encouragement efforts by providing a visible invitation to new bicyclists and encouraging current bicyclists to explore new destinations.
- Bicycle wayfinding signs along do not improve safety or rider comfort and should supplement other infrastructure improvements so that conditions are favorable for bicycling.
- Guide signs may be used to designate continuous routes that are composed of a variety of facility types and settings.
- Wayfinding guidance may be used to provide connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations.
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities.
- On a shared use path, obstacles, including signs, should be placed no closer than 24 inches from the near edge of the travel way and no more than 6 feet away. For pole mounted signs, the lowest edge of the sign shall be 4 – 5 feet above the existing ground plane.



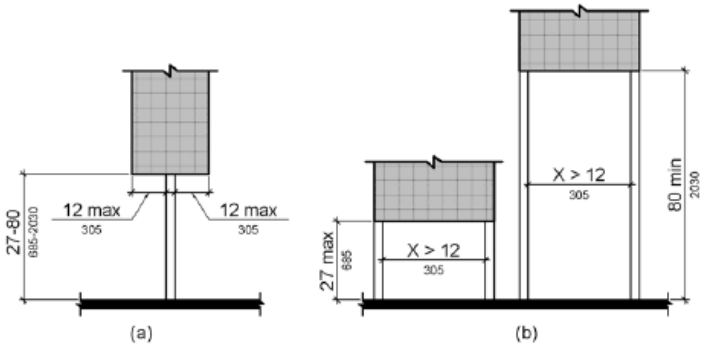
Minimum Sign Clearances on Shared-Use Paths

Accessibility Standards

As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to consider technical guidance from the ADA so that signs and other elements do not impede travel or create unsafe situations for pedestrians and/or those with disabilities. The Architectural and Transportation Barriers Compliance Board provides guidance for accessible design for the built environment. Standards which should be considered when designing and placing wayfinding signs includes the following:

Vertical Clearance

Vertical clearance should be a minimum of 80 inches high or maximum of 27 inches when signs protrude more than 12 inches from the sign post or support structure.



Post-Mounted Objects

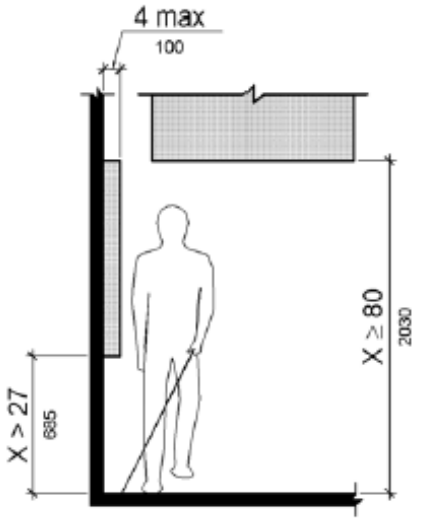
Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction should be 27 inches maximum or 80 inches minimum above the finish floor or ground.

Protruding Objects

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground should protrude 4 inches maximum horizontally into the circulation path.

Required Clear Width

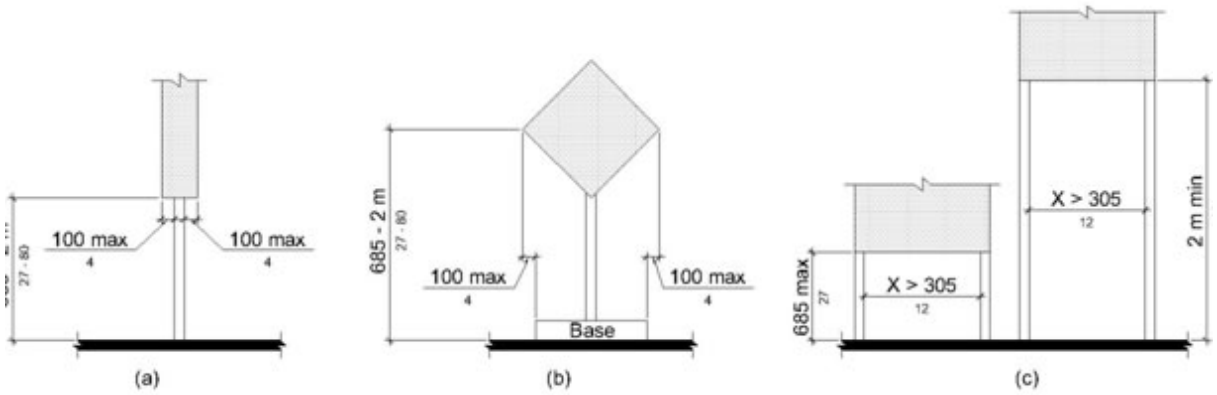
Protruding objects shall not reduce the clear width required for accessible routes. Generally this requirement is met by maintaining four feet minimum clear width for maneuvering. This requirement applies to both sidewalks and pedestrian circulation paths.



Limits of Protruding Objects

B.3.2. Shared Use Paths

Accessibility standards for shared use paths are currently being developed. Proposed standards address post mounted objects. Where objects are mounted on free-standing posts or pylons and the objects are 27 inches minimum and 80 inches maximum above the finish surface, the objects should overhang pedestrian circulation paths 4 inches maximum measured horizontally from the post or pylon base. The base dimension should be a minimum of 2.5 inches thick. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than one foot, the lowest edge of the object should be 27 inches maximum or 80 inches minimum above the finish surface.



Current proposed standards for post mounted objects along shared use paths.

B.4. Manual on Uniform Traffic Control Devices (MUTCD)

B.4.1. Bicycle Sign Standards

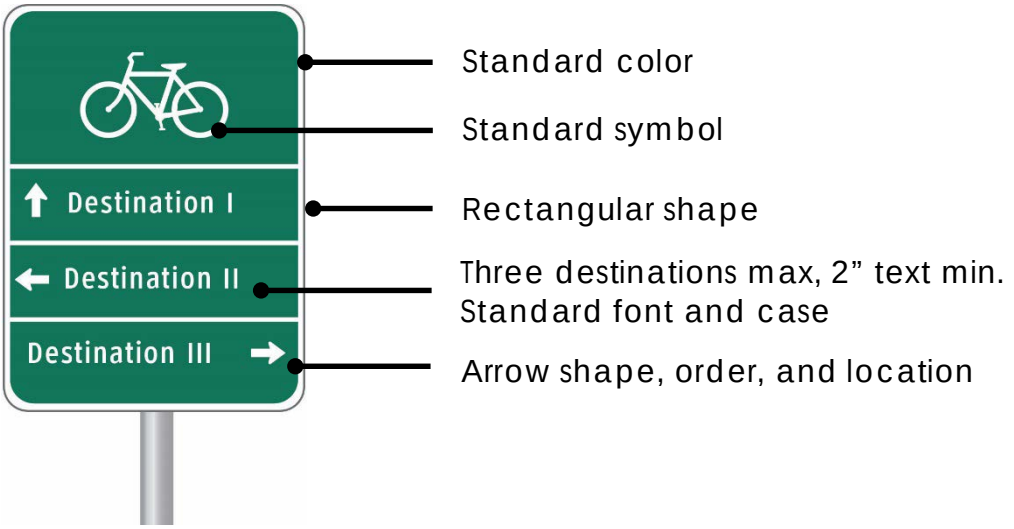
D11-1c M1-8

D1-3c

The Manual on Uniform Traffic Control Devices, or MUTCD, is a document issued by the Federal Highway Administration of United States Department of Transportation. The MUTCD specifies the standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. The MUTCD was established in order to achieve uniformity and consistency in traffic control devices (wayfinding signage is considered a traffic control device) so that information would be readily recognized and understood by travelers. Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD.

Per the MUTCD, devices should be designed so that:

- Size, shape, color, composition, lighting or retro-reflection, and contrast are combined to draw attention to the devices; simplicity of message combine to produce a clear meaning.
- Legibility and size combine with placement to permit adequate time for response.
- Uniformity, size, legibility, and reasonableness of the message combine to command respect.



Standard MUTCD compliant directional or decision sign

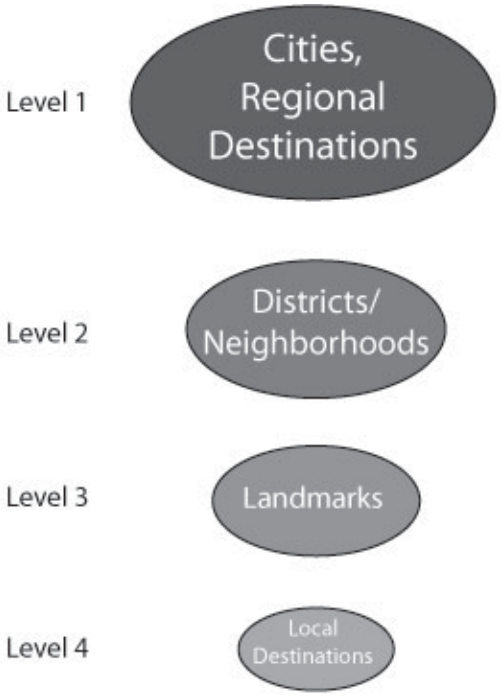
The MUTCD also recommends the arrangement and amount of text, or legend, on each section of each sign:

- Guide signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions.
- A straight ahead location should always be placed in the top slot followed by the destination to the left and then the right. If two destinations occur in the same direction, the closer destination should be listed first followed by the farther destination.
- Arrows shall be depicted as shown above for glance recognition, meaning straight and left arrows are to be located to the left of the destination name, while an arrow indicating a destination to the right shall be placed to the right of the destination name. The approved arrow style must be used.
- 19 characters (incuding spaces) in titlecase should be considered a maximum length for a single destination title. 10-14 characters (including spaces) in titlecase should be considered an ideal maximum length for a single destination title.
- In situations where two destinations of equal significance and distance may be properly designated and the two destinations cannot appear on the same sign, the two names may be alternated on successive signs.
- Approved fonts include the Federal Series (series B, C, or D), also known as Highway Gothic. Clearview is also currently approved for use, however the FHWA is considering rescinding the use of Clearview.
- A contrast level of 70% needs to be achieved between forground (text and graphics) and background.

C. Destination Selection and Prioritization

C.1. Destination Selection and Prioritization

Following the first principle, "connect places," these guidelines describe an approach for selecting and prioritizing the potential destinations to which cyclists may want to travel. Bicycle signs only allow for three slots of information or destinations per sign. Thus, a consistent approach to selecting destinations to be included on wayfinding elements is necessary given the multitude of potential destinations. Signs should follow the same approach throughout the region so that the system is clear and predictable. Destinations and their names should be referred to consistently until they are reached.



Potential destinations to be included on wayfinding elements were generated from initial outreach, city input, stakeholder committee input, and will include BAC input.

Potential destinations for inclusion on signs will be categorized within a range of four levels. Level 1 destinations should receive first priority on wayfinding signs on both on-street and off-street regional pathways, followed by level 2 and then 3. Level 4 destinations should only be included when other destinations are not present to fill available slots on a sign.

For the purpose of the Fort Collins On-Street and Off-Street Bicycle Network Wayfinding Guide, these levels have been broadly organized as follows.

- Level 1 – Cities, Regional Destinations
- Level 2 – Districts and Neighborhoods
- Level 3 – Landmarks
- Level 4 – Local Destinations

Community and local routes typically serve shorter trips within their immediate community. Signs on such facilities may prioritize level 2-4 destinations recognizing that longer, regional trips are more likely to occur via the regional pathway network. Also, destinations that are smaller in scale and of regional significance are less likely to have direct connections from the off-street bicycle network than higher level destinations. The off-street bicycle wayfinding system will typically need to work in conjunction with the on-street bicycle navigational information to provide direction over the last mile of one's journey in order to reach the front door of destinations.

The table below categorizes destinations within the Fort Collins metro area.

Level 1 - Cities and Regional Destinations
Level 1destinations include regional destinations found within Fort Collins and nearby cities. Highlighting nearby cities, such as Loveland, provides large scale geographic orientation for regional cycling. Level 1 destinations provide "pull through" destinations for cyclists who are travelling significant distances as well as a full range of attractions and services. Pathway facilities that extend beyond the boundaries of the city may include prominent destination cities outside of Fort Collins. If a town/city does not include an activity center and services, it may be excluded from signs. Level 1 destinations should be included on directional signs and orientation maps. Signs within 5 miles of a level 1 destination should include it.
Level 2 – Districts and Neighborhoods
Level 2 destinations provide a finer grain of navigational information than level 1 destinations by directing users to comprehendible districts and neighborhoods. These may be city centers, historic, commercial, cultural, or educational districts, or neighborhoods with a distinct name and character. Emphasis should be placed on districts providing a mix of services. Neighborhoods not offering services or attractions, need not be included. Level 2 destinations should be included on signs up to 2 miles away.
Level 3 – Landmarks
Level 3 destinations are specific landmarks or major attractions which generate a high amount of bicycle travel. Landmarks include transit stations, major tourist venues, regional parks, open spaces and post-secondary educational institutions. Level 3 destinations should be signed up to 1 mile away.
Level 4 – Local Destinations
Level 4 destinations are local destinations such as civic buildings, parks, high schools, shopping centers, and healthcare facilities. They typically occur on signs in low density areas where few other destinations are present or along pathways not connecting higher priority level 1-3 destinations. Level 4 destinations may be signed up to 1 mile away.

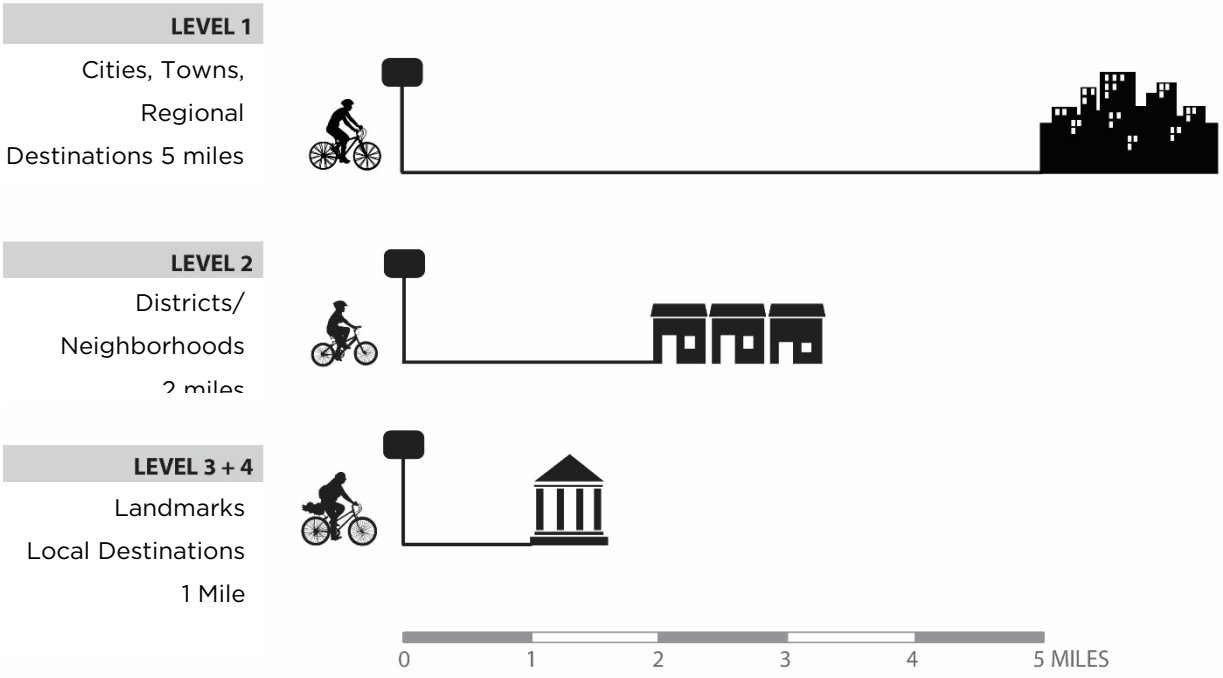
C.1.1. Signing Distances

Signing distances suggest the maximum distance that destinations should appear on directional signs. This process ensures that information is spread along the journey in manageable amounts according to a cyclist's immediate needs.

Level 1 destinations provide navigational guidance to the widest spectrum of system users and thus should be prioritized on signs. As a priority, level 1 destinations should appear on signs up to 5 miles away. Level 2 destinations appeal to a broad spectrum of users and should be included on signs up to two miles away. Level 3 and 4 destinations are places of either regional or local interest and should be signed up to one mile away.

The closest destination lying straight ahead should be at the top of the sign or assembly, and below it the closest destinations to the left and to the right, in that order. If more than one destination is displayed in the same direction, the name of a nearer destination shall be displayed above the name of a destination that is further away.

Signing Distances Based on Hierarchy



Distances may be measured either to a destination boundary or center, as long as the approach is consistent throughout the region. Cities (level 1 destinations) typically have a well-defined edge and thus should be measured to boundary lines. Districts (level 2 destinations) are less defined in terms of their boundaries and thus should be measured to

their centers. Level 3 and 4 destinations are typically specific addresses and thus distances should be measured to the main entrance of their specific location. If a level 3 or 4 destination is large or has several access points, distance should be measured to the point at which the cyclist will arrive at the destination.

C.1.2. Destination Selection Criteria

Listed below are the inclusion criteria for determining where a specific destination may fall in the destination hierarchy and whether the destination will be considered for inclusion on wayfinding elements within Fort Collins. All destinations to be signed should be open and accessible to the public.

LEVEL 1 – CITIES AND REGIONAL DESTINATIONS

Cities and regional destinations shall be included as level 1 priority destinations. Currently, this includes:

- Greeley
- Loveland
- Windsor

Significant pathways that extend beyond Fort Collins should include prominent destination cities such as Greeley, Loveland and Windsor. These destinations should be included on signs at the boundaries of Fort Collins.

LEVEL 2 – DISTRICTS AND NEIGHBORHOODS

Districts and neighborhoods may be included on signs if the area has been formally established by resolution or ordinance of the appropriate local agency or if the district has developed and implemented its own internal wayfinding sign plan. Examples of districts include: city centers, university districts and arts districts. Neighborhoods having historic character or otherwise significantly contributing to the culture and vibrancy of a city may also be signed.

LEVEL 3 - LANDMARKS

Landmarks included within the inventory have been sorted between levels 3 and 4. Level 3 landmarks have regional importance and can reasonably be expected to be in operation for years to come. Level 3 destinations include:

Businesses and Services

- Medical facility - Hospitals, veterans services providers, and clinics may be considered if the facilities meet all of the following criteria:
  - Service is provided 24 hours a day, 7 days a week.
  - Emergency department facilities and services are provided.
  - The facility is licensed or approved for definitive medical care by an appropriate State authority.
- Shopping center - A group of thirty or more shops, retail stores, and/or restaurants with at least one major department store functioning as an anchor.
- Visitor Center - A facility having the primary purpose of providing information and tourist support services. Must be approved by the State Department of Community and Economic Development.

Education

- College/University - An educational institution that is nationally accredited and grants degrees.
- Public 2 Year College - An educational institution that is nationally accredited and grants degrees.

Entertainment and Culture

- Historic Site - A structure or place of historical, archaeological, or architectural significance listed on the National Register of Historic Places.
- Museum – A facility of national or regional significance exhibiting works of artistic, historic, or scientific value.
- Performing Arts Venue – A facility focused on the enjoyment of the performing arts and providing a minimum capacity of two hundred seats.
- Botanical Garden or Zoo – Accredited institution, where plants and/or animals are kept and cared, while also offering public education.

Public Facility

- Recreation or Community Center – Publically owned buildings offering places to recreate, learn, and/or gather.
- Library - A repository for literary and multi-media materials, such as books, periodicals, newspapers, recordings, films, and electronic media, kept and systemically arranged for use and reference.
- Park/Open Space – Publically owned National, State, and Regional parks.

- Pathway – Named regional facilities built for transportation and recreation purposes and used by both cyclists and pedestrians.
- Transit Center – Passenger terminals facilitating access to BRT or multiple bus lines.

Sports Facility

- Golf Course - A facility open to the public and offering at least eighteen holes of play. Miniature golf courses and driving ranges are not considered a level 3 landmark.
- Stadium or Arena – A permanent facility used for the primary purpose of presenting organized sporting events. Includes county and state fairgrounds.

LEVEL 4 - LOCAL DESTINATIONS

Fort Collins may wish to extend its wayfinding system to include local destinations. This may be useful in lower density areas or on more rural routes where Level 1-3 destinations are not present. Each city is unique but generally larger civic institutions such as libraries, museums, or community centers will take precedent over specific local services and visitor accommodations.

Businesses and Services

- Medical Facility - Licensed facilities that provide emergency or urgent care services. Need not be open 24 hours per day, seven days per week.
- Shopping Center - A group of at least five, but less than thirty shops, retail stores, and/or restaurants.

Community Facilities

- Cemetery - A large public park or ground laid out expressly for the interment of the dead.

Education

- Primary School – Public schools providing elementary school level education to students generally aged six through eleven.
- Secondary School – Public schools providing high school level education to students generally aged eleven through eighteen.

Entertainment and Culture

- Museum – A facility of local recognition exhibiting works of artistic, historic, or scientific value to the general public.
- Performing Arts Venue - A facility focused on the public's enjoyment of the performing arts and having a capacity of less than two hundred seats.

Public Facility

- Civic Building - City hall, court house, fire or police station.
- Local Park - Publically owned local parks.
- Post Office – Official federal postal service center.

Sports Facility

- Golf Course - A facility open to the public and offering fewer than eighteen holes of play. Miniature golf courses and driving ranges may be considered.
- Sports Field – A permanent facility used for the primary purpose of presenting and practicing local organized sports.

In situations where two destinations of equal significance and distance may be properly designated and the two destinations cannot appear on the same sign, the two names may be alternated on successive signs.

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D. Wayfinding Destinations

Appendix D: Fort Collins Bicycle Wayfinding Destinations

Destination Tier	Category	Subcategory	Destination Name
Level 1	District	District	Brewery District
Level 1	District	District	Campus West
Level 1	District	District	Downtown
Level 1	District	District	Lincoln Triangle
Level 1	District	Sub-District	Midtown - North
Level 1	District	Sub-District	Midtown - Middle
Level 1	District	Sub-District	Midtown - South
Level 1	District	District	North College
Level 1	District	Sub-District	Canyon Avenue
Level 1	District	Sub-District	Civic Center
Level 1	District	Sub-District	Old City Center
Level 1	District	Industrial District	
Level 1	District	Employment District	
Level 1	District	Technology District	
Level 1	Education	College - 2 Year	Front Range Community College
Level 1	Education	College/University	Colorado State University - Foothills Campus
Level 1	Education	College/University	Colorado State University - Main Campus
Level 1	Education	College/University	Colorado State University - South Campus
Level 1	Regional Destination	City	Greeley
Level 1	Regional Destination	City	Loveland
Level 1	Regional Destination	City	Wellington
Level 1	Regional Destination	City	Windsor
Level 1	Regional Destination	Town	Bellvue
Level 1	Regional Destination	Town	Laporte
Level 1	Regional Destination	Town	Timnath
Level 2	Public Facility	Pathway/Trail	East Poudre Trail
Level 2	Public Facility	Pathway/Trail	East Spring Creek Trail
Level 2	Public Facility	Pathway/Trail	Fossil Creek Trail
Level 2	Public Facility	Pathway/Trail	Hickory Trail
Level 2	Public Facility	Pathway/Trail	Mason Trail
Level 2	Public Facility	Pathway/Trail	Pleasant Valley Trail
Level 2	Public Facility	Pathway/Trail	Poudre River Trail
Level 2	Public Facility	Pathway/Trail	Power Trail
Level 2	Public Facility	Pathway/Trail	Redwood Trail
Level 2	Public Facility	Pathway/Trail	Rendezvous Trail
Level 2	Public Facility	Pathway/Trail	Valley Loop Trail
Level 2	Public Facility	Pathway/Trail	Vermont Trail
Level 2	Public Facility	Pathway/Trail	West Poudre Trail
Level 2	Public Facility	Pathway/Trail	West Spring Creek Trail
Level 2	Public Facility	Park - Community	City Park
Level 2	Public Facility	Park - Community	Civic Center Park
Level 2	Public Facility	Park - Community	Edora Community Park
Level 2	Public Facility	Park - Community	Fossil Creek Community Park
Level 2	Public Facility	Park - Community	Lee Martinez Community Park
Level 2	Public Facility	Park - Community	Rolland Moore Community Park
Level 2	Public Facility	Park - Community	Spring Canyon Community Park
Level 3	Business/Service	Medical Facility	Poudre Valley Hospital
Level 3	Business/Service	Medical Facility	PVHS Harmony Campus
Level 3	Business/Service	Postal	Post Office
Level 3	Business/Service	Postal	Post Office Old Town Station
Level 3	Business/Service	Shopping Center	Foothills Mall
Level 3	Business/Service	Shopping Center	Fort Collins Shopping Center
Level 3	Business/Service	Shopping Center	Front Range Village Shopping Center
Level 3	Business/Service	Shopping Center	Harmony Marketplace

Appendix D: Fort Collins Bicycle Wayfinding Destinations

Destination Tier	Category	Subcategory	Destination Name
Level 3	Business/Service	Visitor Center	Colorado Welcome Center
Level 3	Business/Service	Visitor Center	Fort Collins Convention & Visitors Bureau
Level 3	Community Facility	Cemetary	Grandview Cemetery
Level 3	Community Facility	Cemetary	Roselawn Cemetery
Level 3	Education	Primary School - E	Bacon Elementary
Level 3	Education	Primary School - E	Bauder Elementary
Level 3	Education	Primary School - E	Beattie Elementary
Level 3	Education	Primary School - E	Bennett Elementary
Level 3	Education	Primary School - E	Bethke Elementary
Level 3	Education	Primary School - E	Cache La Poudre Elementary
Level 3	Education	Primary School - E	Cottonwood Plains Elementary
Level 3	Education	Primary School - E	Coyote Ridge Elementary
Level 3	Education	Primary School - E	Dunn Elementary
Level 3	Education	Primary School - E	Eyestone Elementary
Level 3	Education	Primary School - E	Fullana Elementary
Level 3	Education	Primary School - E	Harris Bilingual Immersion
Level 3	Education	Primary School - E	Irish Elementary
Level 3	Education	Primary School - E	Johnson Elementary
Level 3	Education	Primary School - E	Kruse Elementary
Level 3	Education	Primary School - E	Laurel Elementary
Level 3	Education	Primary School - E	Linton Elementary
Level 3	Education	Primary School - E	Livermore Elementary
Level 3	Education	Primary School - E	Lopez Elementary
Level 3	Education	Primary School - E	McGraw Elementary
Level 3	Education	Primary School - E	Oakwood School
Level 3	Education	Primary School - E	O'Dea Elementary
Level 3	Education	Primary School - E	Olander Elementary
Level 3	Education	Primary School - E	Open Hearts Christrian School
Level 3	Education	Primary School - E	Putnam Elementary
Level 3	Education	Primary School - E	Red Feather Lakes Elementary
Level 3	Education	Primary School - E	Rice Elementary
Level 3	Education	Primary School - E	Riffenburgh Elementary
Level 3	Education	Primary School - E	Rivendall School
Level 3	Education	Primary School - E	Shepardson Elementary
Level 3	Education	Primary School - E	Stove Prarie Elementary
Level 3	Education	Primary School - E	Tavelli Elementary
Level 3	Education	Primary School - E	Timnath Elementary
Level 3	Education	Primary School - E	TR Paul Academy
Level 3	Education	Primary School - E	Traut Core Knowledge
Level 3	Education	Primary School - E	Werner Elementary
Level 3	Education	Primary School - E	Zach Elementary
Level 3	Education	Primary School - E/M	Discovery Montessori
Level 3	Education	Primary School - E/M	St Joseph's School
Level 3	Education	Primary School - M	Blevins Middle School
Level 3	Education	Primary School - M	Boltz Middle School
Level 3	Education	Primary School - M	Cache La Poudre Middle School
Level 3	Education	Primary School - M	Kinard Core Knowledge Middle School
Level 3	Education	Primary School - M	Lesher Middle School
Level 3	Education	Primary School - M	Lincoln Middle School
Level 3	Education	Primary School - M	Preston Middle School
Level 3	Education	Primary School - M	Webber Middle School
Level 3	Education	Primary School - M	Wellington Middle School
Level 3	Education	Primary/Secondary	Christian Core Academy
Level 3	Education	Primary/Secondary	Heritage Christian Academy

Appendix D: Fort Collins Bicycle Wayfinding Destinations

Destination Tier	Category	Subcategory	Destination Name
Level 3	Education	Primary/Secondary	LAB - Polaris
Level 3	Education	Primary/Secondary	Liberty Common School
Level 3	Education	Primary/Secondary	Mountain Sage Community School
Level 3	Education	Secondary School	Centennial High School
Level 3	Education	Secondary School	Colorado Early Colleges
Level 3	Education	Secondary School	Fort Collins High School
Level 3	Education	Secondary School	Fossil Ridge High School
Level 3	Education	Secondary School	Liberty Common High School
Level 3	Education	Secondary School	Poudre Community Academy
Level 3	Education	Secondary School	Poudre High School
Level 3	Education	Secondary School	Ridgeview Classical High School
Level 3	Education	Secondary School	Rocky Mountain High School
Level 3	Entertainment/Culture	Botanic Garden	Annual Flower Trial Garden
Level 3	Entertainment/Culture	Botanic Garden	Gardens On Spring Creek
Level 3	Entertainment/Culture	Historic Site	Old Town Square
Level 3	Entertainment/Culture	Museum	Fort Collins Museum
Level 3	Entertainment/Culture	Museum	The Center for Fine Art Photography
Level 3	Entertainment/Culture	Performing Arts Venue	Edna Rizley Griffin Concert Hall
Level 3	Entertainment/Culture	Performing Arts Venue	Lincoln Center
Level 3	Entertainment/Culture	Performing Arts Venue	Midtown Arts Center
Level 3	Entertainment/Culture	Performing Arts Venue	University Center for the Arts at Colorado State
Level 3	Public Facility	Bicycle Library	FCBL Hub - Main Station
Level 3	Public Facility	Bicycle Library	FCBL Hub - University Inn Station
Level 3	Public Facility	Civic Building	City Hall
Level 3	Public Facility	Library	Council Tree Library
Level 3	Public Facility	Library	Harmony Library
Level 3	Public Facility	Library	Old Town Library
Level 3	Public Facility	Park - Open Space	Arapaho Bend Natural Area
Level 3	Public Facility	Park - Open Space	Butterfly Woods Natural Area
Level 3	Public Facility	Park - Open Space	Cathy Fromme Prairie Natural Area
Level 3	Public Facility	Park - Open Space	Cattail Chorus Natural Area
Level 3	Public Facility	Park - Open Space	Colina Mariposa Natural Area
Level 3	Public Facility	Park - Open Space	Cottonwood Hollow Natural Area
Level 3	Public Facility	Park - Open Space	Coyote Ridge Natural Area
Level 3	Public Facility	Park - Open Space	Douglas Reservoir Swa
Level 3	Public Facility	Park - Open Space	Eagle View Natural Area
Level 3	Public Facility	Park - Open Space	Environmental Learning Center
Level 3	Public Facility	Park - Open Space	Fischer Natural Area
Level 3	Public Facility	Park - Open Space	Former Franz Farm (Cathy Fromme Prairie NA)
Level 3	Public Facility	Park - Open Space	Fossil Creek Reservoir Natural Area
Level 3	Public Facility	Park - Open Space	Fossil Creek Wetlands Natural Area
Level 3	Public Facility	Park - Open Space	Gustav Swanson Natural Area
Level 3	Public Facility	Park - Open Space	Hazaleus Natural Area
Level 3	Public Facility	Park - Open Space	Homestead Natural Area
Level 3	Public Facility	Park - Open Space	Horsetooth Mountain Open Space
Level 3	Public Facility	Park - Open Space	Horsetooth Reservoir Area
Level 3	Public Facility	Park - Open Space	Kingfisher Point Natural Area
Level 3	Public Facility	Park - Open Space	Lions Open Space
Level 3	Public Facility	Park - Open Space	Long View Farm Open Space

Appendix D: Fort Collins Bicycle Wayfinding Destinations

Destination Tier	Category	Subcategory	Destination Name
Level 3	Public Facility	Park - Open Space	Lory State Park
Level 3	Public Facility	Park - Open Space	Magpie Meander Natural Area
Level 3	Public Facility	Park - Open Space	Mallard'S Nest Natural Area
Level 3	Public Facility	Park - Open Space	Maxwell Natural Area
Level 3	Public Facility	Park - Open Space	McMurry Natural Area
Level 3	Public Facility	Park - Open Space	North Shields Ponds Natural Area
Level 3	Public Facility	Park - Open Space	Pelican Marsh Natural Area
Level 3	Public Facility	Park - Open Space	Pineridge Natural Area
Level 3	Public Facility	Park - Open Space	Prairie Dog Meadow Natural Area
Level 3	Public Facility	Park - Open Space	Prospect Ponds Natural Area
Level 3	Public Facility	Park - Open Space	Red Fox Meadows Natural Area
Level 3	Public Facility	Park - Open Space	Redtail Grove Natural Area
Level 3	Public Facility	Park - Open Space	Redwing Marsh Natural Area
Level 3	Public Facility	Park - Open Space	Reservoir Ridge Natural Area
Level 3	Public Facility	Park - Open Space	Riverbend Ponds Natural Area
Level 3	Public Facility	Park - Open Space	River'S Edge Natural Area
Level 3	Public Facility	Park - Open Space	Ross Natural Area
Level 3	Public Facility	Park - Open Space	Running Deer Natural Area
Level 3	Public Facility	Park - Open Space	Salyer Natural Area
Level 3	Public Facility	Park - Open Space	Soderberg Homestead Open Space
Level 3	Public Facility	Park - Open Space	Springer Natural Area
Level 3	Public Facility	Park - Open Space	The Coterie
Level 3	Public Facility	Park - Open Space	Two Creeks Natural Area
Level 3	Public Facility	Park - Open Space	Udall Natural Area
Level 3	Public Facility	Park - Open Space	Williams Natural Area
Level 3	Public Facility	Recreation/Community Center	Edora Pool Ice Center (EPIC)
Level 3	Public Facility	Recreation/Community Center	Fort Collins Senior Center
Level 3	Public Facility	Recreation/Community Center	Lincoln Center
Level 3	Public Facility	Recreation/Community Center	Mulberry Pool
Level 3	Public Facility	Recreation/Community Center	Northside Aztlan Community Center
Level 3	Public Facility	Recreation/Community Center	The Farm
Level 3	Public Facility	Transit Facility	MAX - Downtown Transit Center
Level 3	Public Facility	Transit Facility	MAX - Drake Station
Level 3	Public Facility	Transit Facility	MAX - Harmony Station
Level 3	Public Facility	Transit Facility	MAX - Horsetooth Station
Level 3	Public Facility	Transit Facility	MAX - Laurel Station
Level 3	Public Facility	Transit Facility	MAX - Prospect Station
Level 3	Public Facility	Transit Facility	MAX - Spring Creek Station
Level 3	Public Facility	Transit Facility	MAX - Swallow Station
Level 3	Public Facility	Transit Facility	MAX - Troutman Station
Level 3	Public Facility	Transit Facility	MAX - University Station
Level 3	Public Facility	Transit Facility	MAX Station
Level 3	Sports Facility	Archery Range	Archery Range
Level 3	Sports Facility	Golf Course	City Park Nine Golf Course
Level 3	Sports Facility	Golf Course	Collindale Golf Course
Level 3	Sports Facility	Golf Course	Southridge Golf Course
Level 3	Sports Facility	Sports Field	
Level 3	Sports Facility	Stadium	Hughes Stadium

E. Priority Route Signs

Centre Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
C3	Confirmation	CENTRE	NE	STARFLOWER DR	BITTERBUSH LN	CENTRE BIKEWAY											
C4	Confirmation	CENTRE	SW	STARFLOWER DR	BITTERBUSH LN	CENTRE BIKEWAY											
C5	Confirmation	CENTRE	NW	W TROUTMAN PKWY	TABLE MOUNTAIN PL	CENTRE BIKEWAY											
C6	Confirmation	CENTRE	SW	W TROUTMAN PKWY	TABLE MOUNTAIN PL	CENTRE BIKEWAY											
C7	Confirmation	CENTRE	NW	MEADOWLARK AVE	APOLLO CT	CENTRE BIKEWAY											
C8	Confirmation	CENTRE	SW	MEADOWLARK AVE	APOLLO CT	CENTRE BIKEWAY											
CT20	Confirmation/ Turn	CENTRE	SE	MERIDIAN AVE	W LAUREL ST	LAUREL BIKEWAY	LR										
CT21	Confirmation/ Turn	CENTRE	NW	S LOOMIS AVE	W LAUREL ST	LAUREL BIKEWAY	LR										
CT17	Confirmation/ Turn	CENTRE	NW	STARFLOWER DR	W HARMONY RD	CENTRE BIKEWAY	L			MASON TRAIL	L	0.6	4				
CT15	Confirmation/ Turn	CENTRE	NE	HINSDALE DR	BENTLEY PL	CENTRE BIKEWAY	L			FRONT RANGE COMMUNITY COLLEGE	L	0.2	1				
CT16	Confirmation/ Turn	CENTRE	SE	W HARMONY RD	STARFLOWER DR	MASON TRAIL	S	4	0.6								
CT18	Confirmation/ Turn	CENTRE	SE	MEADOWLARK AVE	RIVA RIDGE DR	MASON TRAIL	R	1	0.1								
CT19	Confirmation/ Turn	CENTRE	NW	MEADOWLARK AVE	RIVA RIDGE DR	MASON TRAIL	L	1	0.1								
CT22	Confirmation/ Turn	CENTRE	NW	MERIDIAN AVE	W PITKIN ST	PITKIN BIKEWAY	LR										
CT23	Confirmation/ Turn	CENTRE	SE	MERIDIAN AVE	W PITKIN ST	PITKIN BIKEWAY	LR										
D19	Decision	CENTRE	SE	STARFLOWER DR	W TROUTMAN PKWY	TROUTMAN BIKEWAY	LR			CENTRE BIKEWAY	R			TROUTMAN PARK	R	0.2	1
D20	Decision	CENTRE	SW	W TROUTMAN PKWY	MANHATTAN AVE	MASON TRAIL	S	1	0.2	MAX STATION	S	0.3	2	CENTRE BIKEWAY	L		
D21	Decision	CENTRE	NW	MANHATTAN AVE	W TROUTMAN PKWY	MASON TRAIL	L	1	0.2	MAX STATION	L	0.3	2	CENTRE BIKEWAY	R		
D24	Decision	CENTRE	SE	MEADOWLARK AVE	W SWALLOW RD	BEATTIE PARK	S	1	0.1	SWALLOW BIKEWAY	LR			MASON TRAIL	R	0.3	2
D27	Decision	CENTRE	NW	MEADOWLARK AVE	W SWALLOW RD	SWALLOW BIKEWAY	LR			MASON TRAIL	L	2	12	MAX STATION	L	0.3	2
D28	Decision	CENTRE	SE	CENTRE AVE	W SPRING CREEK TRAIL	CSU MAIN CAMPUS	S	1	0.2	SPRING CREEK TRAIL	LR			MASON TRAIL	R	0.2	1
D29	Decision	CENTRE	NW	CENTRE AVE	W SPRING CREEK TRAIL	CSU VTH	S	2	0.3	GARDENS ON SPRING CREEK	S	0.2	1	SPRING CREEK TRAIL	LR		
D30	Decision	CENTRE	SE	S LOOMIS AVE	W MAGNOLIA ST	FULLANA SCHOOL	S	2	0.4	MAGNOLIA BIKEWAY	LR			LINCOLN CENTER	R	0.3	2
D31	Decision	CENTRE	NW	S LOOMIS AVE	W MAGNOLIA ST	CSU MAIN CAMPUS	S	2	0.3	MAGNOLIA BIKEWAY	LR			LINCOLN CENTER	L	0.3	2
D32	Decision	CENTRE	SE	S LOOMIS AVE	W MOUNTAIN AVE	FULLANA SCHOOL	S	1	0.2	MOUNTAIN BIKEWAY	LR			DOWNTOWN	R	0.3	2
D33	Decision	CENTRE	NW	S LOOMIS AVE	W MOUNTAIN AVE	CSU MAIN CAMPUS	S	4	0.6	MOUNTAIN BIKEWAY	LR			DOWNTOWN	L	0.3	2
D35	Decision	CENTRE	NW	N SHERWOOD ST	CHERRY ST	FULLAN SCHOOL	S			CHERRY BIKEWAY	LR			RIVER DISTRICT	L		
D34	Decision	CENTRE	SE	N SHERWOOD ST	CHERRY ST	LEE MARTINEZ COMMUNITY PARK	S	1	0.2	HICKORY TRAIL	S	0.4	2	CHERRY BIKEWAY	LR		
D22	Decision	CENTRE	SE	MANHATTAN AVE	W HORSETOOTH RD	MASON TRAIL	L	1	0.1	MAX STATION	L	0.2	1	MIDTOWN	L	0.3	2
D23	Decision	CENTRE	NW	MEADOWLARK AVE	W HORSETOOTH RD	MASON TRAIL	R	1	0.1	MAX STATION	R	0.2	1	MIDTOWN	R	0.3	2
P34	Pavement Marking	CENTRE	NW	N SHERWOOD ST	MAPLE ST												
P32	Pavement Marking	CENTRE	NE	MAPLE ST	S LOOMIS AVE												

Centre Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
P31	Pavement Marking	CENTRE	SE	S LOOMIS AVE	MAPLE ST												
P22	Pavement Marking	CENTRE	NE	CLARENDON HILL DR	HILLDALE DR												
P21	Pavement Marking	CENTRE	NW	HILLDALE DR	CLARENDON HILL DR												
P23	Pavement Marking	CENTRE	SW	CLARENDON HILL DR	FOX HILLS DR												
P24	Pavement Marking	CENTRE	NE	CLARENDON HILL DR	FOX HILLS DR												
P26	Pavement Marking	CENTRE	NE	HINSDALE DR	LANGDALE DR												
P25	Pavement Marking	CENTRE	SW	HINSDALE DR	LANGDALE DR												
P27	Pavement Marking	CENTRE	NE	HINSDALE DR	MCGRAW CIR												
P28	Pavement Marking	CENTRE	SW	HINSDALE DR	STODDARD DR												
P29	Pavement Marking	CENTRE	SE	W HARMONY RD	STARFLOWER DR												
P30	Pavement Marking	CENTRE	NE	W LAKE ST	MERIDIAN AVE												
P33	Pavement Marking	CENTRE	SW	MAPLE ST	N SHERWOOD ST												
T18	Turn	CENTRE	NW	CLARENDON HILL DR	HILLDALE DR	CENTRE BIKEWAY	R										
T25	Turn	CENTRE	SE	CLARENDON HILL DR	HINSDALE DR	CENTRE BIKEWAY	R										
T26	Turn	CENTRE	NE	HINSDALE DR	CLARENDON HILL DR	CENTRE BIKEWAY	L										
T24	Turn	CENTRE	SW	HILLDALE DR	CLARENDON HILL DR	CENTRE BIKEWAY	L										
T27	Turn	CENTRE	NW	W TROUTMAN PKWY	MOSS CREEK DR	CENTRE BIKEWAY	L										
T28	Turn	CENTRE	SE	RESEARCH BLVD	CENTRE AVE	CENTRE BIKEWAY	R										
T29	Turn	CENTRE	NW	CENTRE AVE	RESEARCH BLVD	CENTRE BIKEWAY	L										
T30	Turn	CENTRE	SE	CENTRE AVE	W LAKE ST	CENTRE BIKEWAY	L										
T31	Turn	CENTRE	SW	W LAKE ST	CENTRE AVE	CENTRE BIKEWAY	R										
T35	Turn	CENTRE	NE	N SHERWOOD ST	N SHERWOOD ST	CENTRE BIKEWAY	L										
T36	Turn	CENTRE	SE	N SHERWOOD ST	N SHERWOOD ST	CENTRE BIKEWAY	R										
T32	Turn	CENTRE	SE	W HARMONY RD	HINSDALE DR	CENTRE BIKEWAY	R										
T33	Turn	CENTRE	NE	W LAKE ST	MERIDIAN AVE	CENTRE BIKEWAY	R										
T34	Turn	CENTRE	NW	W LAKE ST	MERIDIAN AVE	CENTRE BIKEWAY	L										

Dunbar Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
C1	Confirmation	DUNBAR	SE	CONSTITUTION AVE	GLENWOOD DR	DUNBAR BIKEWAY											
C2	Confirmation	DUNBAR	SW	CONSTITUTION AVE	GLENWOOD DR	DUNBAR BIKEWAY											
CT4	Confirmation/ Turn	DUNBAR	SE	CAPITOL DR	W HORSETOOTH RD	DUNBAR BIKEWAY	L			SPRING CREEK TRAIL	L	0.8	5				
CT3	Confirmation/ Turn	DUNBAR	NW	DUNBAR AVE	W HORSETOOTH AVE	DUNBAR BIKEWAY	L			SPRING CREEK TRAIL	R	0.8	5				
CT2	Confirmation/ Turn	DUNBAR	SW	W HORSETOOTH RD	CAPITOL DR	DUNBAR BIKEWAY	R			PLEASANT VALLEY TRAIL	S	0.4	2				
CT1	Confirmation/ Turn	DUNBAR	NE	W HORSETOOTH RD	DUNBAR AVE	DUNBAR BIKEWAY	R			SPRING CREEK TRAIL	S	0.8	5				
CT13	Confirmation/ Turn	DUNBAR	SE	LYONS ST	W VINE DR	VINE BIKEWAY	LR										
CT5	Confirmation/ Turn	DUNBAR	NW	W SPRING CREEK TRAIL	W SPRING CREEK TRAIL	DUNBAR BIKEWAY	L			SPRING CREEK TRAIL	S						
CT10	Confirmation/ Turn	DUNBAR	SE	CITY PARK AVE	W PLUM ST	CSU MAIN CAMPUS	L	2	0.25								
CT11	Confirmation/ Turn	DUNBAR	NW	CITY PARK AVE	W PLUM ST	CSU MAIN CAMPUS	R	2	0.25								
CT12	Confirmation/ Turn	DUNBAR	NE	W VINE DR	LANCER DR	POUDRE TRAIL	R	1	0.1								
CT14	Confirmation/ Turn	DUNBAR	SW	W VINE DR	LANCER DR	POUDRE TRAIL	L	1	0.1								
CT6	Confirmation/ Turn	DUNBAR	NE	W STUART ST	CONSTITUTION AVE	STUART BIKEWAY	LR										
CT7	Confirmation/ Turn	DUNBAR	SE	CONSTITUTION AVE	W STUART ST	STUART BIKEWAY	LR										
CT8	Confirmation/ Turn	DUNBAR	NW	CONSTITUTION AVE	SCARBOROROUGH DR	SPRING CREEK TRAIL	L	1	0.1								
CT9	Confirmation/ Turn	DUNBAR	SE	CONSTITUTION AVE	SCARBOROROUGH DR	SPRING CREEK TRAIL	R	1	0.1								
D11	Decision	DUNBAR	NW	CITY PARK AVE	SPRINGFIELD DR	CSU MAIN CAMPUS	L	2	0.3	PITKIN BIKEWAY	LR			DUNBAR BIKEWAY	R		
D1	Decision	DUNBAR	SE	SENECA ST	W TROUTMAN PKWY	WESTFIELD PARK	S	1	0.1	JOHNSON ELEMENTARY SCHOOL	L	0.1	1	W TROUTMAN BIKEWAY	R	0.1	1
D2	Decision	DUNBAR	NW	SENECA ST	W TROUTMAN PKWY	JOHNSON ELEMENTARY SCHOOL	S	1	0.1	W TROUTMAN BIKEWAY	L	0.1	1	WESTFIELD PARK	R	0.1	1
D4	Decision	DUNBAR	SE	DUNBAR AVE	W SWALLOW RD	SPRING CREEK TRAIL	S	4	0.6	SWALLOW BIKEWAY	LR			ROCKY MOUNTAIN HIGH	R	0.4	2
D5	Decision	DUNBAR	NW	DUNBAR AVE	W SWALLOW RD	ROSSBOROUGH PARK	S	2	0.25	SWALLOW BIKEWAY	LR			ROCKY MOUNTAIN HIGH	L	0.4	2
D6	Decision	DUNBAR	NW	W STUART ST	HEATHERIDGE RD	DUNBAR BIKEWAY	L			STUART BIKEWAY	S			SPRING CREEK TRAIL	S	0.1	1
D8	Decision	DUNBAR	SE	LYNNWOOD DR	SPRINGFIELD DR	CAMPUS WEST	S	2	0.4	PITKIN BIKEWAY	LR			DUNBAR BIKEWAY	R		
D12	Decision	DUNBAR	SE	CITY PARK AVE	W ELIZABETH ST	CITY PARK	S	3	0.5	ELIZABETH BIKEWAY	LR			CSU MAIN CAMPUS	R	0.25	2
D13	Decision	DUNBAR	NW	CITY PARK AVE	W ELIZABETH ST	SPRING CREEK TRAIL	S	6	1	ELIZABETH BIKEWAY	LR			CSU MAIN CAMPUS	L	0.25	2
D18	Decision	DUNBAR	SW	W VINE ST	LYONS ST												
D17	Decision	DUNBAR	NW	N ROOSEVELT AVE	LAPORTE AVE	CITY PARK	S	1	0.2	LA PORT BIKEWAY	LR			DOWNTOWN	L	1	6
D16	Decision	DUNBAR	SE	N ROOSEVELT AVE	LAPORTE AVE	POUDRE TRAIL	S	4	0.7	LA PORT BIKEWAY	LR			DOWNTOWN	R	1	6
D14	Decision	DUNBAR	SE	S ROOSEVELT AVE	W MOUNTAIN AVE	POUDRE TRAIL	S	5	0.8	MOUNTAIN BIKEWAY	LR			DOWNTOWN	R	1	6
D15	Decision	DUNBAR	NW	N ROOSEVELT AVE	W MOUNTAIN AVE	CITY PARK	S	1	0.1	CAMPUS WEST	S	1	6	MOUNTAIN BIKEWAY	LR		
D7	Decision	DUNBAR	NW	HEATHERIDGE RD	W STUART ST	STUART BIKEWAY	LR			SPRING CREEK TRAIL	L	0.1	1	DUNBAR BIKEWAY	R		

Dunbar Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
P1	Pavement Marking	DUNBAR	SE	MORNING DOVE LN	PRAIRIE RIDGE DR												
P3	Pavement Marking	DUNBAR	NE	PRAIRIE RIDGE DR	SENECA ST												
P2	Pavement Marking	DUNBAR	SW	PRAIRIE RIDGE DR	MORNING DOVE LN												
P4	Pavement Marking	DUNBAR	NW	SENECA ST	PRAIRIE RIDGE DR												
P5	Pavement Marking	DUNBAR	NE	SENECA ST	PRAIRIE RIDGE DR												
P8	Pavement Marking	DUNBAR	NE	W PROSPECT RD	LYNNWOOD DR												
P13	Pavement Marking	DUNBAR	SE	N ROOSEVELT AVE	MAPLE ST												
P14	Pavement Marking	DUNBAR	SW	MAPLE ST	N ROOSEVELT AVE												
P17	Pavement Marking	DUNBAR	SE	N ROOSEVELT AVE	CHERRY ST												
P19	Pavement Marking	DUNBAR	SW	CHERRY ST	LYONS												
P20	Pavement Marking	DUNBAR	NW	LYONS ST	CHERRY ST												
P18	Pavement Marking	DUNBAR	NE	CHERRY ST	N ROOSEVELT AVE												
P16	Pavement Marking	DUNBAR	NW	N ROOSEVELT AVE	MAPLE ST												
P15	Pavement Marking	DUNBAR	NW	MAPLE ST	N ROOSEVELT AVE												
P7	Pavement Marking	DUNBAR	SW	W PROSPECT RD	HEATHERIDGE RD												
P9	Pavement Marking	DUNBAR	NW	CITY PARK AVE	WESTWARD DR												
P10	Pavement Marking	DUNBAR	NE	CITY PARK AVE	WESTWARD DR												
P11	Pavement Marking	DUNBAR	NW	CITY PARK AVE	BIRCH ST												
P12	Pavement Marking	DUNBAR	NE	CITY PARK AVE	BIRCH ST												
P6	Pavement Marking	DUNBAR	NW	NEWPORT DR	W SPRING CREEK TRAIL												
T1	Turn	DUNBAR	SE	SENECA ST	WESTFIELD DR	DUNBAR BIKEWAY	L										
T2	Turn	DUNBAR	SW	WESTFIELD DR	SENECA ST	DUNBAR BIKEWAY	R										
T3	Turn	DUNBAR	NE	WESTFIELD DR	CAPITOL DR	DUNBAR BIKEWAY	R										
T4	Turn	DUNBAR	NW	CAPITOL DR	WESTFIELD DR	DUNBAR BIKEWAY	L										
T7	Turn	DUNBAR	NE	HASTINGS DR	HANOVER DR	DUNBAR BIKEWAY	R										
T19	Turn	DUNBAR	SE	HANOVER DR	W SPRING CREEK TRAIL	DUNBAR BIKEWAY	L										
T11	Turn	DUNBAR	SW	SPRINGFIELD DR	CITY PARK AVE	DUNBAR BIKEWAY	L										
T10	Turn	DUNBAR	NE	SPRINGFIELD DR	LYNNWOOD DR	DUNBAR BIKEWAY	L										
T20	Turn	DUNBAR	SE	HEATHERIDGE RD	W PROSPECT RD	DUNBAR BIKEWAY	L										
T12	Turn	DUNBAR	SE	CITY PARK AVE	W MULBERRY ST	DUNBAR BIKEWAY	R										
T13	Turn	DUNBAR	NE	W MULBERRY ST	CITY PARK AVE	DUNBAR BIKEWAY	L										
T21	Turn	DUNBAR	NW	LYNNWOOD DR	W PROSPECT RD	DUNBAR BIKEWAY	L										
T8	Turn	DUNBAR	NW	HANOVER DR	HASTINGS DR	DUNBAR BIKEWAY	L										
T6	Turn	DUNBAR	SW	HASTINGS DR	DUNBAR AVE	DUNBAR BIKEWAY	R										
T5	Turn	DUNBAR	SE	DUNBAR AVE	HASTINGS DR	DUNBAR BIKEWAY	L										
T22	Turn	DUNBAR	NE	NEWPORT DR	CONSTITUTION AVE	DUNBAR BIKEWAY	R										
T23	Turn	DUNBAR	NW	CONSTITUTION AVE	NEWPORT DR		L										
T9	Turn	DUNBAR	NE	W SPRING CREEK TRAIL	NEWPORT DR	DUNBAR BIKEWAY	R										

Dunbar Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
T14	Turn	DUNBAR	SE	JACKSON ST	W OAK ST	DUNBAR BIKEWAY	R										
T15	Turn	DUNBAR	NE	W OAK ST	JACKSON ST	DUNBAR BIKEWAY	R										
T16	Turn	DUNBAR	NE	W OAK ST	S ROOSEVELT AVE	DUNBAR BIKEWAY	R										
T17	Turn	DUNBAR	NW	W OAK ST	S ROOSEVELT AVE	DUNBAR BIKEWAY	L										

Pitkin Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
C15	Confirmation	PITKIN	NW	E PITKIN ST	WHEDBEE ST	PITKIN BIKEWAY											
C16	Confirmation	PITKIN	SE	E PITKIN ST	PETERSON ST	PITKIN BIKEWAY											
CT42	Confirmation/ Turn	PITKIN	NE	E PITKIN ST	WELCH ST	SPRING CREEK TRAIL	L	2	0.3								
CT41	Confirmation/ Turn	PITKIN	SW	E PITKIN ST	WELCH ST	SPRING CREEK TRAIL	R	2	0.3								
CT37	Confirmation/ Turn	PITKIN	NE	W PITKIN ST	MASON TRAIL	MASON TRAIL	RL										
CT38	Confirmation/ Turn	PITKIN	SW	W PITKIN ST	MASON TRAIL	MASON TRAIL	RL										
CT39	Confirmation/ Turn	PITKIN	NE	CLEARVIEW AVE	PONDEROSA DR	PONDEROSA BIKEWAY	R										
CT40	Confirmation/ Turn	PITKIN	SE	CLEARVIEW AVE	ASH DR	PONDEROSA BIKEWAY	L										
D48	Decision	PITKIN	NE	E PITKIN ST	REMINGTON ST	CSU MAIN CAMPUS	S	1	0.1	MASON TRAIL	S	0.2	1	REMINGTON BIKEWAY	LR		
D49	Decision	PITKIN	SW	E PITKIN ST	REMINGTON ST	REMINGTON BIKEWAY	LR			UNIVERSITY CENTER FOR THE ARTS	R	0.1	1	MASON TRAIL	R	0.1	1
D62	Decision	PITKIN	NE	E PITKIN ST	STOVER ST	MASON TRAIL	S	4	0.6	STOVER ST	LR			LESHER MIDDLE SCHOOL	L	0.2	1
D63	Decision	PITKIN	SW	E PITKIN ST	STOVER ST	STOVER ST	LR	3	0.5	LESHER MIDDLE SCHOOL	R	0.2	1	SPRING CREEK TRAIL	R	0.2	1
D10	Decision	PITKIN	NE	SPRINGFIELD DR	CITY PARK AVE	DUNBAR BIKEWAY	LR			CAMPUS WEST	R	0.3	2	CITY PARK	R	0.8	5
D9	Decision	PITKIN	SW	SPRINGFIELD DR	LYNNWOOD DR	CSU MAIN CAMPUS	S	2	0.3	DUNBAR BIKEWAY	LR			CAMPUS WEST	L	0.4	2
P60	Pavement Marking	PITKIN	SE	S SHIELDS ST	W PITKIN ST												
P56	Pavement Marking	PITKIN	NE	SPRINGFIELD DR	CASTLEROCK DR												
P55	Pavement Marking	PITKIN	SE	CASTLEROCK DR	CLEARVIEW AVE												
P54	Pavement Marking	PITKIN	SW	CLEARVIEW AVE	CASTLEROCK DR												
P57	Pavement Marking	PITKIN	NW	CASTLEROCK DR	SPRINGFIELD DR												
P51	Pavement Marking	PITKIN	NE	CLEARVIEW AVE	FUQUA DR												
P50	Pavement Marking	PITKIN	SE	FUQUA DR	CLEARVIEW AVE												
P58	Pavement Marking	PITKIN	NW	SPRINGFIELD DR	S BRYAN AVE												
P53	Pavement Marking	PITKIN	NW	CLEARVIEW AVE	MEADOWBROOK DR												
P52	Pavement Marking	PITKIN	SE	CLEARVIEW AVE	S TAFT HILL RD												
P59	Pavement Marking	PITKIN	SE	SPRINGFIELD DR	S BRYAN AVE												
P46	Pavement Marking	PITKIN	NW	W LAKE ST	WILDWOOD RD												
P47	Pavement Marking	PITKIN	SE	W LAKE ST	WILDWOOD RD												
P48	Pavement Marking	PITKIN	SW	W LAKE ST	FUQUA DR												
P49	Pavement Marking	PITKIN	NW	FUQUA DR	W LAKE ST												
P61	Pavement Marking	PITKIN	NW	S SHIELDS ST	SPRINGFIELD DR												
T58	Turn	PITKIN	NW	E PITKIN ST	LORY ST	PITKIN BIKEWAY	R										

Pitkin Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
T60	Turn	PITKIN	SW	E PITKIN ST	LORY ST	PITKIN BIKEWAY	L										
T61	Turn	PITKIN	NE	W PITKIN ST	S SHIELDS ST		L										
T62	Turn	PITKIN	SW	SPRINGFIELD DR	S SHIELDS ST		L										
T47	Turn	PITKIN	SW	W PROSPECT RD	S OVERLAND TRL	PITKIN BIKEWAY	L										
T48	Turn	PITKIN	NW	S OVERLAND TRL	W PROSPECT RD	PITKIN BIKEWAY	L										
T55	Turn	PITKIN	SE	S OVERLAND TRL	W LAKE ST	PITKIN BIKEWAY	R										
T57	Turn	PITKIN	NE	W LAKE ST	S OVERLAND TRL	PITKIN BIKEWAY	L										

Remington Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
C9	Confirmation	REMINGTON	NE	BOARDWALK DR	BLUESTEM CT	REMINGTON BIKEWAY											
C10	Confirmation	REMINGTON	NW	BOARDWALK DR	BLUESTEM CT	REMINGTON BIKEWAY											
C11	Confirmation	REMINGTON		BOARDWALK DR	E HARMONY RD	REMINGTON BIKEWAY											
C12	Confirmation	REMINGTON		BOARDWALK DR	E HARMONY RD	REMINGTON BIKEWAY											
C13	Confirmation	REMINGTON	NE	STANFORD RD	E HORSETOOTH RD	REMINGTON BIKEWAY											
C14	Confirmation	REMINGTON	SW	LANDINGS DR	E HORSETOOTH RD	REMINGTON BIKEWAY											
CT24	Confirmation/ Turn	REMINGTON	SE	STANFORD RD	E MONROE DR	MONROE BIKEWAY	R										
CT25	Confirmation/ Turn	REMINGTON	NW	STANFORD RD	E MONROE DR	MONROE BIKEWAY	L										
CT26	Confirmation/ Turn	REMINGTON	NW	REMINGTON ST	E SPRING CREEK TRAIL	SPRING CREEK TRAIL	LR										
CT29	Confirmation/ Turn	REMINGTON	SE	REMINGTON ST	E STUART ST	STUART BIKEWAY	R										
CT30	Confirmation/ Turn	REMINGTON	NW	REMINGTON ST	E STUART ST	STUART BIKEWAY	L										
CT31	Confirmation/ Turn	REMINGTON	SE	REMINGTON ST	MASON TRAIL	MASON TRAIL	L										
CT32	Confirmation/ Turn	REMINGTON	NW	REMINGTON ST	MASON TRAIL	MASON TRAIL	R										
CT27	Confirmation/ Turn	REMINGTON	NW	REMINGTON ST	SPRING PARK DR	SPRING CREEK TRAIL	LR										
CT28	Confirmation/ Turn	REMINGTON	NE	SPRING PARK DR	REMINGTON ST	SPRING CREEK TRAIL	LR										
CT33	Confirmation/ Turn	REMINGTON	SE	LINDEN ST	E POUDRE TRAIL	POUDRE RIVER TRAIL	R										
CT34	Confirmation/ Turn	REMINGTON	SW	LINDEN ST	E POUDRE TRAIL	POUDRE RIVER TRAIL	R										
CT35	Confirmation/ Turn	REMINGTON	SE	LINDEN ST	E VINE DR	VINE BIKEWAY	LR										
CT36	Confirmation/ Turn	REMINGTON	NW	LINDEN ST	E VINE DR	VINE BIKEWAY	LR										
D36	Decision	REMINGTON	SE	HIGHCASTLE DR	BOARDWALK DR	MIRAMONT PARK	S			REMINGTON BIKEWAY	L			POWER TRAIL	R	1	6
D37	Decision	REMINGTON	NW	BOARDWALK DR	HIGHCASTLE DR	POWER TRAIL	S	6	1	MIRAMONT PARK	L			REMINGTON BIKEWAY	R		
D40	Decision	REMINGTON	SE	STANFORD RD	E SWALLOW RD	REMINGTON BIKEWAY	L			SWALLOW BIKEWAY	LR			MAX STATION	L	0.5	3
D44	Decision	REMINGTON	NW	TULANE DR	E SWALLOW RD	REMINGTON BIKEWAY	L			SWALLOW BIKEWAY	LR			MAX STATION	R	0.5	3
D38	Decision	REMINGTON	SE	BOARDWALK DR	BREAKWATER DR	POST OFFICE	S	1	0.2	TROUTMAN BIKEWAY	L			BREAKWATER BIKEWAY	R		
D39	Decision	REMINGTON	NW	BOARDWALK DR	E TROUTMAN PKWY	LANDINGS PARK	S	1	0.2	BREAKWATER BIKEWAY	L			TROUTMAN BIKEWAY	R		
D51	Decision	REMINGTON	SE	REMINGTON ST	E ELIZABETH ST												
D52	Decision	REMINGTON	NW	REMINGTON ST	E ELIZABETH ST	CENTER FOR THE ARTS	S	2	0.3	ANNUAL FLOWER TRIAL GARDEN	S	0.3	2	FCBL HUB	R	0.1	1
D53	Decision	REMINGTON	SE	REMINGTON ST	E LAUREL ST	HISTORIC DISTRICT	S	5	0.8	LAUREL BIKEWAY	LR			MAX STATION	L	0.1	1
D54	Decision	REMINGTON	NW	REMINGTON ST	E LAUREL ST	CSU MAIN CAMPUS	S	3	0.5	LAUREL BIKEWAY	LR			MAX STATION	R	0.2	1
D55	Decision	REMINGTON	SE	REMINGTON ST	E MAGNOLIA ST	HISTORIC DISTRICT	S	2	0.4	MAGNOLIA BIKEWAY	LR			LINCOLN CENTER	L	0.4	2
D56	Decision	REMINGTON	NW	REMINGTON ST	E MAGNOLIA ST	CSU MAIN CAMPUS	S	5	0.8	SPRING CREEK TRAIL	S	0.9	5	MAGNOLIA BIKEWAY	LR		

Remington Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
D45	Decision	REMINGTON	SE	MATHEWS ST	COLUMBIA RD	SPRING CREEK TRAIL	S	2	0.4	MIDTOWN	L	0.2	1	COLUMBIA BIKEWAY	R	0.4	3
D46	Decision	REMINGTON	NW	MATHEWS ST	COLUMBIA RD	O'DEA ELEMENTARY SCHOOL	S	2	0.3	COLUMBIA BIKEWAY	L			MIDTOWN	R	0.2	1
D57	Decision	REMINGTON	SE	MATHEWS ST	E MOUNTAIN AVE	RIVER DISTRICT	S	1	0.1	MOUNTAIN BIKEWAY	LR			POUDRE TRAIL	R	0.3	2
D58	Decision	REMINGTON	NW	WALNUT ST	E MOUNTAIN AVE	OLD TOWN LIBRARY	S	1	0.1	MOUNTAIN BIKEWAY	LR			HISTORIC DISTRICT	R	0.2	1
D59	Decision	REMINGTON	SE	WALNUT ST	LINDEN ST	CIVIC CENTER	S	2	0.25	OLD TOWN SQUARE	L	0.1	1	REMINGTON BIKEWAY	R		
D60	Decision	REMINGTON	NW	LINDEN ST	WALNUT ST	OLD TOWN SQUARE	S	1	0.1	HISTORIC DISTRICT	S	0.1	1	REMINGTON BIKEWAY	L		
D61	Decision	REMINGTON	NW	LINDEN ST	E POUDRE TRAIL	RIVER DISTRICT	S	2	0.4	POUDRE RIVER TRAIL	L			GUSTAV SWANSON NATURAL AREA	R	0.2	1
D47	Decision	REMINGTON	SE	REMINGTON ST	E PITKIN ST	PITKIN BIKEWAY	LR			CSU MAIN CAMPUS	R	0.2	1	MASON TRAIL R	L	0.2	1
D50	Decision	REMINGTON	NW	REMINGTON ST	E PITKIN ST	CENTER FOR THE ARTS	S	1	0.1	PITKIN BIKEWAY	LR			CSU MAIN CAMPUS	R	0.1	1
P37	Pavement Marking	REMINGTON	SE	TULANE DR	PRINCETON RD												
P38	Pavement Marking	REMINGTON	SW	PRINCETON RD	TULANE DR												
P39	Pavement Marking	REMINGTON	NE	PRINCETON RD	MATHEWS ST												
P40	Pavement Marking	REMINGTON	NW	MATHEWS ST	PRINCETON RD												
P35	Pavement Marking	REMINGTON	SW	TULANE DR	MAE ST												
P36	Pavement Marking	REMINGTON	NE	TULANE DR	MAE ST												
P41	Pavement Marking	REMINGTON	SW	E OAK ST	MATHEWS ST												
P42	Pavement Marking	REMINGTON	NW	MATHEWS ST	E OAK ST												
P43	Pavement Marking	REMINGTON	NE	WALNUT ST	E MOUNTAIN AVE												
P44	Pavement Marking	REMINGTON	SW	WALNUT ST	LINDEN ST												
P45	Pavement Marking	REMINGTON	NE	LINDEN ST	WALNUT ST												
T41	Turn	REMINGTON	SE	BOARDWALK DR	LANDINGS DR	REMINGTON BIKEWAY	R										
T42	Turn	REMINGTON	NW	LANDINGS DR	BOARDWALK DR	REMINGTON BIKEWAY	L										
T39	Turn	REMINGTON	NE	ROMA VALLEY DR	HIGHCASTLE DR	REMINGTON BIKEWAY	R										
T40	Turn	REMINGTON	NW	HIGHCASTLE DR	ROMA VALLEY DR	REMINGTON BIKEWAY	L										
T37	Turn	REMINGTON	SE	HIGHCASTLE DR	ROMA VALLEY DR	REMINGTON BIKEWAY	L										
T38	Turn	REMINGTON	SW	ROMA VALLEY DR	HIGHCASTLE DR	REMINGTON BIKEWAY	R										
T43	Turn	REMINGTON	SE	MATHEWS ST	SPRING PARK DR	REMINGTON BIKEWAY	L										
T44	Turn	REMINGTON	SW	SPRING PARK DR	MATHEWS ST	REMINGTON BIKEWAY	R										
T45	Turn	REMINGTON	SE	REMINGTON ST	E OAK ST	REMINGTON BIKEWAY	R										
T46	Turn	REMINGTON	NE	REMINGTON ST	E OAK ST	REMINGTON BIKEWAY	L										

Swallow Bikeway Signs

SignID	Sign_Type	Route	Corner	Street	CrossSt	Dest1	Dir1	Time1	Mile1	Dest2	Dir2	Mile2	Time2	Dest3	Dir3	Mile3	Time3
C17	Confirmation	SWALLOW	SW	CENTENNIAL RD	EASTBOUROUGH DR	SWALLOW BIKEWAY											
CT45	Confirmation/ Turn	SWALLOW	SW	E SWALLOW RD	STANFORD RD	REMINGTON BIKEWAY	R										
CT47	Confirmation/ Turn	SWALLOW	NE	CENTENNIAL RD	LONGWOOD DR	LOCHWOOD DR	L										
CT48	Confirmation/ Turn	SWALLOW	SW	CENTENNIAL RD	LONGWOOD DR	LOCHWOOD DR	R										
CT49	Confirmation/ Turn	SWALLOW	NE	CENTENNIAL RD	SILVERWOOD DR	SILVERWOOD BIKEWAY	R										
CT46	Confirmation/ Turn	SWALLOW	SW	SILVERWOOD DR	CENTENNIAL RD	SILVERWOOD BIKEWAY	L										
CT44	Confirmation/ Turn	SWALLOW	NE	W SWALLOW RD	S SHIELDS ST	SHIELDS BIKEWAY	LR										
CT43	Confirmation/ Turn	SWALLOW	SW	W SWALLOW RD	S SHIELDS ST	SHIELDS BIKEWAY	LR										
D25	Decision	SWALLOW	NE	W SWALLOW RD	MEADOWLARK AVE	ROCKY MOUNTAIN HIGH	S	3	0.5	CENTRE BIKEWAY	LR			CSU VTH	R	0.5	3
D26	Decision	SWALLOW	SW	W SWALLOW RD	MEADOWLARK AVE												
D42	Decision	SWALLOW	NE	E SWALLOW RD	TULANE DR	SWALLOW BIKEWAY	S			MAX STATION	S	0.5	3	REMINGTON BIKEWAY	R		
D66	Decision	SWALLOW	NE	E SWALLOW RD	STOVER ST	FOOTHILLS MALL	S	2	0.3	MASON TRAIL	S	0.8	5	STOVER BIKEWAY	LR		
D67	Decision	SWALLOW	SW	E SWALLOW RD	SWALLOW BND	POWER TRAIL	S	8	1.4	VERMONT TRAIL	S	1.4	8	STOVER BIKEWAY	LR	1.4	8
D41	Decision	SWALLOW	NE	E SWALLOW RD	STANFORD RD	FOOTHILLS MALL	S	1	0.1	MAX STATION	S	0.5	3	REMINGTON BIKEWAY	L		
D65	Decision	SWALLOW	NE	E SWALLOW RD	MCCLELLAND AVE	MASON TRAIL	S	1	0.1	BEATTIE PARK	S	0.4	2	MAX STATION	L	0.1	1
D64	Decision	SWALLOW	SW	W SWALLOW RD	MCCLELLAND AVE	MASON TRAIL	S	1	0.1	MAX STATION	S	0.1	1	FOOTHILLS MALL	S	0.6	4
D3	Decision	SWALLOW	SE	W SWALLOW RD	DUNBAR AVE	DUNBAR BIKEWAY	LR			ROSSBOROUGH PARK	L	0.25	2	SPRING CREEK TRAIL	R	0.6	4
D43	Decision	SWALLOW	SW	E SWALLOW RD	TULANE DR	POWER TRAIL	S	9	1.5	REMINGTON BIKEWAY	LR			FOOTHILLS MALL	R		
T52	Turn	SWALLOW	NW	PINECONE CIR	RENDEVOUS TRAIL	SWALLOW BIKEWAY	L										
T68	Turn	SWALLOW	NE	CENTENNIAL RD	S LEMAY AVE	SWALLOW BIKEWAY	L										
T66	Turn	SWALLOW	NW	S LEMAY	E SWALLOW RD	SWALLOW BIKEWAY	R										
T67	Turn	SWALLOW	SE	S LEMAY AVE	CENTENNIAL RD	SWALLOW BIKEWAY	R										
T64	Turn	SWALLOW	SW	E SWALLOW RD	S LEMAY AVE	SWALLOW BIKEWAY	L										
T65	Turn	SWALLOW		RENDEVOUS TRAIL		SWALLOW BIKEWAY	R										
T59	Turn	SWALLOW		RENDEVOUS TRAIL		SWALLOW BIKEWAY	L										
T56	Turn	SWALLOW				SWALLOW BIKEWAY	R										
T49	Turn	SWALLOW	NE	VERMONT TRAIL	POWER TRAIL	SWALLOW BIKEWAY	R										
T50	Turn	SWALLOW	SW	CENTENNIAL RD	POWER TRAIL	SWALLOW BIKEWAY	R										
T53	Turn	SWALLOW				SWALLOW BIKEWAY	R										
T51	Turn	SWALLOW				SWALLOW BIKEWAY	R										
T63	Turn	SWALLOW				SWALLOW BIKEWAY	L										
T54	Turn	SWALLOW	SW	RENDEVOUS TRAIL	PINECONE CIR	SWALLOW BIKEWAY	R										