

## Mitigation

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A northbound right-turn lane is required at the West Elizabeth/Shields intersection. The Union on Elizabeth adds no traffic to the northbound right-turn movement. Eastbound and westbound right-turn lanes are required at the West Elizabeth/City Park intersection with existing traffic. The Union on Elizabeth adds no traffic to the eastbound right-turn movement. In the short range (2022) future, the Union on Elizabeth adds 6 percent to the morning peak hour and 4 percent to the afternoon peak hour westbound right-turn movement. Although the project does not add significant traffic to the westbound right-turn movement, the following mitigation factors will be implemented:

- Residents (students) have Transfort passes that provide access to all Transfort fixed-routes including MAX and FLEX. The Union on Elizabeth will inform students regarding this benefit and promote it by making transit maps readily available in the leasing office and hosting educational programs.
- Six hundred and twelve bicycle spaces will be provided within the development. Eighty bicycle spaces are uncovered, seventy five bicycle spaces are covered, and there are fifty five located within a bike storage room within the parking garage. There will be four hundred and two wall mounted bicycle racks/hooks, one per bedroom, located within the apartment units. In addition, there will be a bike rack for the City wide bike share program. Secure bicycle parking and the bike share program will encourage residents to utilize bicycles as a mode of travel.
- An enhanced pedestrian/bicycle corridor running north/south will connect to the Lokal property to the north. This will allow pedestrians and bicyclist from the north to access the HAWK signal and the Shields Street underpass.

#### IV. CONCLUSIONS/RECOMMENDATIONS

This study assessed the impacts of the Union on Elizabeth development on the short range (2022) and long range (2035) street system in the vicinity of the proposed development. As a result of this analysis, the following is concluded:

- The development of the Union on Elizabeth site is feasible from a traffic engineering standpoint. At full development, the Union on Elizabeth site will generate approximately 1238 daily trip ends, 81 morning peak hour trip ends, and 180 afternoon peak hour trip ends.
- Current operation at the West Elizabeth/Shields, West Elizabeth/City Park, and West Elizabeth/Site Access intersections is acceptable, except the West Elizabeth/Shields intersection in the afternoon peak hour. At the West Elizabeth/Shields intersection, the calculated delay for the northbound left-turn lane was commensurate with level of service F.
- In the short range (2022) future, given development of the Union on Elizabeth site and an increase in background traffic, the West Elizabeth/Shields, West Elizabeth/City Park, and West Elizabeth/Site Access intersections will meet the City of Fort Collins Motor Vehicle LOS Standard in the morning and afternoon peak hours, except the northbound left-turn movement at the West Elizabeth/Shields intersection in the afternoon peak hour.
- In the long range (2035) future, given development of the Union on Elizabeth site and an increase in background traffic, the key intersections will meet the City of Fort Collins Motor Vehicle LOS Standard in the morning and afternoon peak hours, except at the West Elizabeth/Shields intersection in the afternoon peak hour. The long range (2035) operational analyses are used for planning and informational purposes only.
- The short range (2022) and long range (2035) geometry is shown in Figure 11. A northbound right-turn lane at the West Elizabeth/Shields intersection and eastbound and westbound right-turn lanes at the West Elizabeth/City Park intersection are required with the existing traffic volumes. West Elizabeth/City Park intersections meet the City of Fort Collins Motor Vehicle LOS Standard without the required right-turn lanes. Union on Elizabeth added no traffic to the northbound right-turn lane at the West Elizabeth/Shields intersection.
- Acceptable level of service is achieved for pedestrian, bicycles, and transit based upon the measures in the multi-modal transportation guidelines.