Attachment 3

Alternatives A and B

Alternative A – Signal poles and on-curb sidepath

For this alternative, the two signal poles would be placed within 5-feet of existing right-of-way (ROW) immediately behind the existing curb and gutter along the east side of US 287 adjacent to the natural area. The pole placement would be immediately proximate to the property line. With the signal poles placed at such a location, the corresponding side path for bicycles and pedestrians could only be constructed as less than a 5-foot-wide path attached to the curb. This would not be ideal from a transportation perspective, as bicyclists and pedestrians utilizing the sidepath would be directly adjacent to the US 287 roadway and at a width that would not meet Larimer County Urban Area Street Standards ("LCUASS") nor be ADA compliant. This alternative would have minimal, if any, impact to the natural area.

Positives:

1. Minimizes impact to natural area
2. Provides a minimal sidepath for basic connectivity

Negatives:

1. No parkway to provide for snow storage or perceived comfort to promote mode shift
2. Sidepath is not the minimum desired width of 8-feet for two-way active modes traffic
3. Sidepath does not meet PROWAG (Public Right of Way Accessibility Guidelines) or ADA requirements

Alternative B – Signal poles and full sidepath

In this alternative, two signal poles would be installed along with a sidepath that fully meets the City of Fort Collins Active Modes Plan and Larimer County Urban Area Street Standards. US 287 is classified in the City's Master Street Plan as a 6-Lane Arterial. As part of this roadway classification, a 10-foot-wide parkway is considered the standard allowing for the sidepath to be detached 10 feet from the roadway. Additionally, with the Active Modes Plan specifying a sidepath along US 287, a 12-foot wide sidepath would be considered the ideal standard.

However, implementing a 10-foot-wide parkway along with a 12-foot wide sidepath would require 7 feet of additional land to be declared as right-of-way. Given the existing steep slopes behind the sidepath, a greater corresponding slope alignment would be needed extending the limits of disturbance further into the wetlands surrounding Robert Benson Lake.

Positives:

1. Provides an ample sidepath for connectivity and two-way traffic
2. Provides an ample parkway for snow storage and perceived comfort to promote mode shift
3. Sidepath meets PROWAG and ADA requirements

Negatives:

1. Significant and likely largest proposed impact to the natural area