





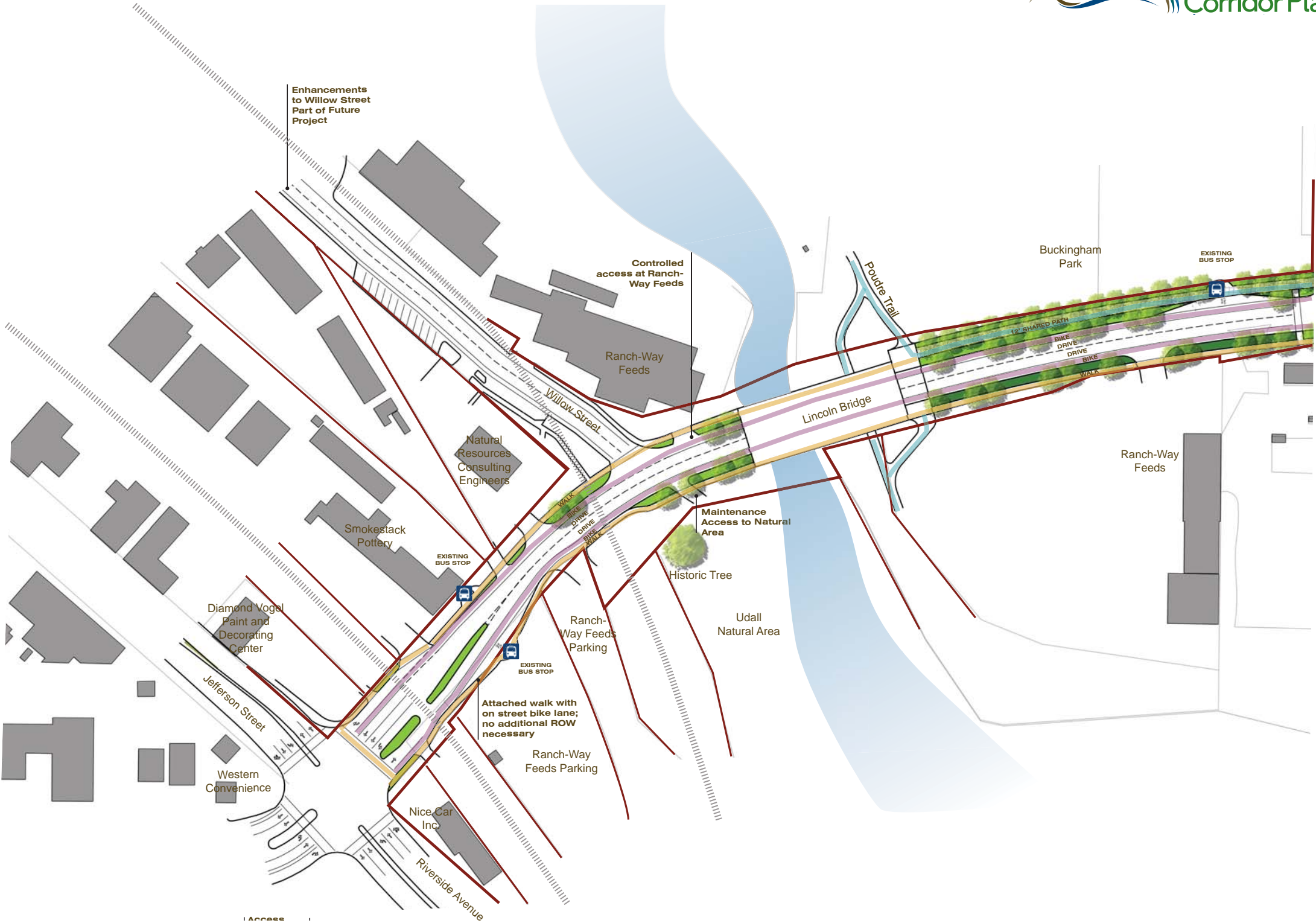
## LINCOLN CORRIDOR ALTERNATIVES DESCRIPTION

	Alternative 1 Broad Boulevard	Alternative 2 Modest Median	Alternative 3 Skinny Street	Fort Collins Typical 2-Lane Arterial 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. Key characteristics of this alternative include:	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 campus for both pedestrians and bicyclists. Key characteristics of this alternative include:	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. Key characteristics of this alternative include:	The Typical 2-Lane Arterial is characterized by two 12-foot wide lanes and an optional 12-foot wide center median. The median can be either landscaped or paved. Entire roadway width totals 52 feet with an 84-foot minimum right of way.
<b>Pedestrian</b>	Shared path on north side of Lincoln, detached walk on south side of Lincoln	Shared path on the south side of Lincoln, detached walk on north side of Lincoln	Detached walks both sides	Detached sidewalks on both sides of the street with a minimum of 6 feet in width.
<b>Bicycle</b>	One way on street bike lanes both sides, shared path on north side	One way on street bike lanes both sides, shared path on south side	One way off street bike lanes both sides	On street bike lanes on both sides of the street that are eight feet in width.
<b>Access</b>	Potential limited access to some businesses, as shown	Potential limited access to some businesses, as shown	Potential limited access to some businesses, as shown	Limited access. Points of access must be approved by the Local Entity.
<b>On-Street Parking</b>	On street parking north side of street, potential future parking in median. Approximate parking count: 36 immediate spaces + 20 future spaces.	Angled parking on north side, potential future parallel parking on south side. Parking count: 63 immediate spaces + 42 future spaces.	On street parallel parking north side, potential future parallel parking on south side. Parking count: 21 immediate spaces + 18 future spaces.	None
<b>Landscape</b>	Trees and plantings in large central median and at street edges	Trees and plantings at street edges, and in medians	Trees and plantings at street edge, and in median where possible	Optional planted 12-foot median and ten-foot tree lawns on both sides of the
<b>Neighborhood Buffer</b>	Shared path with landscape area, potential limited access at residential driveways, on street parking	Detached walk with landscape area, no on street parking	Attached walk with generous landscape area, residential parking in driveways within ROW	Fifteen-foot utility easements and ten-foot parkways on both sides of the street







# Lincoln Corridor West

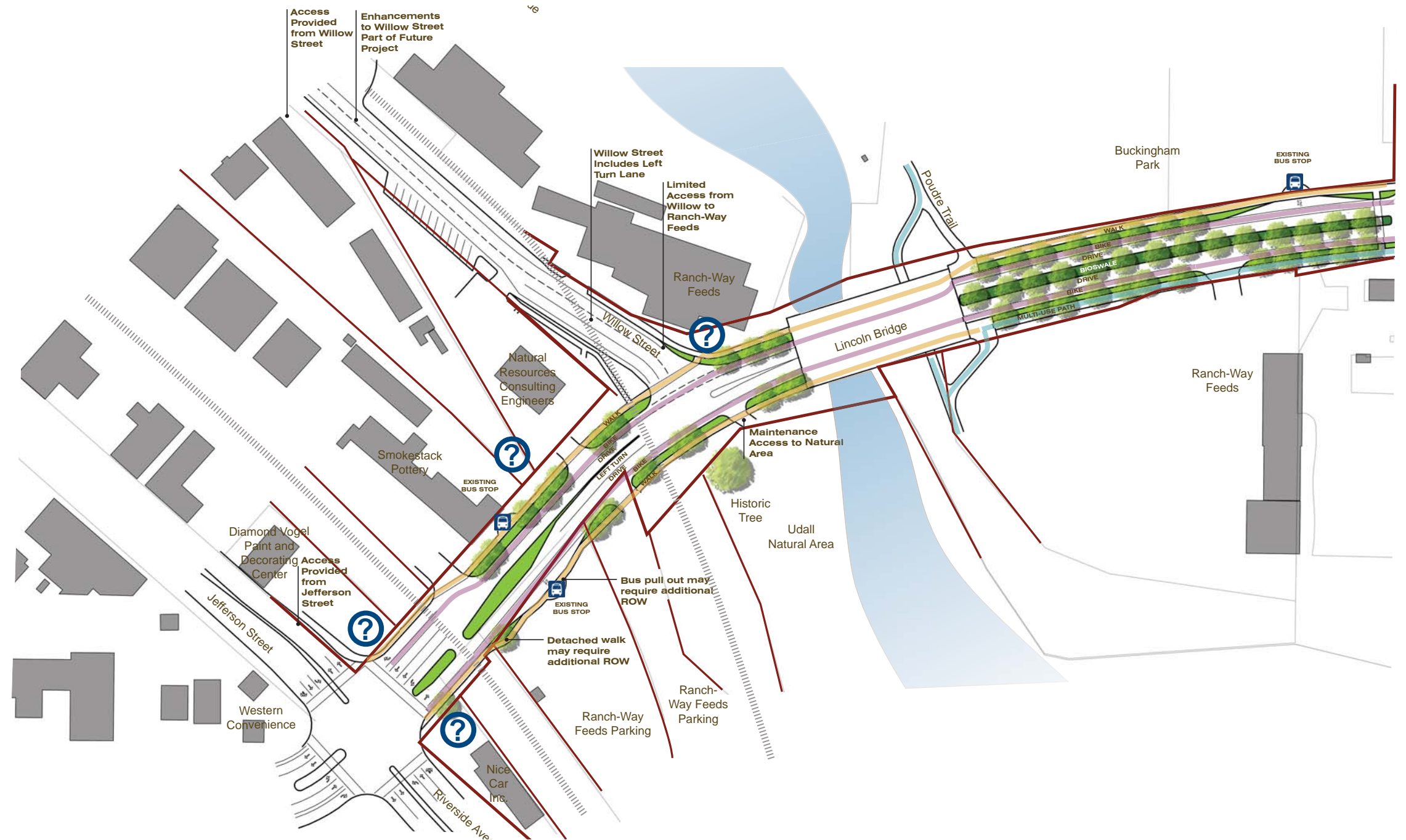
## Alternative 1: Broad Boulevard WEST

<b>Pedestrian</b> 	<ul style="list-style-type: none"><li>• Attached and Detached Walks</li><li>• No ROW Acquisition</li></ul>
<b>Bicycle</b> 	<ul style="list-style-type: none"><li>• On-Street Bike Lanes</li></ul>
<b>Shared Path</b> 	<ul style="list-style-type: none"><li>• Shared Path for Bicycles and Pedestrians North Side</li></ul>
<b>Access</b> 	<ul style="list-style-type: none"><li>• Full Access to Businesses from Lincoln Existing Businesses</li></ul>
<b>On-Street Parking</b> 	<ul style="list-style-type: none"><li>• No On-Street Parking</li></ul>
<b>Landscape</b> 	<ul style="list-style-type: none"><li>• Trees and Plantings at Street Edges</li></ul>









## Alternative 2: Modest Median WEST

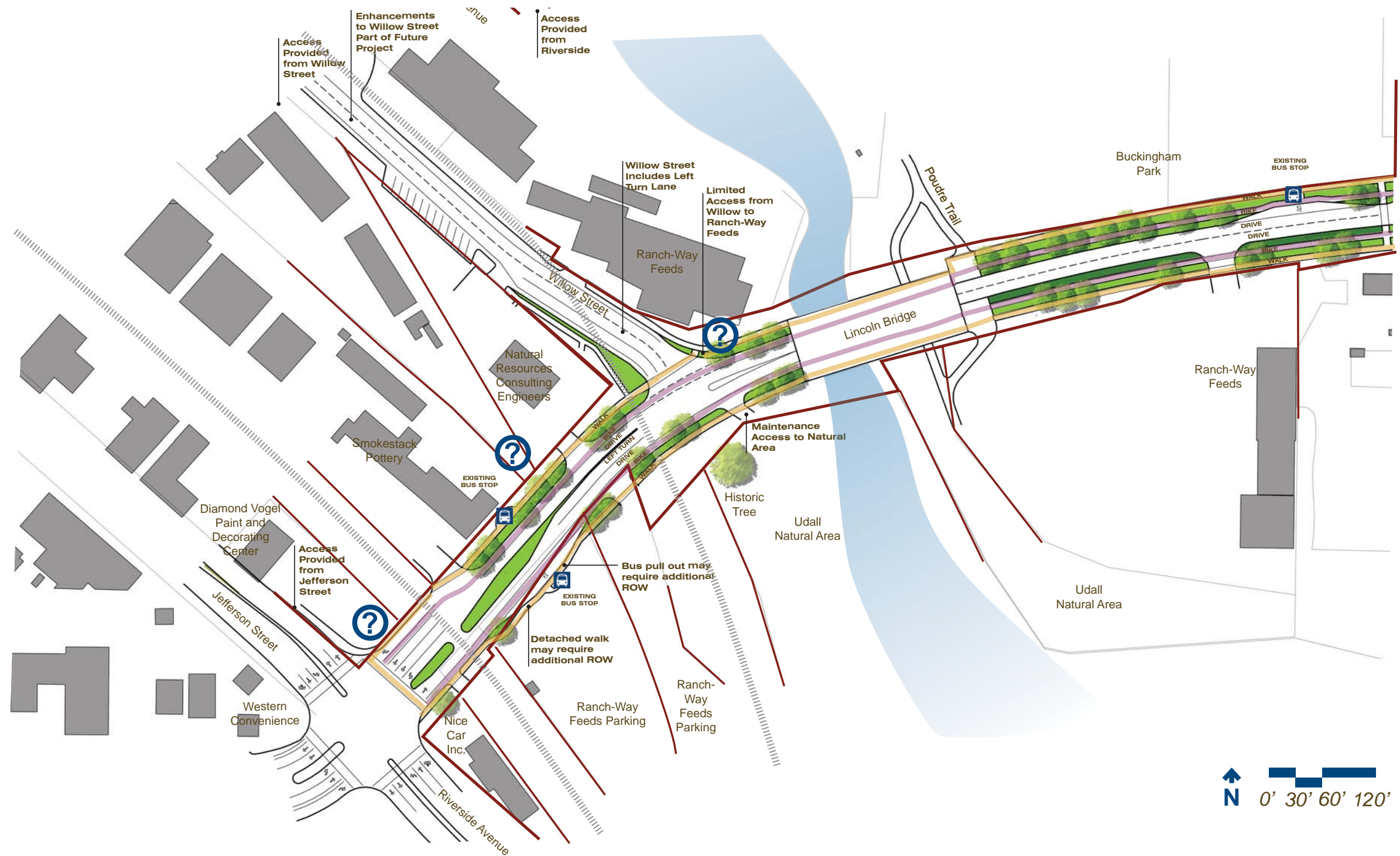
<b>Pedestrian</b> 	<ul style="list-style-type: none"> <li>• Detached Walks</li> <li>• Some Additional ROW may be Required on South Side of Street</li> </ul>
<b>Bicycle</b> 	<ul style="list-style-type: none"> <li>• On-Street Bike Lanes</li> </ul>
<b>Shared Path</b> 	<ul style="list-style-type: none"> <li>• Shared Path on South Side of Street</li> </ul>
<b>Access</b> 	<ul style="list-style-type: none"> <li>• Potential Limited Access to Businesses as Shown</li> </ul>
<b>On-Street Parking</b> 	<ul style="list-style-type: none"> <li>• No On-Street Parking</li> </ul>
<b>Landscape</b> 	<ul style="list-style-type: none"> <li>• Trees and Plantings at Street Edges</li> </ul>





## Alternative 3: Skinny Street WEST

<b>Pedestrian</b> 	<ul style="list-style-type: none"> <li>• <b>Detached Walks</b></li> <li>• <b>Some Additional ROW may be Required on South Side of Street</b></li> </ul>
<b>Bicycle</b> 	<ul style="list-style-type: none"> <li>• <b>On-Street Bike Lanes West of Bridge</b></li> <li>• <b>Off-Street Bike Lanes East of Bridge</b></li> </ul>
<b>Shared Path</b> 	<ul style="list-style-type: none"> <li>• <b>None</b></li> </ul>
<b>Access</b> 	<ul style="list-style-type: none"> <li>• <b>Potential Limited Access to Businesses as Shown</b></li> </ul>
<b>On-Street Parking</b> 	<ul style="list-style-type: none"> <li>• <b>No On-Street Parking</b></li> </ul>
<b>Landscape</b> 	<ul style="list-style-type: none"> <li>• <b>Trees and Plantings at Street Edges</b></li> </ul>



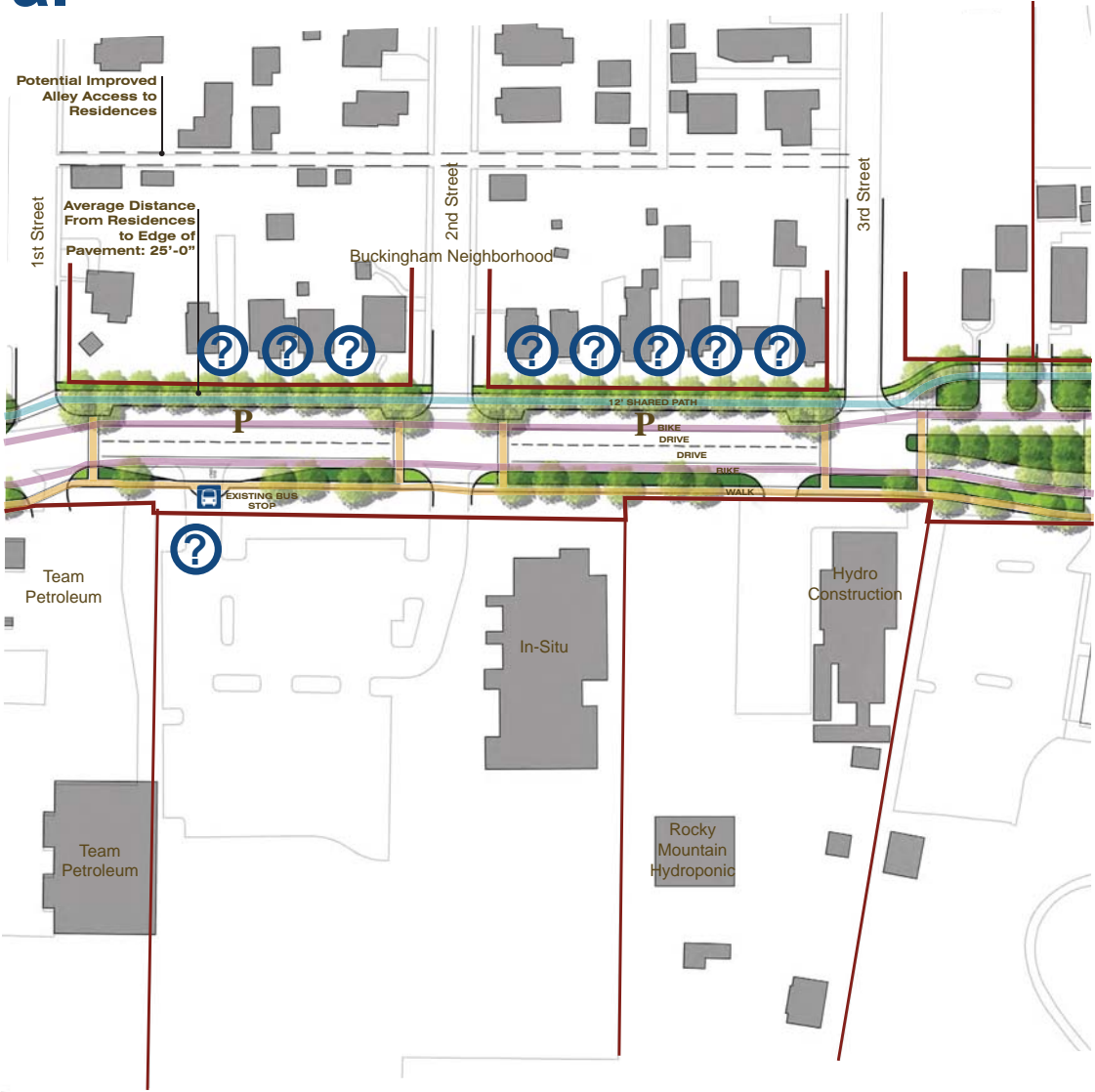
# Lincoln Corridor Central

Alternative 1:

Broad Boulevard

CENTRAL

<div>Pedestrian</div> <div></div>	<ul style="list-style-type: none"> <li>Shared Path on North Side</li> <li>Detached Walk on South Side</li> </ul>
<div>Bicycle</div> <div></div>	<ul style="list-style-type: none"> <li>On-Street Bike Lanes</li> </ul>
<div>Shared Path</div> <div></div>	<ul style="list-style-type: none"> <li>Shared Path on North Side</li> </ul>
<div>Access</div> <div></div>	<ul style="list-style-type: none"> <li>Potential Closed Access at Residential Driveways to Prevent Conflicts Between Residents, Bicyclists and Pedestrians.</li> <li>Improved Alley Access to Residences</li> <li>Potential Limited Access at In-Situ</li> </ul>
<div>On-Street Parking</div> <div>P</div>	<ul style="list-style-type: none"> <li>On-Street Parallel Parking in Front of Buckingham Neighborhood</li> </ul>
<div>Landscape</div> <div></div>	<ul style="list-style-type: none"> <li>Trees and Plantings at Street Edges</li> </ul>



Broad Boulevard Concept Looking East









Alternative 2:  
Modest Median  
CENTRAL

<div>Pedestrian</div> <div></div>	<ul style="list-style-type: none"><li>• Detached Walk on North Side</li><li>• Shared Path on South Side</li></ul>
<div>Bicycle</div> <div></div>	<ul style="list-style-type: none"><li>• On-Street Bike Lanes on Both Sides</li><li>• Shared Path on South Side</li></ul>
<div>Shared Path</div> <div></div>	<ul style="list-style-type: none"><li>• Shared Path on South Side</li></ul>
<div>Access</div> <div></div>	<ul style="list-style-type: none"><li>• Potential Limited Access at In-Situ</li></ul>
<div>On-Street Parking</div> <div>P</div>	<ul style="list-style-type: none"><li>• No On-Street Parking</li></ul>
<div>Landscape</div> <div></div>	<ul style="list-style-type: none"><li>• Trees and Plantings at Street Edge</li></ul>



Modest Median Concept Looking East

# Alternative 3: Skinny Street CENTRAL

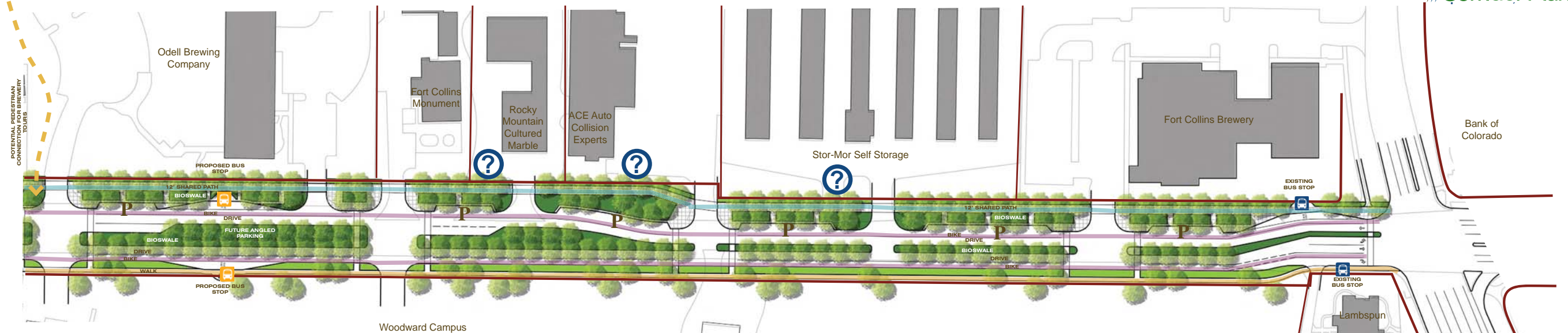
<b>Pedestrian</b> 	<ul style="list-style-type: none"> <li>Attached Walk on North Side</li> <li>Detached Walk on South Side</li> </ul>
<b>Bicycle</b> 	<ul style="list-style-type: none"> <li>On-Street Bike Lane on North Side</li> <li>Off-Street Bike Lane on South Side</li> </ul>
<b>Shared Path</b> 	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Access</b> 	<ul style="list-style-type: none"> <li>Potential Limited Access at In-Situ</li> </ul>
<b>On-Street Parking</b> 	<ul style="list-style-type: none"> <li>Residential Parking in Driveways within ROW</li> </ul>
<b>Landscape</b> 	<ul style="list-style-type: none"> <li>Trees and Plantings at Street Edges</li> </ul>



Skinny Street Concept Looking East



# Lincoln Corridor East

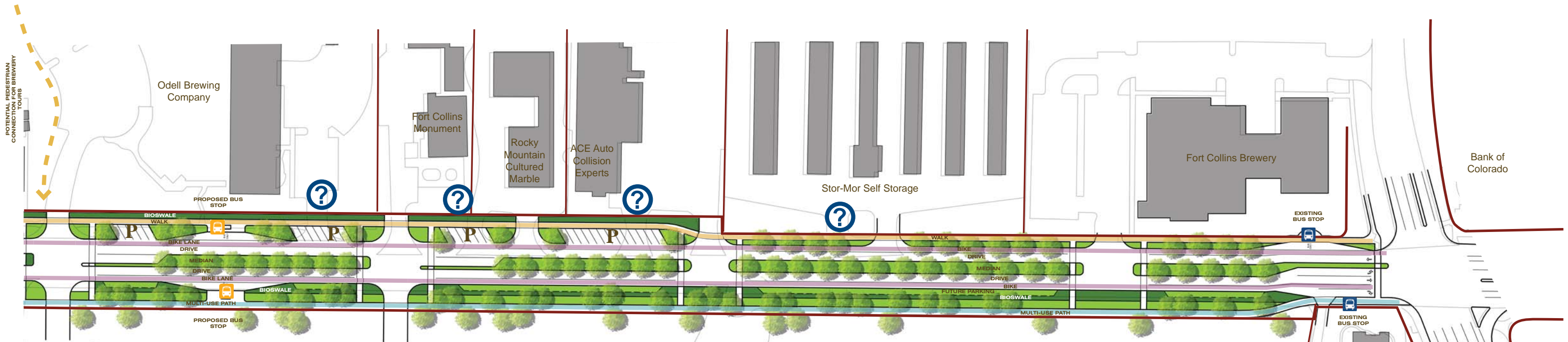


## Alternative 1: Broad Boulevard EAST

<b>Pedestrian</b> 	<ul style="list-style-type: none"><li>• Shared Path on North Side of Lincoln</li><li>• Detached Walk on South Side of Lincoln</li></ul>
<b>Bicycle</b> 	<ul style="list-style-type: none"><li>• On-Street Bike Lanes</li></ul>
<b>Shared Path</b> 	<ul style="list-style-type: none"><li>• Shared Path on North Side of Lincoln</li></ul>
<b>Access</b> 	<ul style="list-style-type: none"><li>• Potential Limited Access to Businesses as Shown</li></ul>
<b>On-Street Parking</b> <b>P</b>	<ul style="list-style-type: none"><li>• On-Street Parallel Parking on North Side of Street</li><li>• Potential Future Parking in Median</li></ul>
<b>Landscape</b> 	<ul style="list-style-type: none"><li>• Trees and Plantings in Large Central Median and at Street Edges</li></ul>



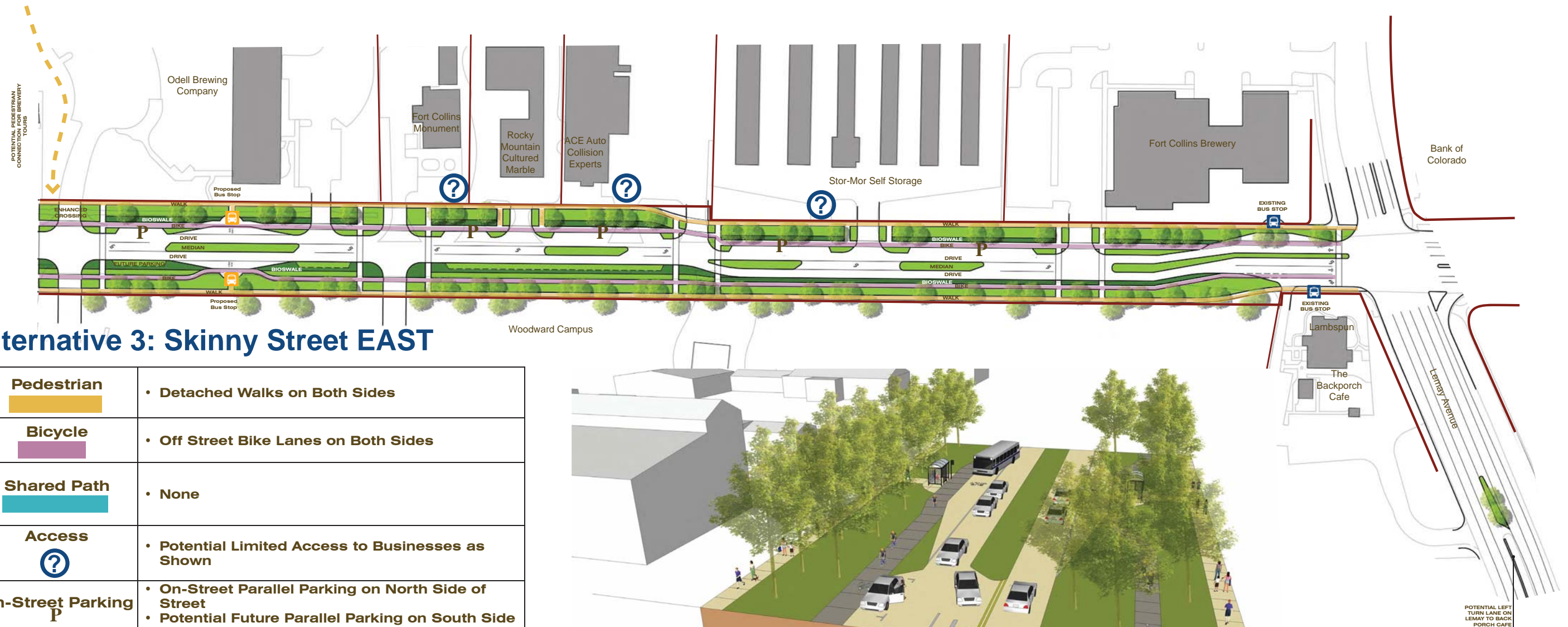




Alternative 2: Modest Median EAST

<b>Pedestrian</b> 	<ul style="list-style-type: none"><li>• Detached Walk on North Side</li></ul>
<b>Bicycle</b> 	<ul style="list-style-type: none"><li>• Off Street Bike Lanes on Both Sides</li></ul>
<b>Shared Path</b> 	<ul style="list-style-type: none"><li>• Shared Path on South Side</li></ul>
<b>Access</b> 	<ul style="list-style-type: none"><li>• Potential Limited Access to Businesses as Shown</li></ul>
<b>On-Street Parking</b> 	<ul style="list-style-type: none"><li>• Angled Parking on North Side</li><li>• Potential Future Parallel Parking on South Side</li></ul>
<b>Landscape</b> 	<ul style="list-style-type: none"><li>• Trees and Plantings at Street Edges, and in Median where Possible</li></ul>





## Alternative 3: Skinny Street EAST

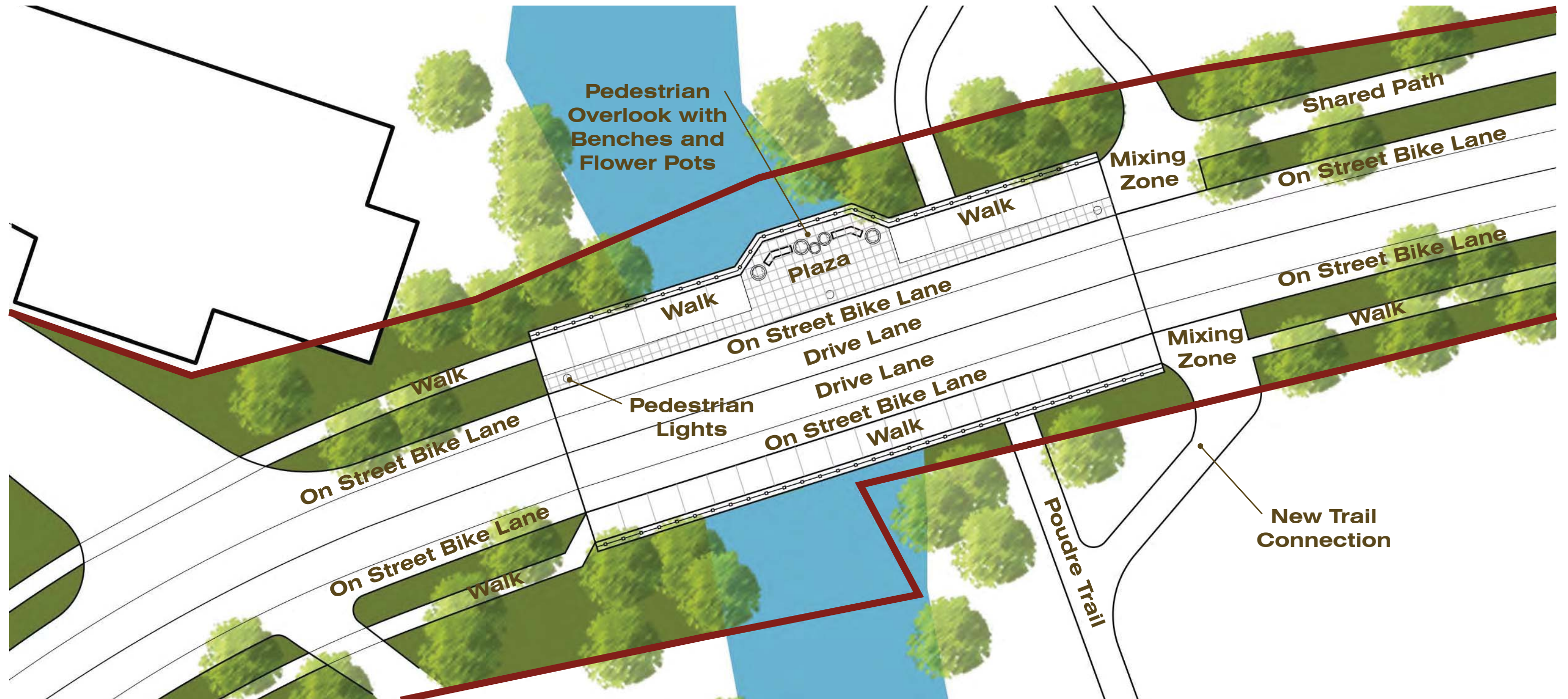
<b>Pedestrian</b> [Orange Box]	<ul style="list-style-type: none"> <li>Detached Walks on Both Sides</li> </ul>
<b>Bicycle</b> [Purple Box]	<ul style="list-style-type: none"> <li>Off Street Bike Lanes on Both Sides</li> </ul>
<b>Shared Path</b> [Blue Box]	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Access</b> [Question Mark Icon]	<ul style="list-style-type: none"> <li>Potential Limited Access to Businesses as Shown</li> </ul>
<b>On-Street Parking</b> [P Icon]	<ul style="list-style-type: none"> <li>On-Street Parallel Parking on North Side of Street</li> <li>Potential Future Parallel Parking on South Side of Street</li> </ul>
<b>Landscape</b> [Green Box]	<ul style="list-style-type: none"> <li>Trees and Plantings at Street Edges, and in Median where Possible</li> </ul>

Skinny Street Concept Looking East



# BRIDGE

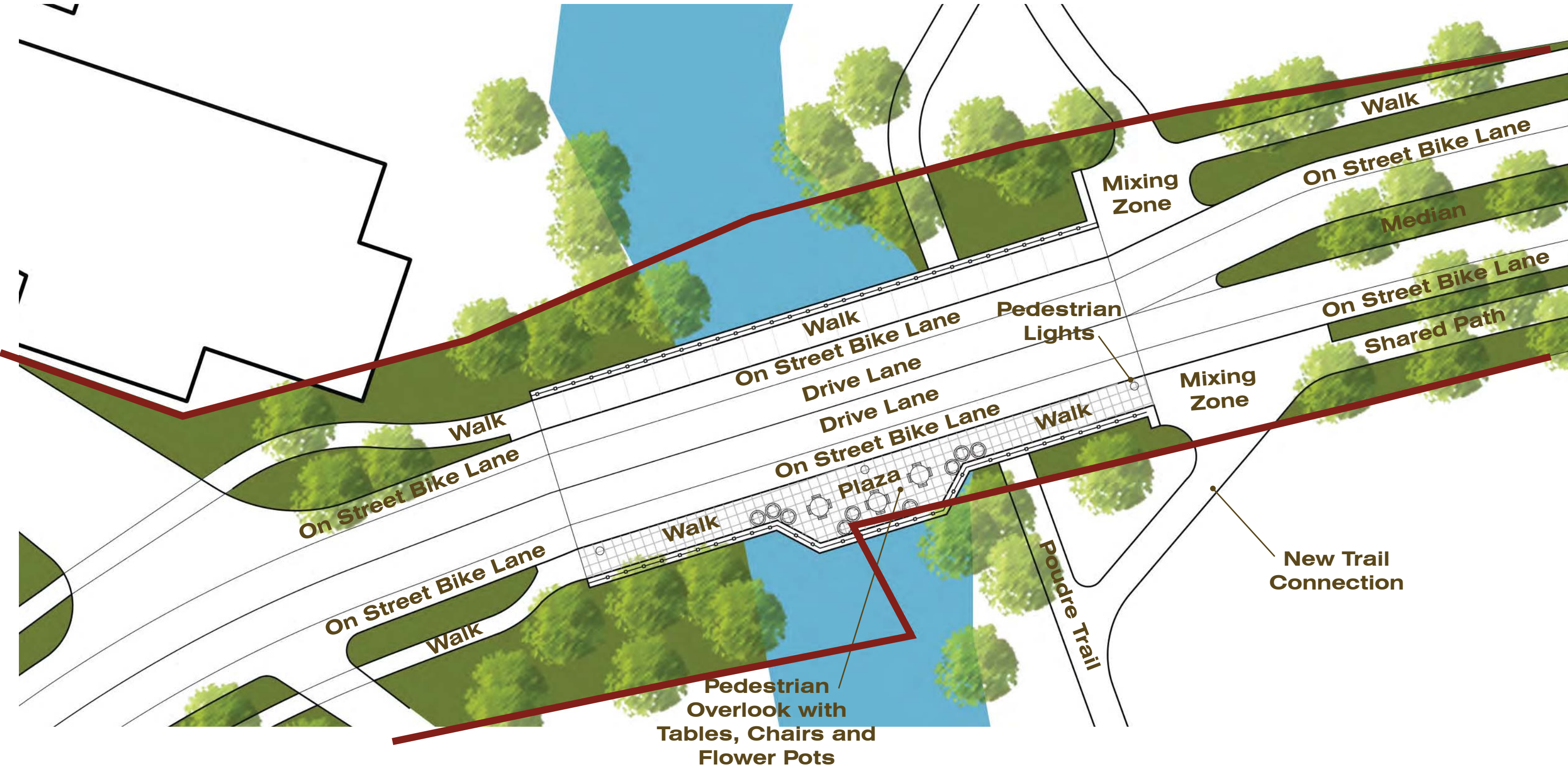
## Alternative 1 - Broad Boulevard





BRIDGE

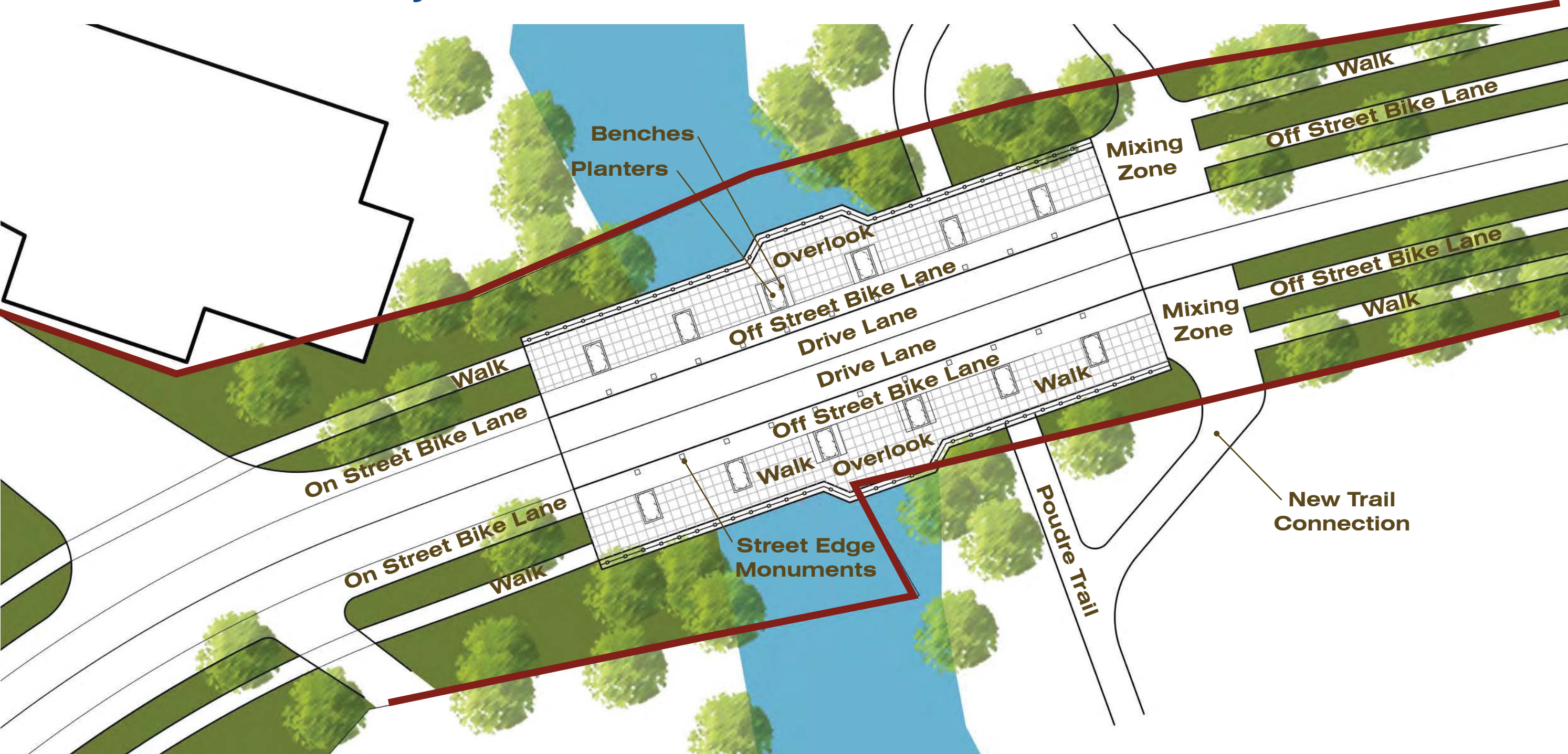
# Alternative 2 - Modest Median





BRIDGE

# Alternative 3 - Skinny Street





## Streetscape Amenities

Streetscape Amenities will populate the Lincoln Corridor, providing comfortable and engaging gathering areas. These amenities will also reinforce the unique brand/identity of the district. Three different styles have been prepared to demonstrate different approaches to the character of the streetscape amenities. The styles are very conceptual in nature, and meant to suggest an approach to the design of the streetscape amenities, rather than illustrate the specific furnishings that will be selected for the street. Regardless of which style is selected, the streetscape amenities will:

### Connect with Downtown

Although the Lincoln Corridor is not part of downtown, it is a primary connector to it. The design of the street will be complementary with downtown.

### Enhance the Eclectic Character of the Corridor

The Lincoln Corridor includes a diversity of uses including industrial, commercial, and residential. This blend of uses is what makes Lincoln special. The design of the street will support and enhance this eclectic character.

### Create a Fresh Identity

Streetscape amenities will help create a fresh face for the district, while respecting and celebrating the rich history of the area.

## modern

The modern style is characterized by bold forms and contemporary finishes



Bench



Bike Rack



Trash Receptacle



Wall/Fence



Signage/Monument



Lighting

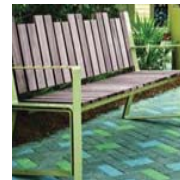


## organic

The organic style is characterized by sinuous or irregular forms and natural finishes



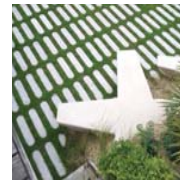
Bench



Bike Rack



Trash Receptacle



Wall/Fence



Signage/Monument



Lighting



## rugged

The rugged style is characterized by simple, basic forms and coarser, earthen finishes



Bench



Bike Rack



Trash Receptacle



Wall/Fence



Signage/Monument



Lighting

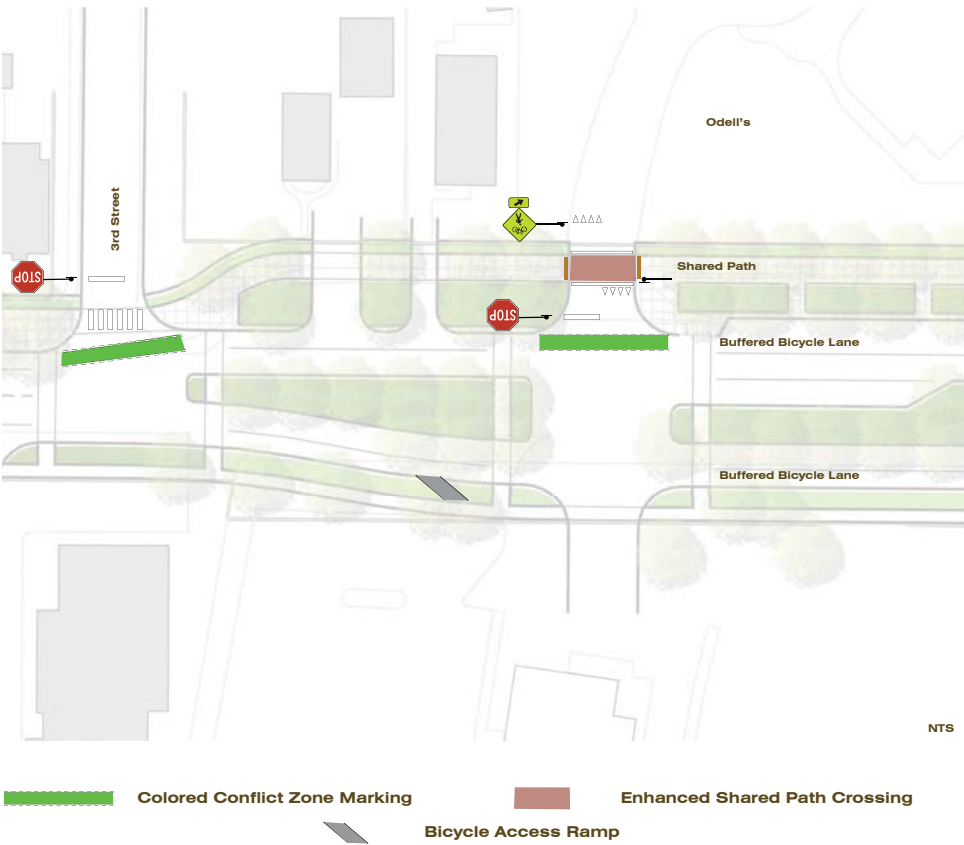




# Lincoln Corridor Bike Alternatives

## Broad Boulevard

Shared Path and Buffered Bicycle Lane Crossings

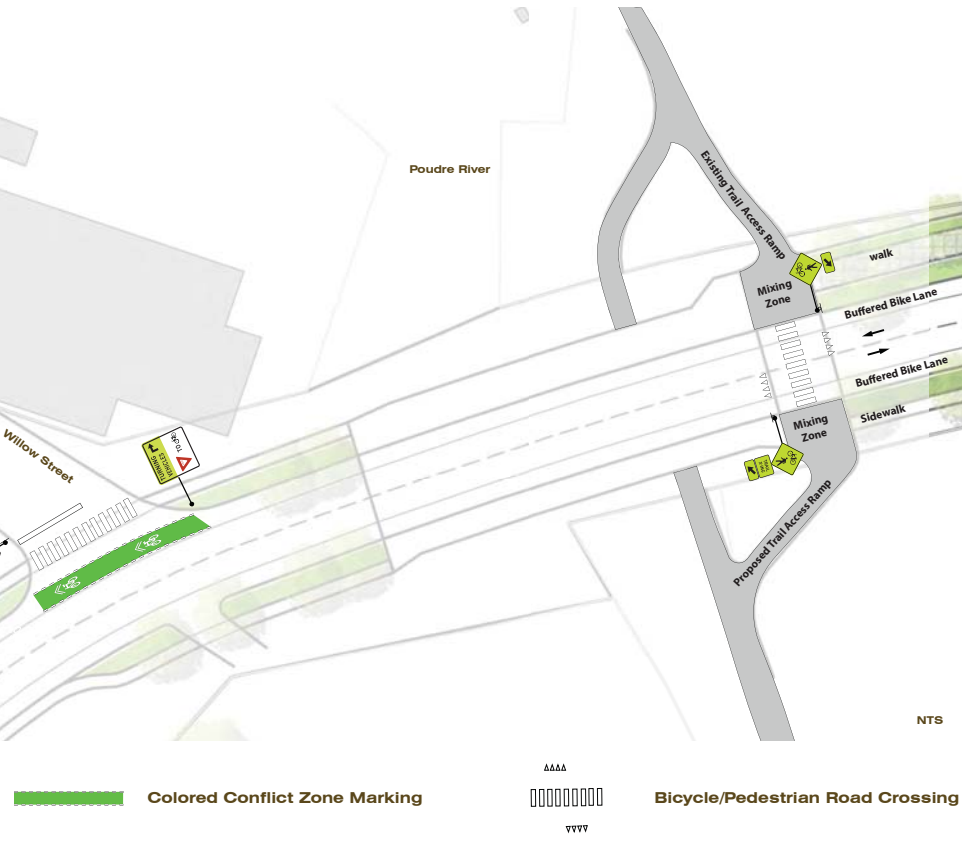


Colored Intersection Marking in Seattle, WA



Colored Bicycle Crossing in Madison, WI

Poudre River Trail Connection and Bridge Crossing

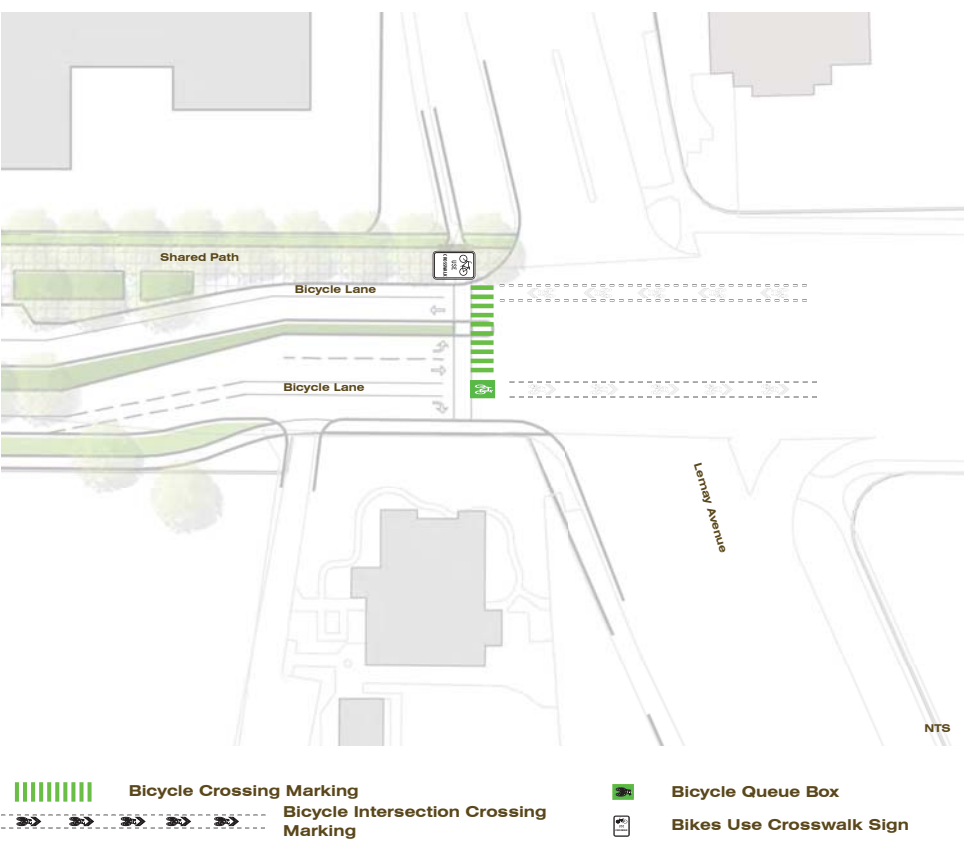


Colored Concrete Crossing in Glenwood Springs, CO



Combination Bicycle/Pedstrian Road Crossing in Indianapolis, IN

Intersection Treatments

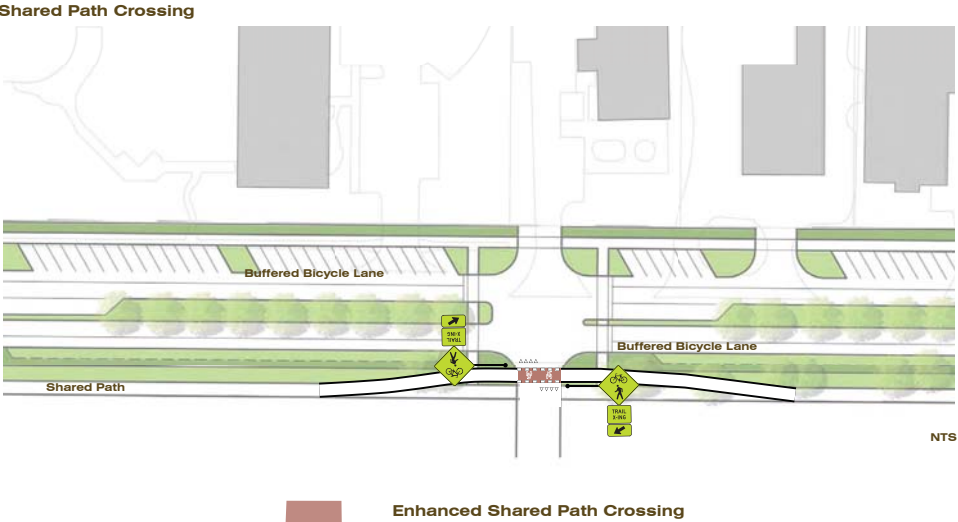


Bicycle Crossing Leading to Bicycle Box in Vancouver, BC

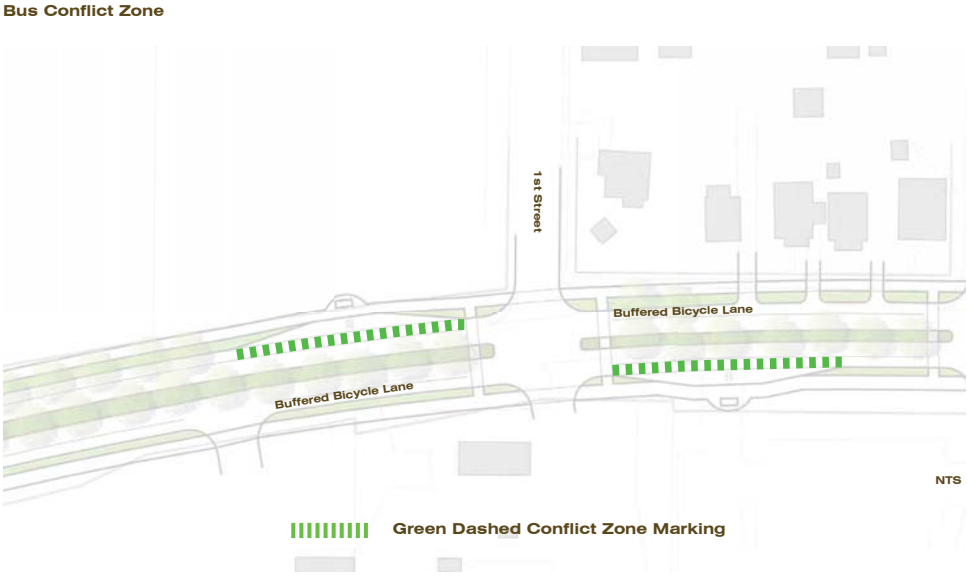


Two-Stage Tun Box in Chicago, IL

Modest Median



Shared Path Crossing in Bozeman, MT



Green Dashed Conflict Zone Marking in Denver, CO

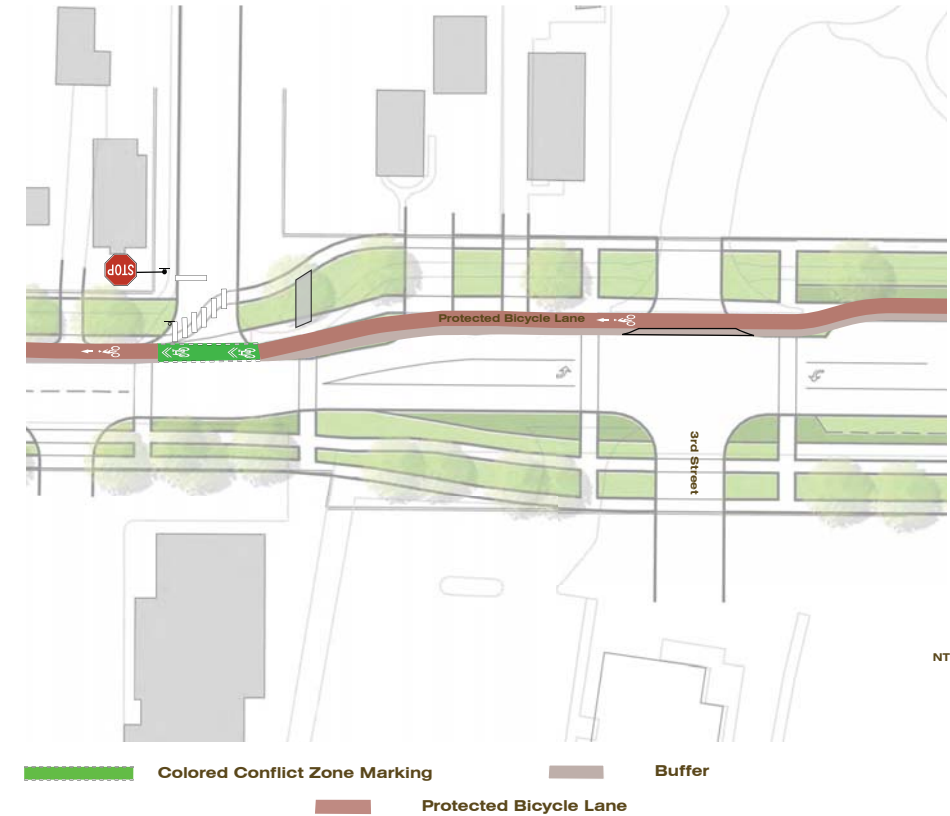


Green Dashed Conflict Zone Marking in San Francisco, CA



Skinny Street

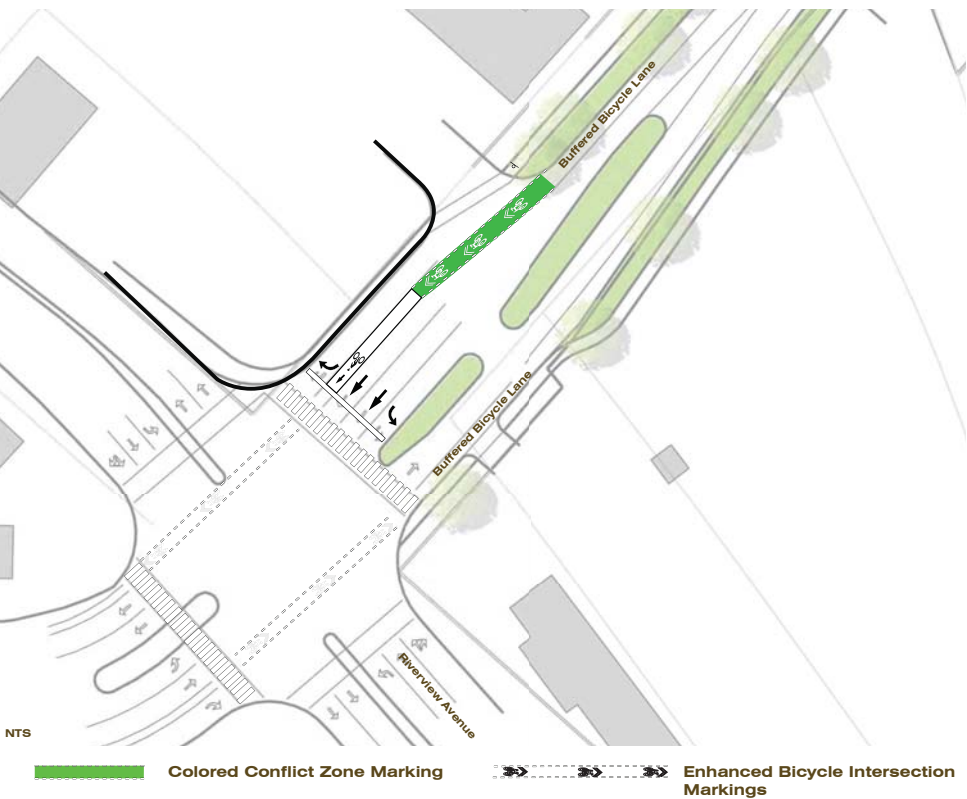
Driveway and Intersection Treatments



Poudre River Trail Connection and Bridge Crossing



Intersection Treatments



Colored Bicycle Crossing in Madison



Colored Protected Bicycle Lane Crossing in Madison



Colored Intersection Crossing in Chicago, IL



Bicycle Intersection Markings in Brooklyn, NY



Colored Conflict Zone Marking in Chicago, IL



Colored Conflict Zone Marking in Portland, OR