appendix: F
RESPONDING TO THE PROJECT NEED

Responding to the Project Need

The Recommended Design responds specifically to the project Vision and statement of Project Need:

- **Inability to support existing travel demands and anticipated growth,** which will exacerbate existing deficiencies in transit service, pedestrian facilities, bicycle facilities and vehicle safety.

  The transit operations strategy provides efficient routing and high frequency service, this will significantly increase bus capacity to reduce or eliminate instances of leaving passengers behind.

- **Inadequate transit service** due primarily to insufficient system connectivity, low and inconsistent route frequencies, poor reliability, lack of capacity to serve current and future demands, and lack of patron stop amenities.

  The transit operations strategy will improve connectivity by providing a year-round, one seat ride from West Elizabeth Street to Downtown Fort Collins. In addition to increasing bus capacity, frequent service will ensure that passengers do not need to consult a schedule prior to their trip. Transit Signal Priority and bus stop islands will improve bus reliability. Lastly, bus stop islands will feature basic amenities such as signage, benches, shelters and bike racks.

- **Uncomfortable and inconsistent bicycle facilities and safety concerns** due to incomplete bike lanes and inadequate intersection treatments. There is also higher than expected rates of bicycle- and vehicle-related crashes in several locations.

  The Recommended Design will provide a complete network of protected bike lanes or buffered bike lanes along West Elizabeth Street from Shields Street to Overland Trail. A variety of innovative intersection treatments will improve ease of turning as well as safety, including green colored pavement, two-stage turn queue boxes and the City's first pilot of a protected intersection. These improvements are specifically targeted at locations with high crash histories.

- **Uncomfortable and incomplete pedestrian facilities and safety concerns** due to inconsistent and missing sidewalks, as well as sidewalks that are not ADA-compliant; in addition, there are limited north/south crossing opportunities and pedestrians experience significant delays crossing West Elizabeth Street.

  The Recommended Design will provide a complete, ADA-compliant sidewalk network along West Elizabeth Street between Shields Street and Overland Trail. This will significantly improve comfort for people walking along West Elizabeth Street. Additionally, two existing crossings of West Elizabeth Street will be upgraded, one new crossing will be provided, and at least two additional crossings can be accommodated once demand justifies their installation.

- **Vehicular mobility, safety and access concerns** exist due to intersection and driveway turning conflicts, as well as queue spillback (traffic backed up at a left-turn lane, for example) at some signalized intersections.

  The Recommended Design maintains reasonable travel times for people driving and provides several safety improvements for people driving, including access management in Campus West and west of Taft Hill Road and a roundabout at Overland Trail.

- **Challenge connecting between modes for trips in the corridor** including inadequate pedestrian and bicycle facilities to and at transit stops and parking challenges in the corridor.

  By completing and improving sidewalks and bike lanes and by implementing a robust transit operations strategy, people biking, riding transit and walking will be able to more seamlessly connect between modes. The Park-n-Ride at the CSU Foothills Campus Equine Center will improve connectivity between driving and transit. Connectivity between bicycling and other modes will be improved with bike share stations on the corridor and bike racks at bus stops to facilitate bicycle-transit trips.