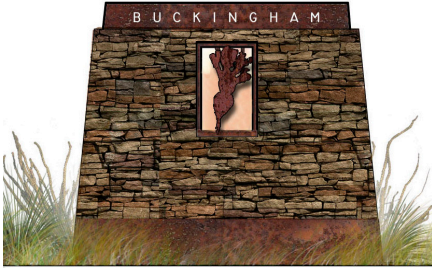


Lincoln Corridor Plan

May 20, 2014



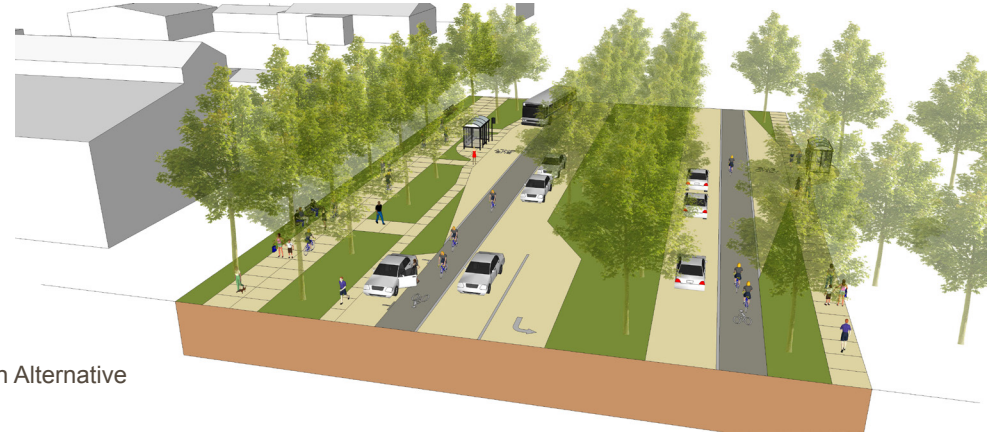
EXECUTIVE SUMMARY

The Lincoln Corridor Plan represents a 12-month planning project with two primary objectives. First, to develop the ultimate multi-modal roadway design for Lincoln Avenue from Jefferson Street to Lemay Avenue. Second, to identify and implement related neighborhood improvement projects in the planning area. The planning effort was focused on developing:

- A community-driven corridor vision for Lincoln Avenue
- A preferred multi-modal roadway design
- Recommendations for related corridor projects in the area
- Implementation strategies and actions
- Preliminary project costs
- Project funding options and phasing
- Implementation strategies and actions

The project was initiated in March 2013 and was led by a team of FC Moves and Planning staff with support from a multi-departmental Technical Advisory

Modest Median Alternative



Committee and consultants. The project is divided into three phases: Phase I Vision, Phase II Alternatives Development, and Phase III Preferred Plan.

Phase I - Vision

The Phase 1 project efforts included documentation and analysis of existing and future conditions, extensive community engagement, and development of a corridor vision. Community engagement activities included community workshops, stakeholder group meetings, an online survey, and meetings with Boards and Commissions. After incorporating input from these groups, a vision statement was developed:

The new Lincoln will be recognized as a Great Street: an active and vibrant destination that celebrates our history and is a model for sustainability.

Phase II - Alternatives Development

In Phase II, the project team developed three alternatives based on the vision defined in Phase I: Broad Boulevard, Modest Median, and Skinny Street.

The *Broad Boulevard* concept is characterized by a generous 30'-0" median with a double row of trees, located in the middle section of the corridor. A shared path is located on the north side of the street for pedestrians and casual bicyclists visiting breweries or businesses.

The *Modest Median* concept is characterized by a median that extends most of the corridor. The median varies in width, with a maximum width of approximately 16'-0". A shared path is provided on the south side of the street, creating a convenient connection to the Woodward Technology Center for both pedestrians and bicyclists.

The *Skinny Street* concept is characterized by a center turn lane and limited median, providing flexibility in turning movements along the majority of the corridor. One-way off-street bike lanes with generous landscape areas are provided on both sides of the street.

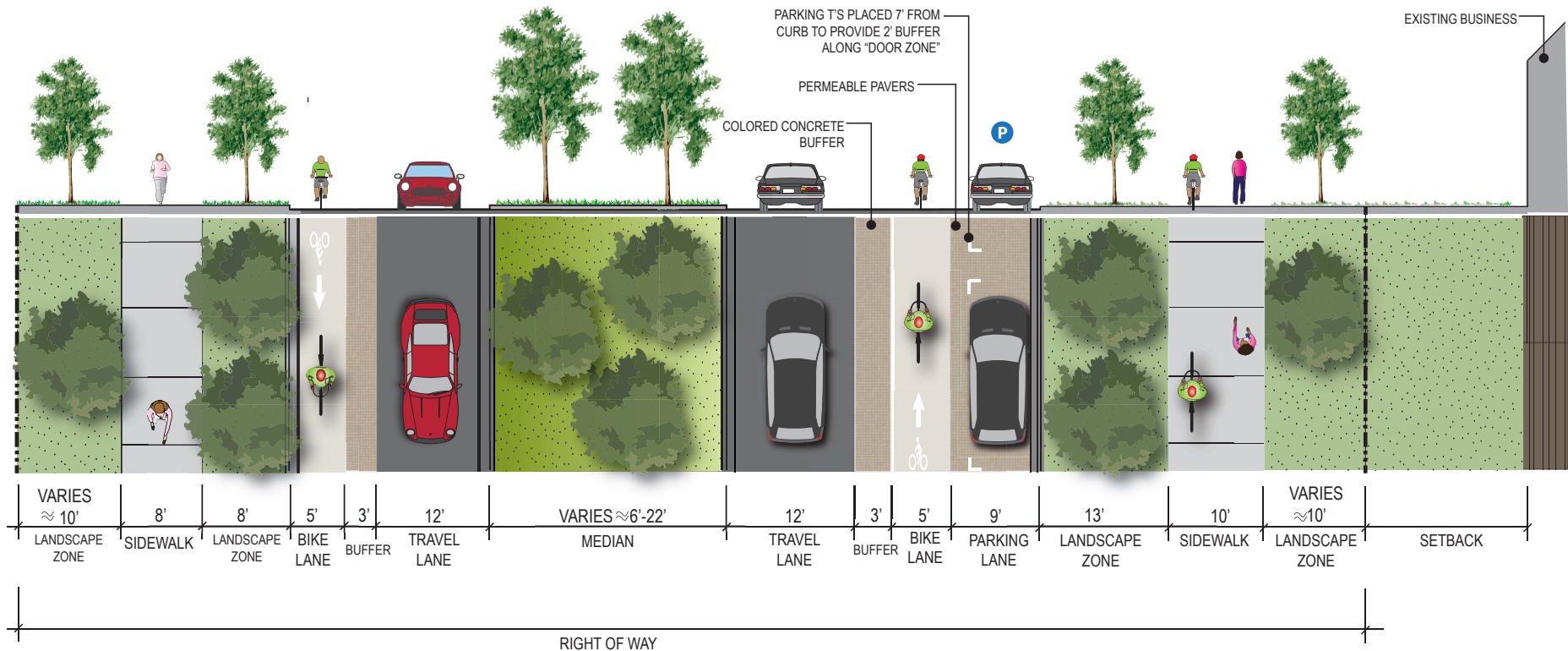
These three alternatives were evaluated by a variety of factors, including performance criteria, level of community support, cost,

and triple bottom line considerations. The performance criteria were based on a set of five objectives. These objectives emerged from the project goals and vision statement:

Objective #1 - Improve Multi-Modal Mobility

Objective #2 - Improve Safety

Objective #3 - Create Active Street Environment



Lincoln Corridor street section

Objective #4 - Enhance Appearance

Objective #5 - Incorporate Sustainable Street Design Practices

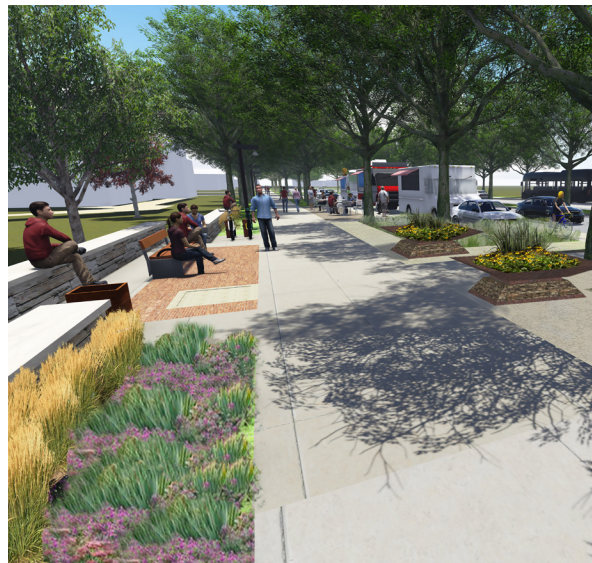
The evaluation resulted in the Broad Boulevard and Skinny Street alternatives with slightly more support than the Modest Median alternative.

Phase III - Preferred Plan

The project team developed a Preferred Plan by combining and refining components of the alternatives for the West, Central, and East segments of the corridor that best supported the corridor vision and results of the alternatives evaluation.

Key elements of the Preferred Plan include:

- Two travel lanes
- Buffered bike lanes
- Wide sidewalks (generally 10' on north side, 8' on south side)
- Special pavement materials to enhance aesthetics and improve safety at driveways and intersections; delineate vehicular and bicyclist travel lanes from pedestrian crossings at driveways and intersections



Pedestrian gathering areas are key elements of the Preferred Plan

- Transit stops and shelters
- On-street parking in select locations
- Generous landscaped median
- Streetscape amenities such as gathering areas, street furnishings, lighting and art in public places
- New Lincoln bridge with an enhanced connection to the Poudre River
- Low Impact Development applications to improve stormwater drainage and water quality



Walking with business owners along the corridor

The project team met with property and business owners, and neighbors along the corridor to get feedback on the Preferred Plan as the project evolved. A key part of this review included coordination of existing and future driveway access and potential right-of-way adjustments along the corridor. The Preferred Plan describes a phased approach for access and right-of-

way changes to ensure access works with existing conditions while anticipating potential future redevelopment. Final design will be implemented in phases, starting with the functional roadway improvements and then later adding enhancements, such as enhanced landscaping and gateway amenities. The plan is intended to be action-oriented. Implementation strategies and an action plan were developed for two parts: Part I Lincoln Corridor, and Part II Transit, & Neighborhood Improvements.

Transit & Neighborhood Improvements include smaller projects that address longstanding existing deficiencies and enhance neighborhood livability. Some of these projects were already identified in previous plans (e.g., Northside Neighborhoods Plan, Pedestrian Plan), and some projects are new ideas that have arisen during the public process for the Lincoln Corridor. The list of potential neighborhood projects was refined to best align with the corridor vision and objectives and meet realistic expectations for implementation.

Lincoln Corridor Action Plan

Strategy	
FINAL DESIGN	
1	Secure funding for developing final design/construction plans
2	Prepare final design/construction plans and obtain approvals
3	Finalize potential phasing
4	Coordinate with Jefferson Street final design
CONSTRUCTION	
5	Secure funding for construction
6	Acquire right-of-way
7	Conduct construction operations to minimize impacts to businesses and residences
8	Lower speed limit
OPERATIONS & MAINTENANCE (O&M)	
9	Maintain roadway
10	Maintain landscaping

Transit & Neighborhood Improvements Action Plan

Strategy	
TRANSIT	
1	Implement Phase 1 transit improvements
2	Secure funding for additional transit phases
3	Implement future transit phases
NEIGHBORHOOD PROJECTS	
4	Secure funding for neighborhood improvement projects
5	Implement neighborhood improvement projects