

APPENDIX A3

OPEN HOUSE NO. 3 SUMMARY



US 287 / South College Bicycle Lane Project
Harmony Road to Carpenter Road / LCR 32



What: Final Open House

When: Wednesday, February 2, 2005
5:00 to 7:00 p.m.

Where: Community Room at the Harmony
Public Library, 4616 South Shields Street
(Southeast Corner of Shields and Harmony)

Please join us, learn more about the project and provide your input.

The goal of the US 287 / South College Bicycle Lane Project is to develop a Vision Plan for the project corridor. The project will accommodate cyclists of varied experience levels and provide connections to the area's on-street bicycle lanes and off-road multi-use trail system. The vision plan will also include priority recommendations for phasing the project construction to match current and future funding levels.

This final open house will provide a synopsis of the US 287 Bicycle Lane Project Vision Plan. This Vision Plan incorporates the preferred alternatives for the bike lane treatments based on input received from the previous public open houses and additional work by the design team. Key points:

- Provide local and regional bicycling connections to existing and proposed bicycle routes on and off street, including the future Fossil Creek and Mason Transportation Corridor trails.
- Allow bicycle commuters to link with FoxTrot and Transfort transit service using the bike racks on these buses.
- Increase safety for those commuters using the bicycle lane facility with: improved road maintenance, lane designations, and new bike signage.
- There will be a very limited need for minor right-of-way acquisition at both ends of the project, near Carpenter and near Harmony, in order to construct the project.
- The budget should be sufficient to allow for a bike lane treatment for the entire three-mile corridor.

(Continued)



- **Engineering and minor right-of-way acquisition should occur in late Spring of 2005.**
- **Construction should begin in Summer / Fall of 2005**
- **Vision Plan recommendations also include an ultimate improvement design for the signalized intersections in order to separate bike lanes from the right turn lanes; as well as wider sidewalks (8'-10') in order to serve cyclists who do not want to ride in the roadway. These recommendations would be constructed in the future when additional funding is available.**

The US 287 Bicycle Lane project is sponsored by the City of Fort Collins and funded by a grant provided by the North Front Range Metropolitan Planning Organization (NFRMPO) and the Colorado Department of Transportation (CDOT). The project design team includes representatives from the City of Fort Collins, CDOT, and the consultant team lead by Felsburg Holt & Ullevig.

For more information, please contact:

Kathleen Bracke, City of Fort Collins, Transportation Planning, 970-224-6140, kbracke@fcgov.com
Kyle Lambrecht, City of Fort Collins Engineering, 970-221-6605 x7742 klambrecht@fcgov.com

Or via the City's website: <http://www.fcgov.com/transportationplanning/scbl.php>

US 287 / South College Avenue Bicycle Lane Project

PROJECT SUMMARY

In August of 2004, the City of Fort Collin's Transportation Services Area (City) and the Colorado Department of Transportation (CDOT) began the "US 287 /South College Avenue Bicycle Lane Project". This project developed a long term Vision Plan for cyclists along this portion of US 287 / South College Avenue. The project includes the design and construction of the initial phases for US 287 / South College Avenue, from Harmony Road / SH 68 to Carpenter Road / LCR 32. The main goals are to accommodate both commuter and recreational cyclists and to provide a safe and user-friendly addition to the City's and the region's integrated system of on-street bike lanes and off-street trails. The results of this project will also improve bicyclist access to transit along US 287.

Several important steps helped to develop the long term Vision Plan for the entire corridor.

Data Collection - Summarized existing corridor conditions and compiled local and national studies evaluating bicycle treatment options and pavement markings.

First Open House – September 2004

- Presented the existing corridor conditions.
- Presented various bicycle treatment options.
- Solicited the Public's input regarding their preferred alternatives, areas of concern, and questions.

Draft Vision Plan - Incorporated comments from the Public and the Project Team regarding short and long term bicycling alternatives.

Second Open House – December 2004

- Presented proposed bicycle treatments for the corridor and concepts for the Draft Vision Plan.
- Showed proposed bicycle connections to the Fossil Creek Trail and to Harmony Road.

Phasing Plan – Refined the Vision Plan and the estimated costs associated with improving each segment of the US 287 / South College Avenue corridor and essential trail connections.

Phase 1:

- Full corridor on-street bike lanes on US 287 /South College Avenue between Carpenter and Harmony Roads.
- Off-road trail connections to the Fossil Creek Trail and to Harmony Road (East side of US 287 / South College Avenue between Palmer Drive & Harmony Road).
- Provide public information regarding new shared lane pavement markings and signs.
- Construction Cost Estimate: \$471,000.

Phase 2:

- Widen northbound US 287 / South College Avenue north of Carpenter Road to provide separate acceleration and bike lanes.

Long Term Vision Plan Recommendations:

- Add wider detached sidewalks (8' or wider) along US 287 /South College Avenue to serve as multi-use paths.
- Improve bike detection at signalized intersections.
- Maintain and repair roadway surface.
- Separate bike lanes from turning lanes at all major / signalized intersections as specified in the Larimer County Urban Area Street Standards.



US 287 / South College Avenue Bicycle Lane Project

Third Open House – February 2005

- Present the Final Vision Plan including public comments and concerns throughout the project.
- Present the prioritization results and recommended construction schedule.
- Solicit feedback regarding Final Vision Plan.

Vision Plan Report - This report will include the project overview, the project issues/concerns/objectives, the public involvement process, a description of the existing corridor conditions, a description of the bicycle lane treatment alternatives, a long term Vision Plan for the entire corridor, the project prioritization, and briefly summarize the description and costs related to the initial phases (Phase 1 and 2). It will also identify future corridor improvements recommended to further enhance bicycle accessibility and safety along US 287 / South College Avenue.

Engineering & Acquisition of Right-of-way - This work will be performed for the entire corridor (Spring 2005).

Construction - Summer/Fall 2005.

New signage – A new sign will be developed to inform bicyclists and motorists of the shared lane treatment.

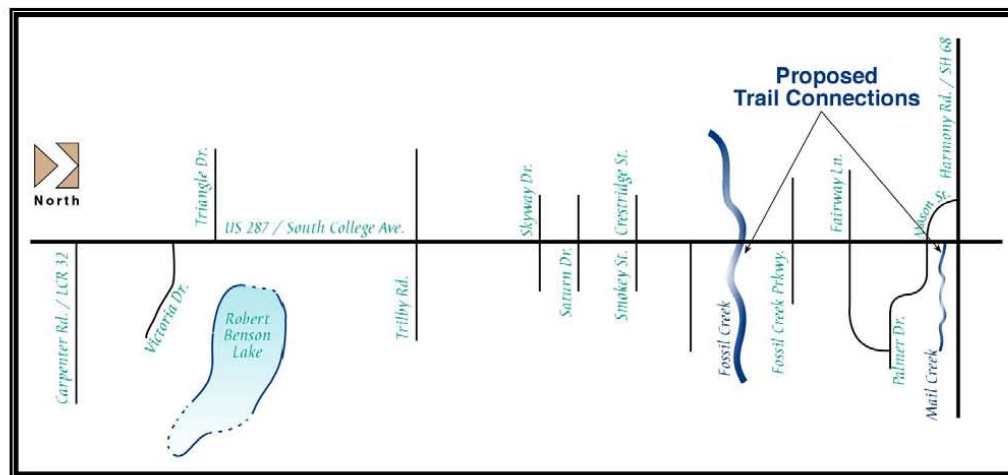
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US 287 / South College Avenue Bicycle Lane Corridor



US 287 / South College Avenue Bicycle Lane Project

SCHEDULE

TASK	2004				2005								
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	
Create Vision Plan	★ OPEN HOUSE PROJECT INTRODUCTION			★ OPEN HOUSE DRAFT VISION PLAN									
Prioritize Construction Phasing						★ OPEN HOUSE FINAL VISION PLAN							
Preliminary / Final Engineering													
Right-of-Way Acquisition (if necessary)													
Phase 1 Construction													PHASE 1 CONSTRUCTION COMPLETED ★

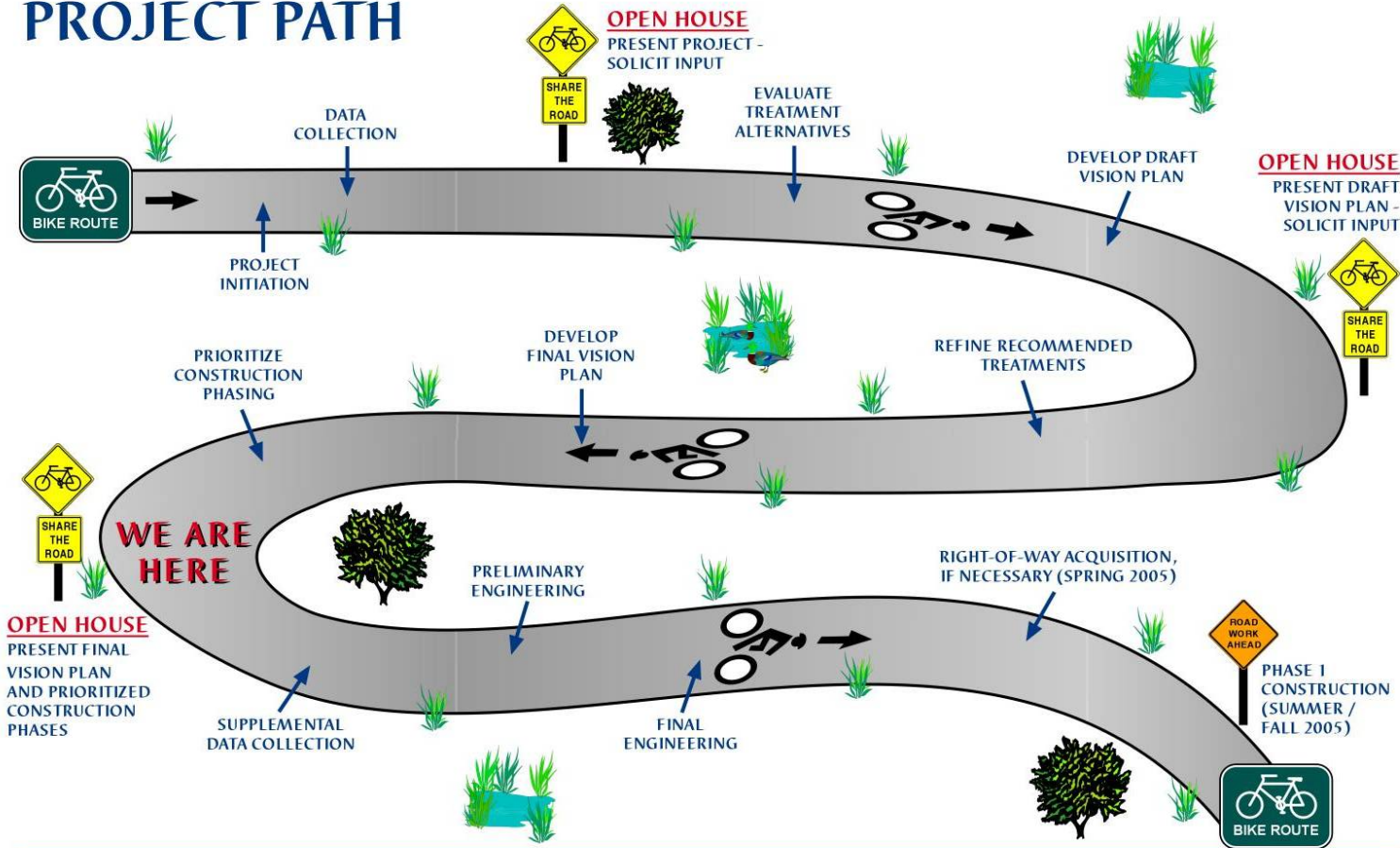


in association with:



US 287 / South College Avenue Bicycle Lane Project

PROJECT PATH



in association with:



US 287 / South College Avenue Bicycle Lane Project

PHASING PLAN

■ Phase 1:

- Full corridor on-street bike lanes on US 287 / South College Avenue between Carpenter and Harmony Roads.
- Off-road trail connections to the Fossil Creek Trail and to Harmony Road (East side of US 287 / South College Avenue between Palmer Drive and Harmony Road).
- Provide public information regarding new shared lane pavement markings and signs.
- Construction Cost Estimate: \$471,000.

■ Phase 2:

- Widen northbound US 287 / South College Avenue north of Carpenter Road to provide separate acceleration and bike lanes.

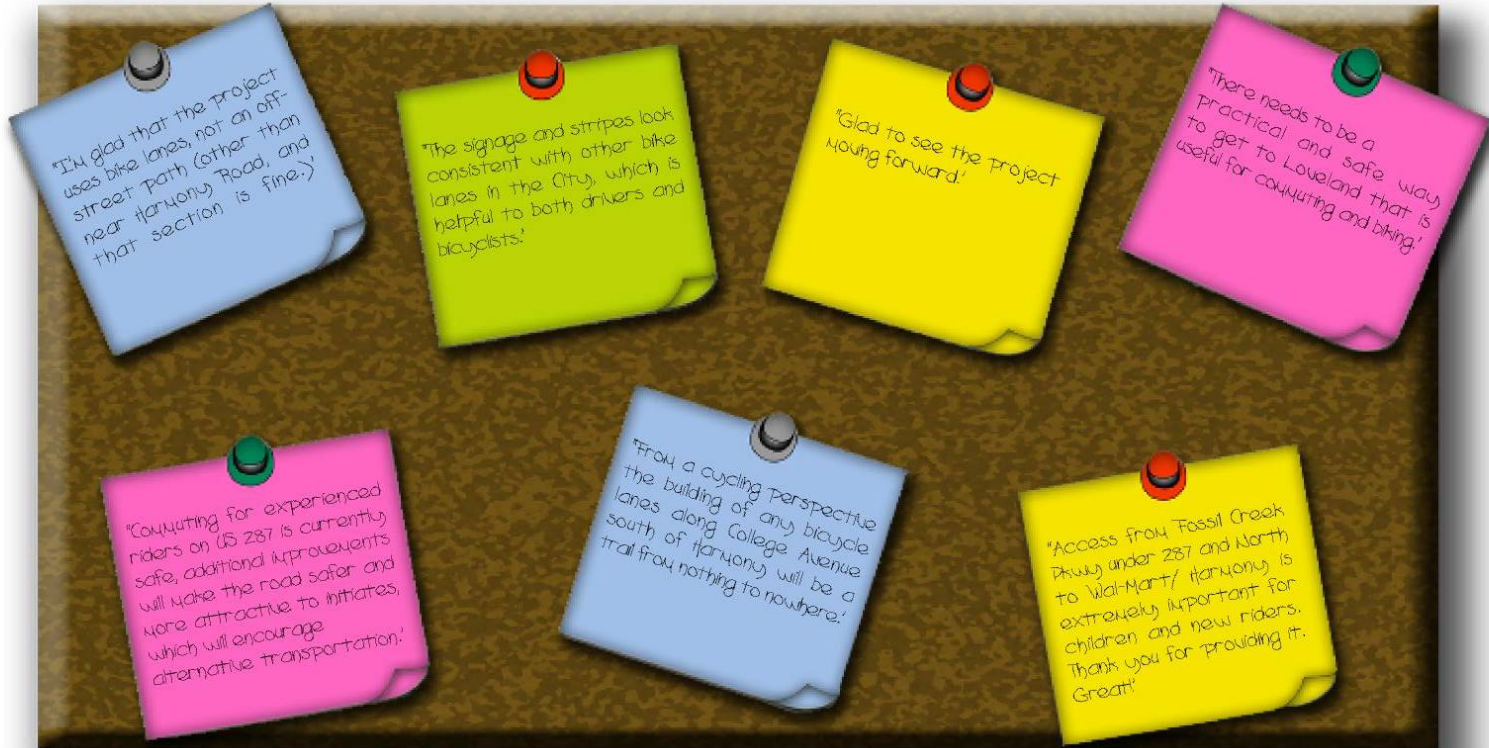
■ Long-Term Vision Plan Recommendations:

- Add wider detached sidewalks (8' or wider) along US 287 / South College Avenue to serve as multi-use paths.
- Improve bike detection at signalized intersections.
- Maintain and repair roadway surface.
- Separate bike lanes from turning lanes at all major / signalized intersections as specified in the Larimer County Urban Area Street Standards.



US 287 / South College Avenue Bicycle Lane Project

YOUR SOUNDING BOARD



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



in
association
with:



THE
LUND PARTNERSHIP INC.

US 287 / South College Avenue Bicycle Lane Project

ANSWERING YOUR QUESTIONS

Maintenance & Improvements



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

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



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

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



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

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



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

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





US 287 / South College Avenue Bicycle Lane Project

ANSWERING YOUR QUESTIONS

Connectivity & Safety





Will the bicycle lanes connect to other bicycle facilities?

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



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




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



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

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

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

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






US 287 / South College Avenue Bicycle Lane Project

ANSWERING YOUR QUESTIONS

Connectivity & Safety





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

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




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

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



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

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



ANSWERING YOUR QUESTIONS

Connectivity & Safety



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

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



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

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



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

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




US 287 / South College Avenue Bicycle Lane Project

ANSWERING YOUR QUESTIONS

Environment & Education





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

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




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

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

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



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

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



US 287 / South College Avenue Bicycle Lane Project

SHARED LANE MARKING FAQ

What is the purpose of this marking?

This "Shared Lane Marking" is intended to inform cyclists and motorists where a travel lane is shared by both modes. It has been shown to be helpful in situations where motorists may squeeze cyclists against the curb, where it may not be obvious where cyclists should be riding, such as intersections with multiple turn lanes, or where cyclists commonly ride too close to parked cars.

If I see this marking in a lane, is the lane only for bikes?

No. This marking is used for shared lanes; lanes that are used by bicyclists and motorists. Shared lanes are different than exclusive bike lanes which are set aside for bicyclists only and are marked by a solid white line and by a different symbol.

If I don't see this marking, can I still use the travel lane?

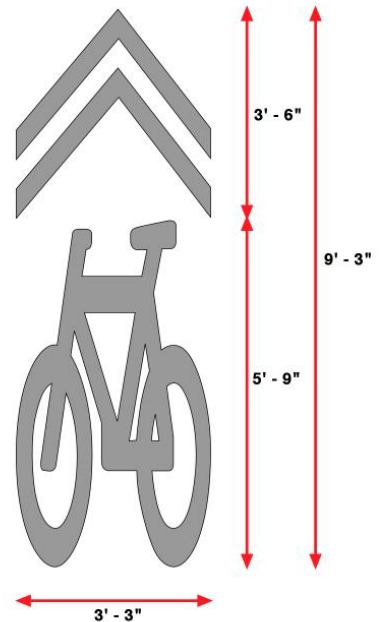
Yes, cyclists can ride on any street except for those with signs explicitly prohibiting cyclists, such as along College Avenue to the north of Harmony Road.

I've never seen this marking before. Why is it proposed for this project?

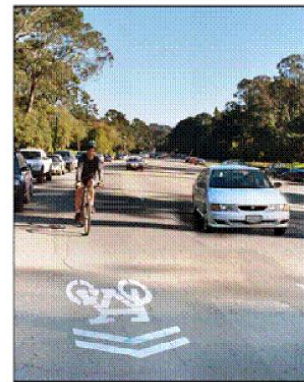
There has not been an official marking to use on streets with shared lanes. Experience with this marking throughout the country is that a separate shared lane symbol helps clarify the purpose of the lane to both motorists and cyclists. This marking will probably become a national standard in the next edition of the Manual on Uniform Traffic Control Devices.

What are the advantages of using the shared lane marking?

1. The Shared lane markings have a positive influence on motorist and cyclist behavior, positions, and safety.
2. Shared lane markings reduce wrong-way riding and sidewalk riding.
3. The Bike-and-chevron marking has a strong impact on motorist positioning and in reducing wrong-way riding and is preferred by cyclists.



Bike-and-chevron symbol



US 287 / SOUTH COLLEGE AVENUE BICYCLE LANE PROJECT FINAL OPEN HOUSE COMMENT SUMMARY

The third and final open house was held on February 2, 2005, in the Community Room at the Harmony Public Library. Sixteen people signed-in representing: bicyclists, property owners, residents, business owners, employees and those working on these issues in the City and CDOT. There was an informal presentation of the following information:

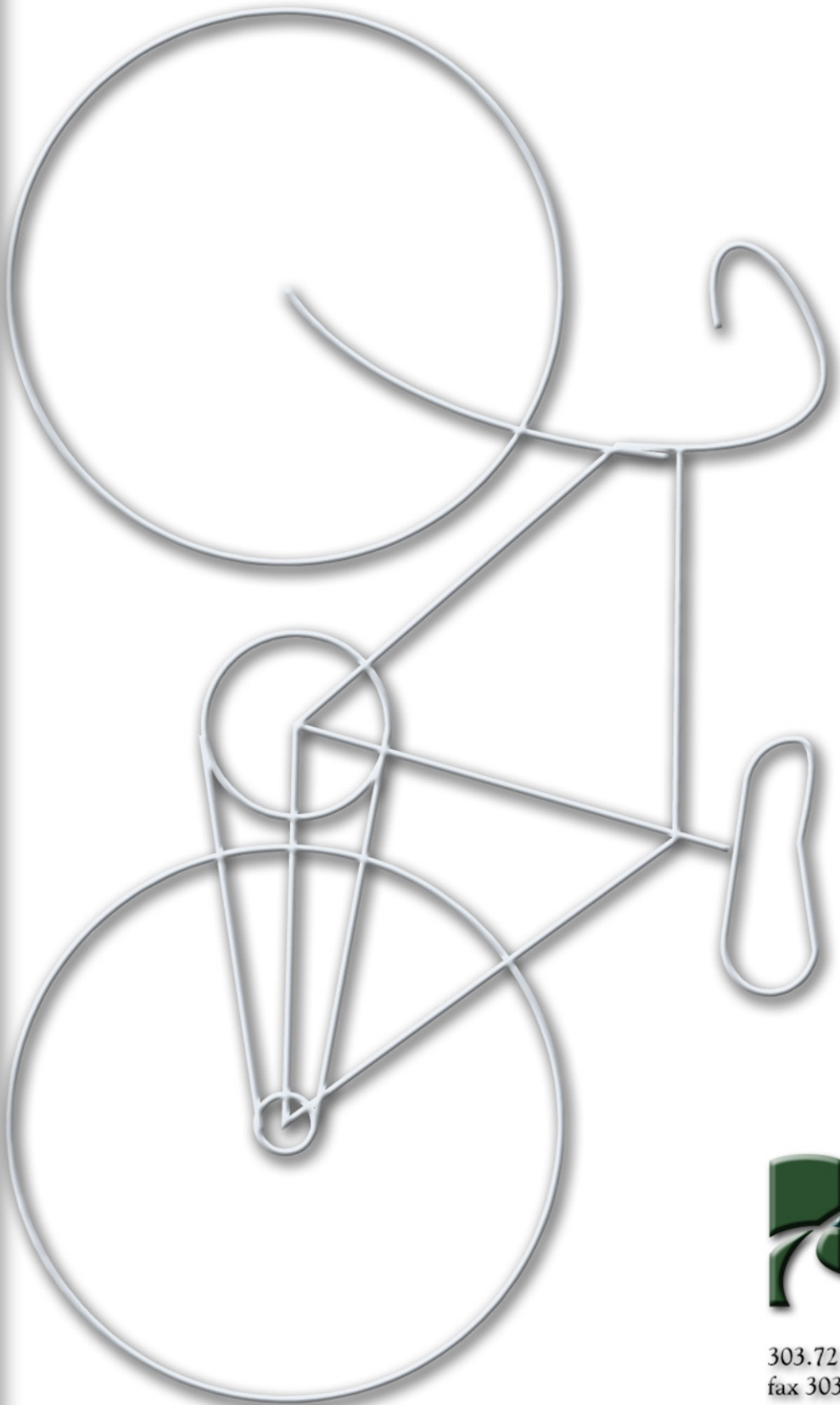
- a synopsis of the final vision plan for the project,
- proposed bike lane treatments for the entire corridor,
- a project summary,
- the construction cost estimate and phasing, and
- a listing of questions (gathered from previous open houses) with answers.

Project Team members were available to discuss the boards with the public. Those who attended spent their time reading and reviewing the presentation and discussing it with Project Team members.

The following lists comments, which are the opinions of the attendees.

- **Road surface concerns:** After holidays, there is a lot of glass on the highway.
- **Connectivity with other bike facilities:** In the future, can the Mason Transportation Corridor continue South to tie into trail at the west end of Skyway along the East side of the railroad track? A crossing would be necessary at the Redtail Grove Natural Area stream. There is an existing drainage area beneath the BNSF railroad track, which could connect the Fossil Creek trail to the MTC trail rather than having to build another, separate trail under crossing of the track. (For example, in Illinois, they lay asphalt trails instead of building new underpasses. When weather takes the trail away, it is just rebuilt.) If high water through this opening washes away the asphalt trail, then it could be replaced relatively less expensively than the cost of another concrete underpass.
- **Project Opposition:** A mailed comment sheet stated adamant opposition for the project. College is too busy, "bicyclists don't pay road use taxes – and they certainly already cause safety problems on our roads as it is." The writer wrote the comment sheet for his mother who also lives on the corridor. He also serves as President for Riders for Justice, the Colorado Motorcycle Rights Organization.

These comments will be shared with the project team and those in the City and at CDOT who could address concerns outside of this project. Please contact Kathleen Bracke, City of Fort Collins Transportation Planning, 970-224-6140, KBRACKE@fcgov.com .



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