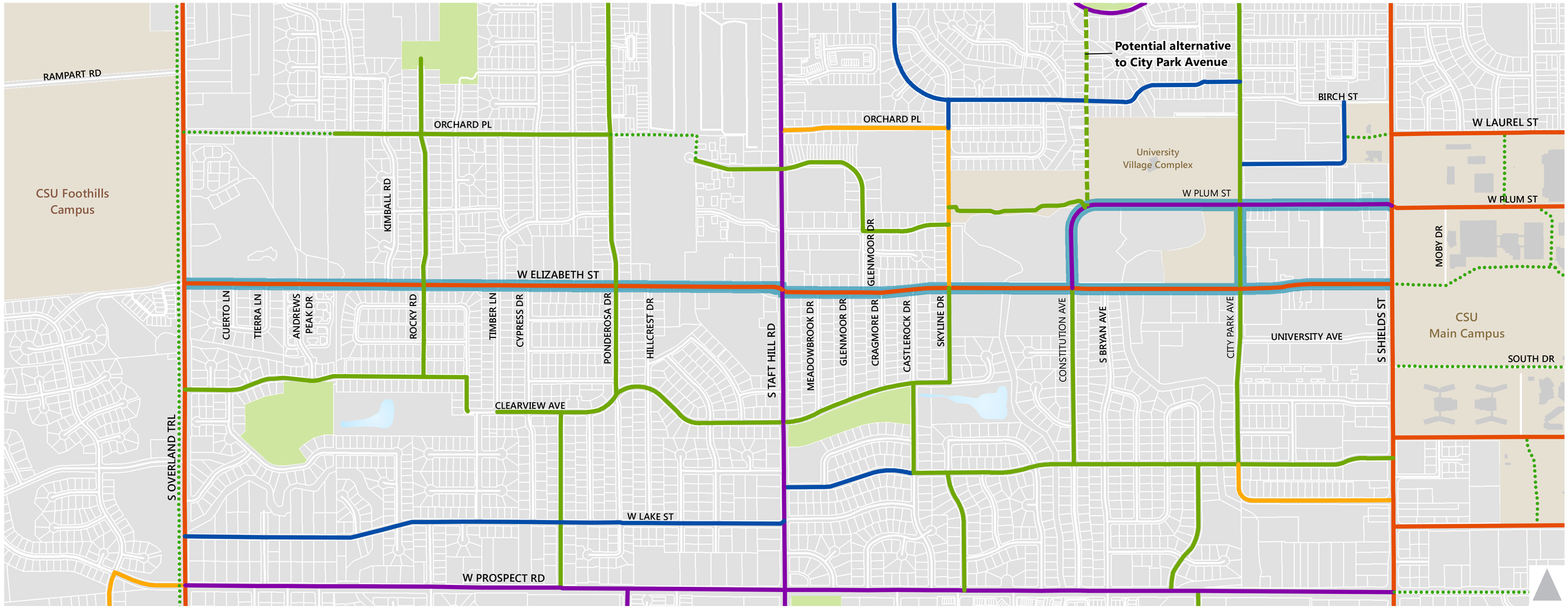
West Elizabeth
Enhanced Travel Corridor Plan

BICYCLE FACILITIES FULL BUILD PLAN



Bicycle Network Full Build Plan

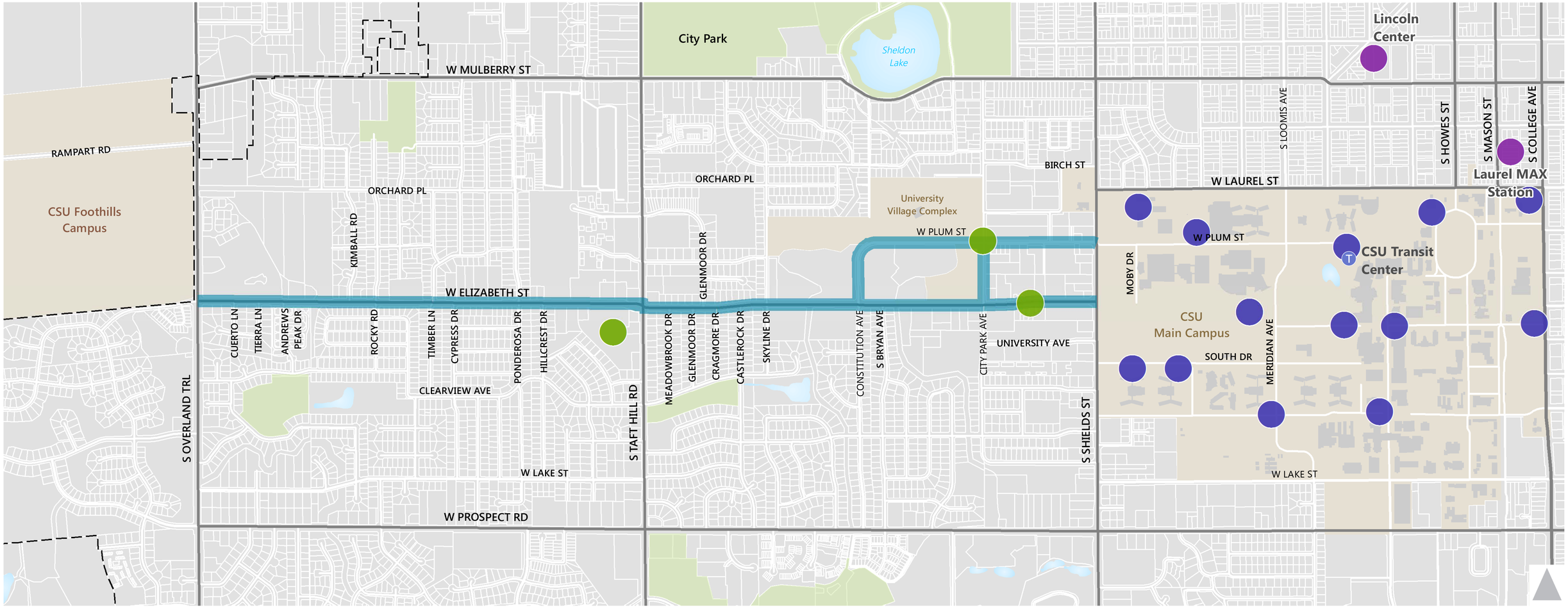
- Buffered Bike Lane
- Bike Lane
- Neighborhood Greenway
- Neighborhood Greenway Alternative
- Protected Bike Lane
- Shared Lane Markings
- Shared-Use Path
- West Elizabeth Street Study Corridor
- City Boundary

Source: Fort Collins Bicycle Master Plan, 2014 (with updates from the West Elizabeth Enhanced Travel Corridor project)

City of Fort Collins

West Elizabeth
Enhanced Travel Corridor Plan

PROPOSED BIKE SHARE STATION LOCATIONS



Existing Bike Share Station Locations

Recommended Bike Share Station Locations

CSU Desired Bike Share Station Locations

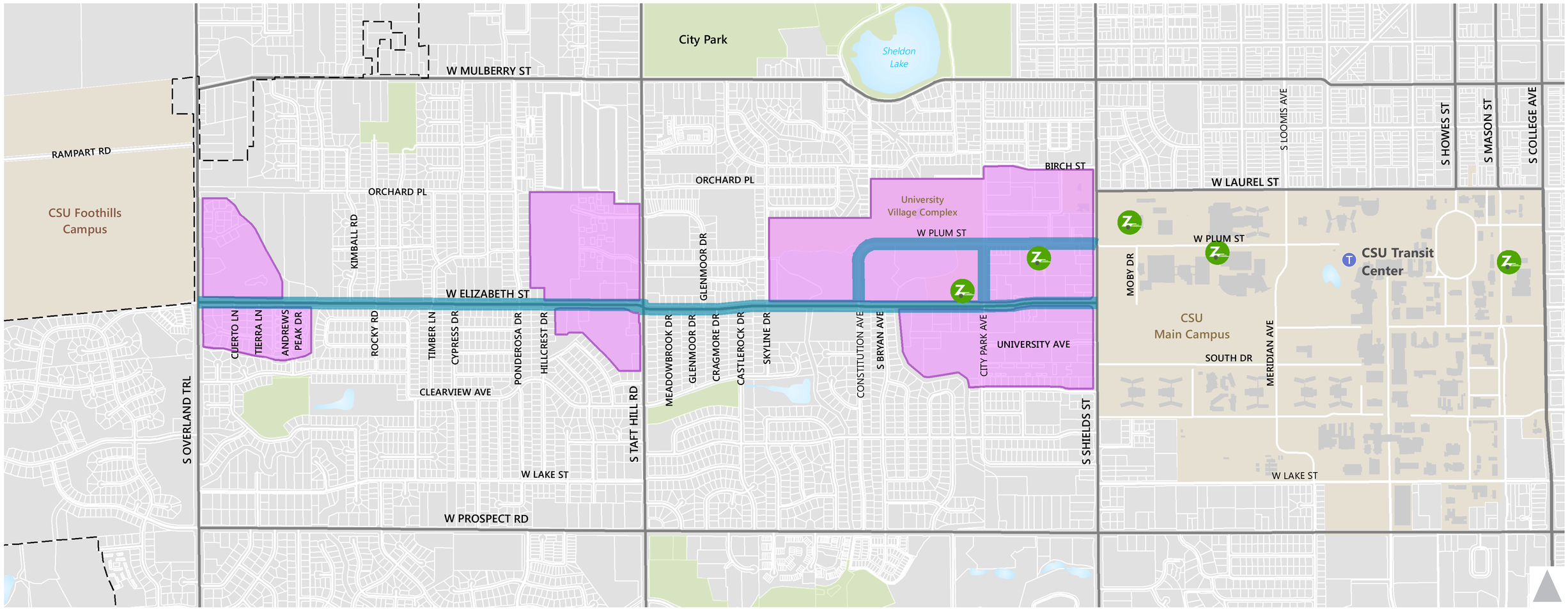
West Elizabeth Street Study Corridor

City Boundary

City of Fort Collins

West Elizabeth
Enhanced Travel Corridor Plan

PROPOSED CAR SHARE FOCUS AREAS



Existing Zipcar Location

Proposed Car Share Focus Area

West Elizabeth Street Study Corridor

City Boundary

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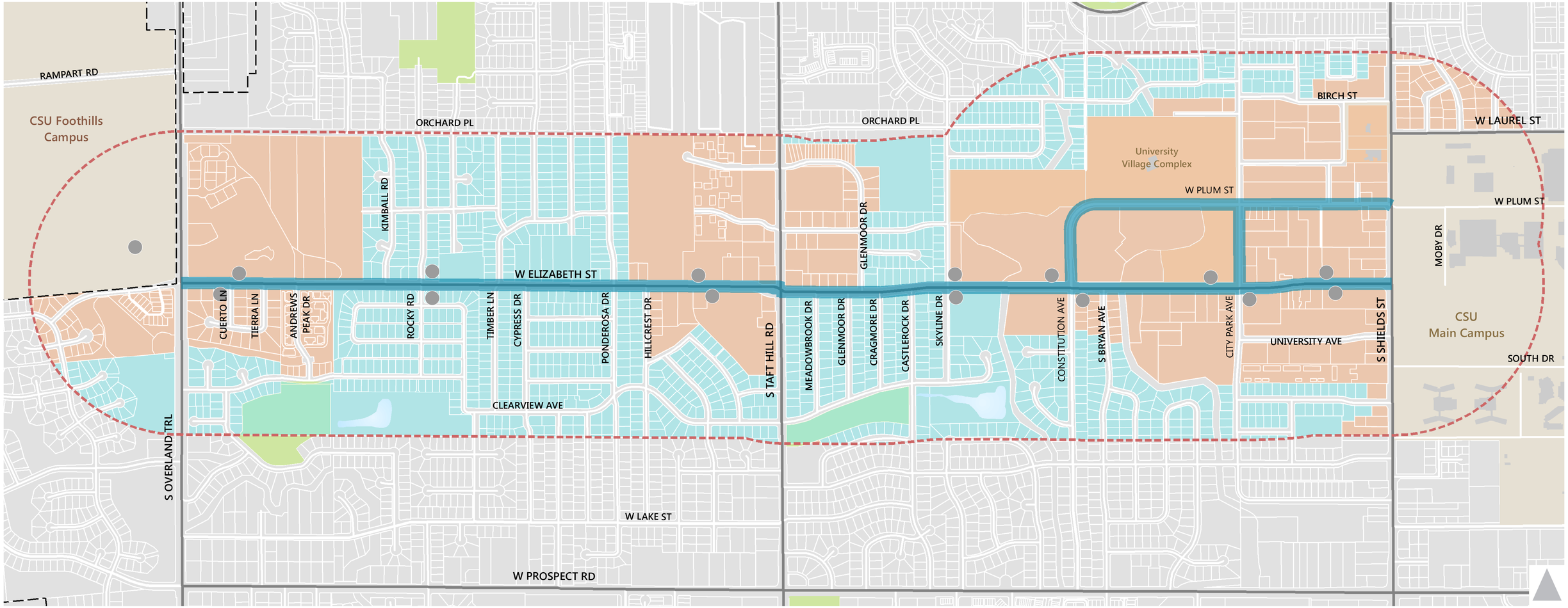
Enhanced Travel Corridor Plan

PROPOSED PARKING MANAGEMENT FOCUS AREAS



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West Elizabeth Enhanced Travel Corridor Plan

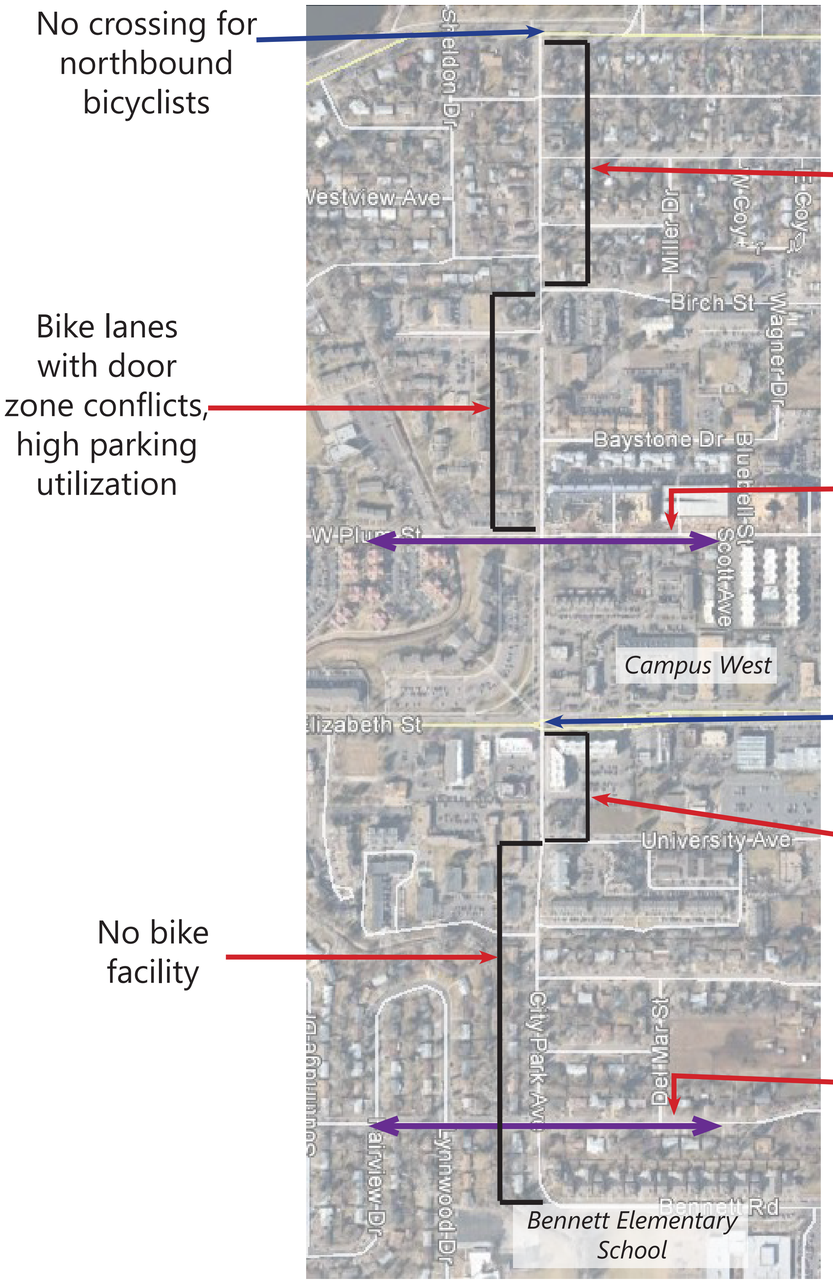
CITY PARK AVENUE - BACKGROUND

> City Park Avenue is recommended as a Neighborhood Greenway in the Bicycle Master Plan.

> Neighborhood greenways are typically slow speed (25 mph speed limit) and low volume (<3,000 vehicles per day) streets that optimize bicycle and pedestrian travel.

> Currently, City Park Avenue does not act as a Neighborhood Greenway for bicyclists or pedestrians because of the observed traffic volumes (> 5,000 vehicles per day).

> Further investigation of City Park Avenue will follow the West Elizabeth ETC Plan



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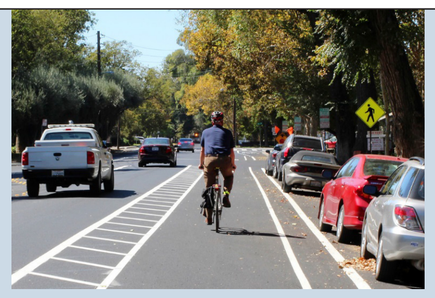
West Elizabeth Enhanced Travel Corridor Plan

WHAT SHOULD CITY PARK AVENUE BE?

Design Option	Pros	Cons	Support?
 ***Shared lane markings***	> Requires no additional space > Low cost	> Uncomfortable for people biking and people driving	
 ***Bike lanes***	> Requires less space than other options	> Requires parking removal or widening > People biking closer to traffic and door zone	
 ***Buffered bike lanes***	> Provides some separation from vehicles	> Would require parking removal or roadway widening	
 ***One way protected bike lane***	> Vertical separation between people biking and vehicles	> Would require parking removal or roadway widening > Higher cost	
 ***Two way protected bike lane***	> No transition necessary at Mulberry crossing > Requires less space than one-way protected bike lane	> Would require parking removal or roadway widening >Multiple driveway crossings and conflicts	
Explore other alternative routes (e.g. Bryan)	> Fewer City Park Avenue > Other alternatives are currently lower volume/speed streets	> Not as convenient/direct for people biking	
Convert City Park Avenue to one-way vehicle traffic with one of the bike facilities from above	> Would make City Park more of the Neighborhood Greenway > Would provide additional space for dedicated bicycle	> Less convenient for people driving	
Neighborhood traffic calming	> Would lower traffic volumes and traffic speeds > Would increase comfort for people biking > Does not require parking	> Less convenient for people driving	

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West Elizabeth Enhanced Travel Corridor Plan

URBAN DESIGN CHARACTER IMAGERY






Lighting





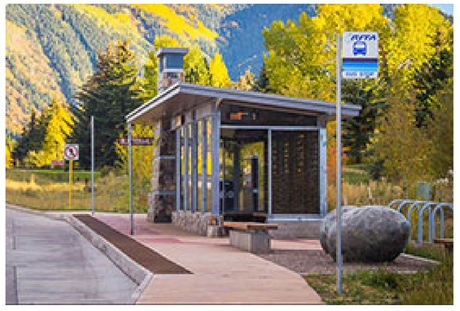
Planters



Wayfinding and Placemaking Elements







Transit Shelters

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URBAN DESIGN CHARACTER IMAGERY




Walls




Covered Bike Parking





Seating





Bike Racks

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