

# Lincoln Corridor Plan

**A Great Street for a Great Neighborhood**  
*Phase 1 - Vision Appendix B*



APPENDIX B.  
**COMMUNITY  
ENGAGEMENT**

# **NEIGHBORHOOD SOCIAL: DISPLAY BOARDS**

# PROCESS AND SCHEDULE

# PROCESO Y PLAZO



The project began in March 2013 and is anticipated to finish in March 2014 with a City Council adoption hearing. Extensive outreach to residents, businesses, employees, commuters and others will take place throughout 2013 to get input and feedback.

El proyecto empezará en Marzo del 2013 y es previsto que terminará en Marzo del 2014 con una audiencia con los miembros del Consejo Municipal. Un alcance extensivo a los miembros de la comunidad, negocios, empleados, pasajeros y otros, se dará a cabo durante todo el 2013, para obtener sus opiniones y sugerencias.



## GET INVOLVED... AND STAY INVOLVED!

In addition to meetings and events, there will be many opportunities for you to offer your thoughts, ideas, concerns, and other input throughout the process. At every step of the way there will be online activities and questionnaires to get your feedback on the vision for Lincoln Corridor, alternative options, and opportunities to achieve the vision. Please check the project website regularly for the latest updates!

## COMO PARTICIPAR... Y SEGUIR PARTICIPANDO!

Además de las reuniones y eventos, habrá muchas oportunidades para ofrecer sus pensamientos, ideas, y preocupaciones en el proceso. Durante todo el proceso habrá actividades y cuestionarios en línea para obtener su opinión sobre la visión de Corredor Lincoln, opciones alternativas, y oportunidades para lograr la visión. Por favor, consulte el sitio web del proyecto regularmente para las últimas notificaciones y actividades!

Learn more at / Aprenda más en:  
[FCGOV.COM/LINCOLN](http://FCGOV.COM/LINCOLN)

## JOIN US FOR OUR NEXT NEIGHBORHOOD OUTREACH OPPORTUNITY - MAY 22, 2013 / ACOMPÁÑENOS PARA UNA REUNIÓN DE LA VECINDAD, 22 DE MAYO!

NEIGHBORHOOD CONVERSATIONS / CONVERSACIONES DE VECINDAD	In Situ (221 East Lincoln Avenue)	8:00 AM - 12:00 PM
CORRIDOR WALK / PASEO DE AVENIDA	Buckingham Park	12:00 - 1:00 PM
NEIGHBORHOOD CONVERSATIONS / CONVERSACIONES DE VECINDAD	Streets Facility Training Room / Fort Collins Facilidad de Calles (629 Ninth Street)	1:00 - 3:00 PM
CORRIDOR WALK / PASEO DE AVENIDA	Buckingham Park	6:00 - 7:00 PM
NEIGHBORHOOD CONVERSATIONS / CONVERSACIONES DE VECINDAD	Streets Facility Training Room / Fort Collins Facilidad de Calles (629 Ninth Street)	7:00 - 8:00 PM

# PROJECT OVERVIEW

# VISION GENERAL DE PROYECTOS

Lincoln Avenue between Jefferson Street and Lemay Avenue is a critical connection between Downtown and the eastern part of the community. It contains a rich and eclectic mix of historic neighborhoods, old and new businesses, and public/private open space. Changes are occurring rapidly along this corridor, and development of the Link-N-Greens site into a major employment center will transform how the street functions. In anticipation of these changes, the City of Fort Collins undertook many planning efforts, but the corridor is still lacking a cohesive identity and specific steps for improvements and change. The purpose of the Lincoln Corridor Plan is to develop a compelling vision and to identify and prioritize improvements to the street and surrounding area.

## Outcomes

- Extensive outreach to the community
- A vision for how the corridor will look and feel
- A design for the street and sidewalks
- A prioritized list of projects to be accomplished
- Steps to obtain funding for the projects

La calle Lincoln, entre la calle Jefferson y la Avenida Lemay, es una conexión crítica entre el centro de la ciudad y la parte este de la comunidad. Contiene una rica y diversa mezcla de vecindades históricas, negocios de muchos años así como nuevos, y espacios abiertos públicos/privados. Muchos cambios están ocurriendo rápidamente a lo largo de este corredor, y el desarrollo del Link-N-Greens como un centro principal de empleos, transformará la manera en cómo esta calle funciona. En anticipación a estos cambios, la Municipalidad de Fort Collins emprendió muchos esfuerzos de planeamiento, pero el corredor todavía necesita una identidad cohesiva y pasos específicos para mejoras y cambios. El propósito del Plan del Corredor Lincoln es desarrollar una visión convincente e identificar y priorizar mejoras en la calle y las áreas alrededor de ella.

## Resultados

- Alcance extensivo a la comunidad
- Una visión en cómo el corredor lucirá y se sentirá
- Un diseño para la calle y las aceras
- Una lista priorizada de proyectos que se cumplirán
- Pasos para obtener fondos para los proyectos

## POSSIBLE PLAN PROJECTS / POSIBLE PLAN DE PROYECTOS

-  Street and intersection improvements / Mejora de la calle y la intersección
-  Sidewalks and benches / Aceras y bancas
-  Bicycle lanes and racks / Carril para bicicletas y bastidores
-  Trees and other landscaping / Árboles y otros paisajes
-  Gateway features similar to those at Harmony and College / Funciones de puerta de enlace como la de Harmony/College
-  Bus circulating around Downtown / Circulación de bus alrededor del centro de la ciudad
-  Stormwater improvements / Mejora de las aguas pluviales
-  Directional signage / Señales y demarcaciones
-  Art and other projects for a positive neighborhood image / Arte y otros proyectos para una imagen positiva de la vecindad
-  Interpretive features of culture and history / Características interpretativas de la cultura e historia



This drawing shows one possible idea for this corridor's future. Este dibujo muestra una idea posible para el futuro de este corredor.



## Contact Info

For additional information or questions, please contact / Para obtener más información, por favor póngase en contacto con:

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 LINCOLN CORRIDOR / CORREDOR LINCOLN  
 INFLUENCE AREA / ÁREA DE INFLUYA

# **NEIGHBORHOOD CONVERSATIONS: SUMMARY**

## Lincoln Corridor Plan Summary of Neighborhood Conversations & Corridor Walks – May 22, 2013

### Event Overview

Input from residents, business owners, and other stakeholders is essential to the success of the Lincoln Corridor Plan. Listening to the ideas and concerns of individual voices will better inform the process and contribute to a community-supported vision for the corridor. On May 22, 2013 a series of three Neighborhood Conversation Sessions and two Corridor Walks gave stakeholders and members of the public the opportunity to share their ideas, concerns, and priorities for Lincoln Avenue with City of Fort Collins staff and the consultant team.

Time	Activity	Participants
8:00 a.m. – 12:00 p.m.	Neighborhood Conversations	6
12:00 p.m. – 1:00 p.m.	Corridor Walk	2
1:00 p.m. – 4:00 p.m.	Neighborhood Conversations	9
6:00 p.m. – 7:00 p.m.	Corridor Walk	11
7:00 p.m. – 8:00 p.m.	Neighborhood Conversations	7
<i>Total</i>		35

### What We Heard – Key Themes

The project team heard a number of issues, opportunities, and comments during the Neighborhood Conversations and Corridor Walks. The following list of key themes summarizes the comments that were heard most frequently.

1. **Multimodal Connectivity:** Ensure the corridor meets the needs of all modes, and a range of comfort zones for bicyclists and pedestrians. There is a need for better bike and pedestrian connectivity between the breweries, in a way that reduces impacts to Buckingham Neighborhood.
2. **Neighborhood Character:** Maintain Buckingham Neighborhood as a unique neighborhood that recognizes its history and keeps its charm without gentrifying or significantly driving up property values.
3. **Neighborhood Protection:** Spillover effects from brewery traffic and events negatively impact the residents of Buckingham Neighborhood. Residents feel that their concerns have not been fully acknowledged or addressed by the City in the past.

4. **Corridor Character/Identity:** Lincoln Corridor should be a distinct district with its own identity that complements and transitions from Old Town and the River District. The district should celebrate the eclectic mix of historic properties and heritage, parks and natural areas, residential uses, state-of-the-art industrial businesses, breweries, and restaurants. The connection to the river should be promoted, and the area should have a "softer," more landscape-based feel than Old Town.
5. **Bike Safety:** Current bike lanes and connections to the Poudre Trail are inadequate and unsafe for the type/amount of bike traffic in the area, particularly on and around the bridge.
6. **Pedestrian Safety:** There is a major need for safe, designated pedestrian crossings on Lincoln and its cross-streets.
7. **Traffic Concerns:** The amount of traffic generated by commuters, businesses, brewery visitors, and trucks passing along Lincoln and through the neighborhoods adversely impacts the neighborhood, makes turning movements difficult, and creates unsafe conditions for bikes and pedestrians. Speeds should be slowed on Lincoln from Buckingham Neighborhood to Old Town.
8. **Aesthetics:** Use screening, landscaping, public art, and clean up efforts to improve the aesthetics of the corridor.
9. **Branding and Wayfinding:** Clear wayfinding signage and design elements should be used to provide visitors with information and give the district a distinct identity.
10. **Public Involvement:** Project team should attend key events in the Northside Neighborhoods.



# **VISIONING EVENT: FLYER**

# WHAT IS YOUR VISION FOR THE LINCOLN CORRIDOR?

**TUESDAY, JUNE 18, 2013**  
**COMMUNITY ROOM @ 215 N. MASON**  
**(between Laporte & Maple)**

**Explore great streets** from across Colorado, the nation, and the rest of the world. Discuss what makes these places memorable and how we can apply new ideas to the Lincoln Corridor.

**Choose from the following  
interactive sessions:**

- 7:30 - 9:00 a.m.
- 11:30 - 1:00 p.m.
- 4:00 - 5:30 p.m.
- 6:00 - 7:30 p.m.

*Light refreshments will be served at  
all sessions.*



RSVP online at [fcgov.com/Lincoln](http://fcgov.com/Lincoln) or contact Lori Bichler at 970-221-6705 or [lbichler@fcgov.com](mailto:lbichler@fcgov.com). Visit the website to take an online survey starting June 18!



*Example of potential amenities that could be considered for the Lincoln Corridor.*

**RSVP NOW**



# **VISIONING EVENT: PACKET**

# PROJECT GOALS

# OBJETIVOS DEL PROYECTO

## **Create a unique identity**

*Reflect the rich history & culture of the area*

## **Enhance existing neighborhoods**

**Improve the mobility, safety  
& experience for bicyclists,  
pedestrians, transit users & motor  
vehicles**

*Celebrate, protect & enhance the Poudre River*

## **Attract & sustain businesses**

*Be a center for innovation, sustainability &  
creativity*

## **Evolve into a leading great street**



# WHAT WE'VE HEARD SO FAR

## LO QUE HEMOS ESCUCHADO

### THE ISSUES & OPPORTUNITIES WE HEARD AT THE MAY 2013 NEIGHBORHOOD CONVERSATIONS & CORRIDOR WALKS INCLUDED:

- » **Neighborhood Character:** Maintain Buckingham Neighborhood as a unique neighborhood that recognizes its history and keeps its charm without gentrifying or significantly driving up property values.
- » **Bike Safety:** Current bike lanes and connections to the Poudre Trail are inadequate and unsafe for the type/amount of bike traffic in the area, particularly on and around the bridge.
- » **Pedestrian Safety:** There is a major need for safe, designated pedestrian crossings on Lincoln and its cross-streets (e.g. 1st Avenue, Lemay).
- » **Multimodal Connectivity:** Ensure the corridor meets the needs of all modes, and a range of comfort zones for bicyclists and pedestrians. There is a need for better bike and pedestrian connectivity between the breweries, in a way that reduces impacts to Buckingham Neighborhood.
- » **Neighborhood Protection:** Spillover effects from brewery traffic and events negatively impact the residents of Buckingham Neighborhood. Residents feel that their concerns have not been fully acknowledged or addressed by the City in the past.
- » **Public Involvement:** Project team should attend key events in the Northside Neighborhoods.
- » **Corridor Character/Identity:** Lincoln Corridor should be a distinct district with its own identity that complements and transitions from Old Town and the River District. The district should celebrate the eclectic mix of historic properties and multicultural heritage, parks and natural areas, residential uses, state-of-the-art industrial businesses, breweries, and restaurants. The connection to the river should be promoted, and the area should have a "softer," more landscape-based feel than Old Town.
- » **Traffic Concerns:** The amount of traffic generated by commuters, businesses, brewery visitors, and trucks passing along Lincoln and through the neighborhoods adversely impacts the neighborhood, makes turning movements difficult, and creates unsafe conditions for bikes and pedestrians. Speeds should be slowed on Lincoln from Buckingham Neighborhood to Old Town.
- » **Aesthetics:** Use screening, landscaping, public art, and clean up efforts to improve the aesthetics of the corridor.
- » **Branding and Wayfinding:** Clear wayfinding signage and design elements should be used to provide visitors with information and give the district a distinct identity.

# WHAT MAKES A GREAT STREET?

## ¿QUE HACE UNA GRAN CALLE?

### CONSIDERATIONS FOR GREAT STREETS\*:

- » A Defined Street
- » Places for People to Walk and Bike with Some Leisure
- » Physical Comfort
- » Qualities that Engage the Eye
- » Unique Character

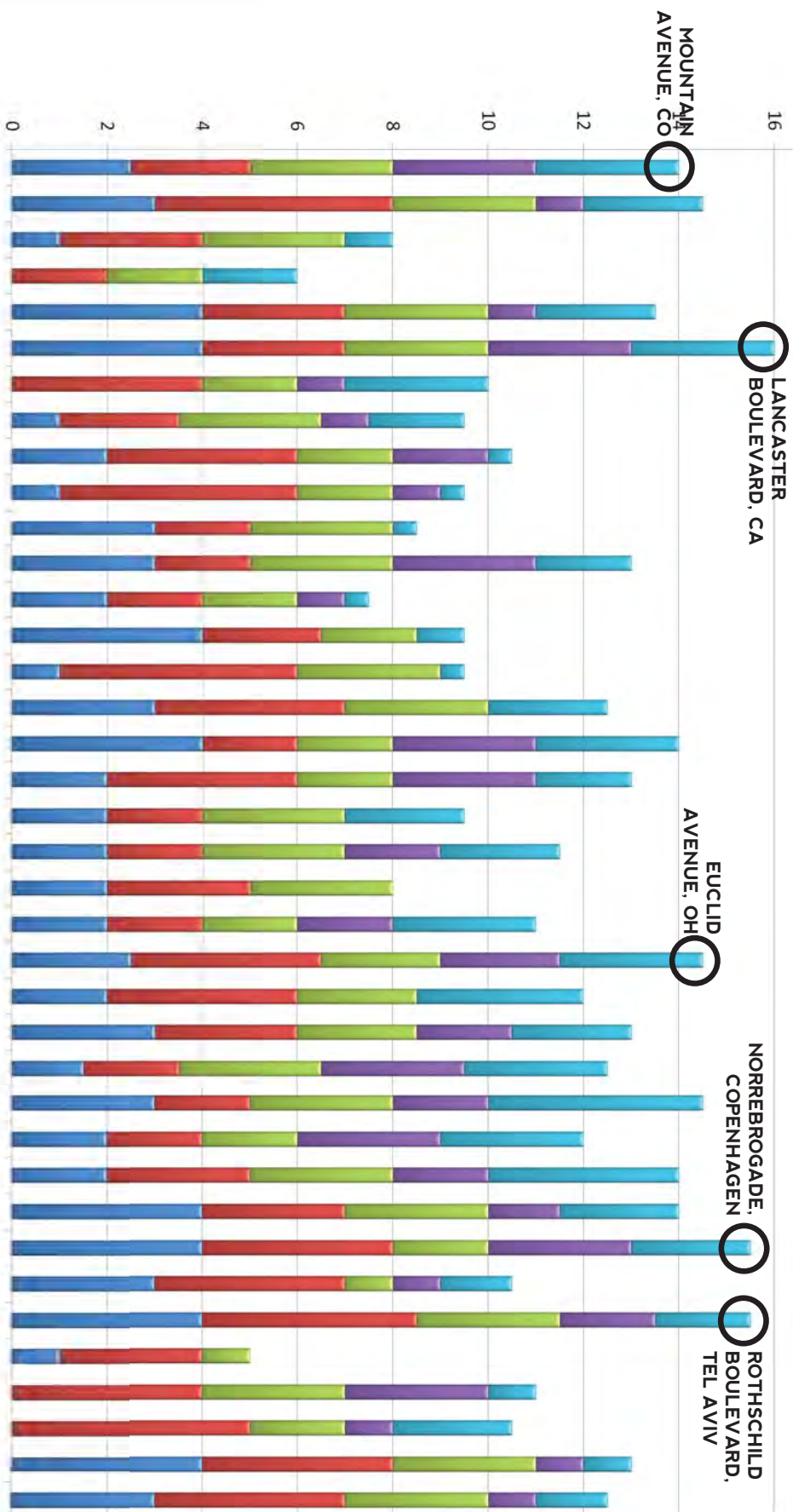
Defined Street	Extension of Downtown
	Width/Lanes
	Length/Beginning & End
Places for People to Walk and Bike with Some Leisure	Building Enclosure
	Sidewalks
	Pedestrian-Oriented
	Bicycle Lanes
	Trails & Greenways
	Bike-Dominant
Physical Comfort	High-Efficiency Transit Facilities
	On-Street Parking
	Landscaping
Qualities that Engage the Eye	Safety
	Theming & Design Features
	Arts & Culture
	Plazas & Places
Unique Character	Eclectic Land Use Mix
	Breweries/Distilleries
	Restaurants
	Creative Industry/Sustainability
	Clusters of Primarily Single-Family Residential with Some Multi-Unit Development

\* Original source: *Great Streets*. Allan B. Jacobs. 1993. MIT Press.



# MEMORABLE CORRIDORS

## CORRIDORES MEMORABLES



- Unique Character
- Engage the Eye
- Physical Comfort
- Places for People to Walk & Bike
- A Defined Street





# LINCOLN CORRIDOR PLAN: MEMORABLE CORRIDORS

## Corridor #1: Mountain Avenue, Fort Collins, CO



# LINCOLN CORRIDOR PLAN: MEMORABLE CORRIDORS

## Corridor #2: Euclid Avenue, Cleveland, OH



# LINCOLN CORRIDOR PLAN: MEMORABLE CORRIDORS

## Corridor #3: Lancaster Boulevard, Lancaster, CA



# LINCOLN CORRIDOR PLAN: MEMORABLE CORRIDORS

## Corridor #4: Nørrebrogade, Copenhagen, Denmark



# LINCOLN CORRIDOR PLAN: MEMORABLE CORRIDORS

## Corridor #5: Rothschild Boulevard, Tel Aviv, Israel



# **VISIONING EVENT: SUMMARY**

## Lincoln Corridor Plan – "Envisioning a Future for the Lincoln Corridor" Summary of Community Workshops – June 18 and July 9, 2013

### Event Overview

Creating a forward-looking vision for the Lincoln Corridor requires input from neighborhood residents, business owners, elected officials, and the broader Fort Collins community. A total of five workshop sessions were held June 18 and July 9 to stimulate discussion, gather ideas, and explore new possibilities as part of the Lincoln Corridor Plan.

Date	Session	Participants
June 18	7:30 – 9:00 a.m.	13
	11:30 a.m. – 1:00 p.m.	10
	4:00 – 5:30 p.m.	11
	6:00 – 7:30 p.m.	14
July 9	6:00 – 7:30 p.m.	9
<i>Total</i>		<i>57</i>

As part of the first steps in developing the Lincoln Corridor Plan, over 40 memorable streets and corridors from around the world were reviewed for qualities that might be relevant to the Lincoln Corridor. Based on the "Great Streets" concepts, the following criteria were used to examine the attributes of each corridor:

- **Unique Character** - A variety of land uses that create a distinctive place, ranging from residential to commercial.
- **Engage the Eye** - Buildings, street amenities, art, or other qualities that are attractive and create interest.
- **Physical Comfort** - Safety features, landscaping, and other buffers that improve the comfort and experience of those using the corridor.
- **Places for People to Walk and Bike** - Separate spaces for different uses to minimize conflicts and provide safe, convenient access.
- **A Defined Street** - A street with a clear beginning and end, defined edges created by buildings, and street widths that are comparable to Lincoln Avenue.

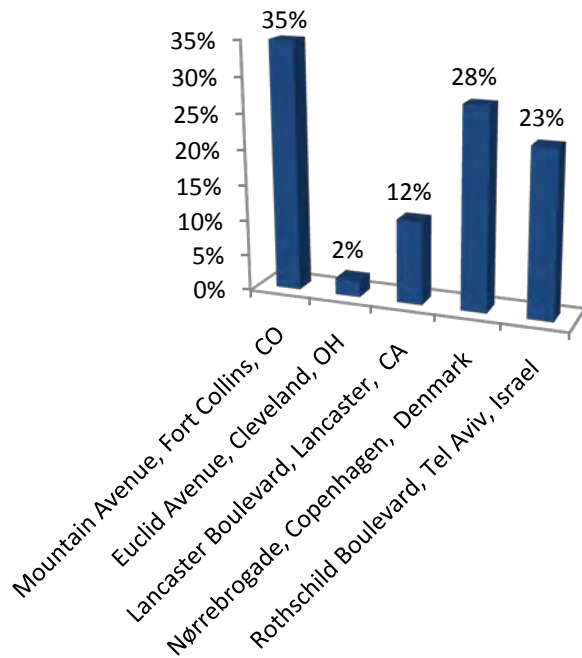
Based on this evaluation, five of the highest-ranked corridors were selected as unique areas that contain elements that could be considered for the Lincoln Corridor. At the June 18 event, participants examined and discussed these five case study corridors in greater detail:

- Mountain Avenue, Fort Collins, CO
- Euclid Avenue, Cleveland, OH
- Lancaster Boulevard, Lancaster, CA
- Nørrebrogade, Copenhagen, Denmark
- Rothschild Boulevard, Tel Aviv, Israel

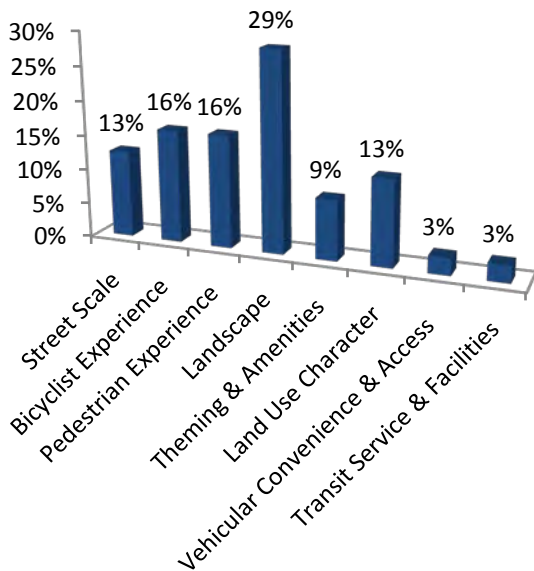
## Results

After learning about each of the five corridors, meeting attendees participated in an electronic polling activity. Participants were asked to select which corridor they found the most memorable. The results varied from one session to another, but overall Mountain Avenue (Fort Collins, CO), Nørrebrogade (Copenhagen, Denmark), and Rothschild Boulevard (Tel Aviv, Israel) were ranked the highest. The results of the polling questions are shown below:

### 1. Which corridor did you find the most memorable?

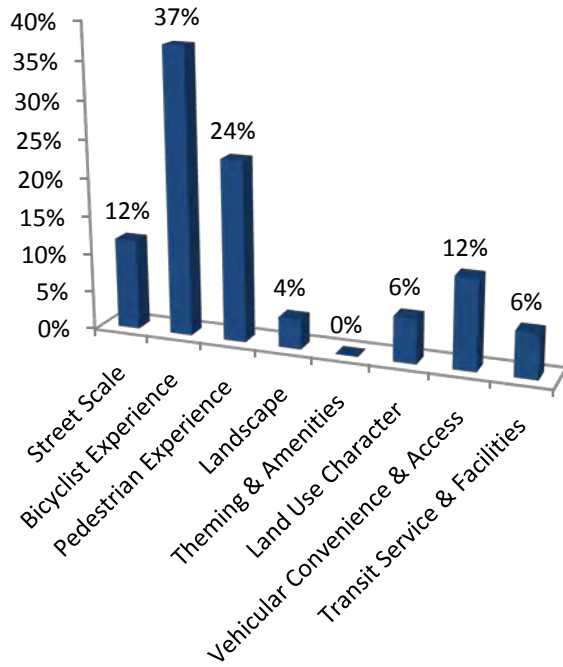


### 2. Mountain Avenue: Which elements made you choose this corridor?

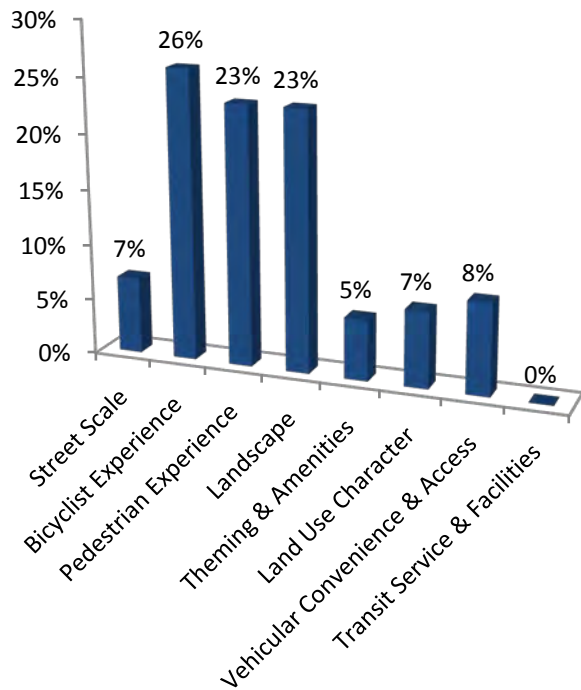




**5. Nørrebrogade: Which elements made you choose this corridor?**



**4. Rothschild Boulevard: Which elements made you choose this corridor?**



## ***What We Heard – Key Themes***

The project team heard a number of issues, opportunities, and comments during the discussions that followed the polling activity. The following list of key themes summarizes the ideas and comments shared by participants. Euclid Avenue (Cleveland, OH) and Lancaster Boulevard (Lancaster, CA) were not discussed during any of the four sessions.

### Mountain Avenue, Fort Collins, CO

- Landscape islands serve as a continuing theme
- Planters downtown are a nice element
- Only true parkway in Fort Collins; green street/parkway feel
- Some bikers avoid Mountain Avenue due to shared lanes; generally use parallel streets with dedicated bike lanes; East Mountain is difficult for bikers
- Width of landscaped median is nice; consider including bike lane within median, so that it doesn't add to the curb-to-curb width, and a pleasant bike lane under the tree canopy
- Mountain works well for bikes except for the intersection with College Avenue
- New Belgium bike racks, size and capacity are convenient
- West Mountain accommodates bikes better due to bike lanes, great bicycling experience
- Consider a City park trolley extension to Lemay
- Land use seems coded by parking (residential - parallel parking; downtown - angled parking)
- Mountain has slower speed limit than Lincoln
- Concerns about backing into traffic from center parking
- West Mountain is great for driving and biking, with good landscaping
- Good example of range of character that Lincoln will need
- Landscaping encourages residences and businesses to improve their own landscaping and architecture; trees along Mountain communicate that, "This is an important area"
- Median is used as a pedestrian area and provides a safe haven; divider; greenery
- Connective artery - handles a large amount of traffic, multiple uses and contexts, vehicles flow well
- Mountain is wider than Lincoln
- Limited turning access with median
- Decorative lighting in the winter
- Pleasant walk, comfortable feel, good shade

### Nørrebrogade, Copenhagen, Denmark

- Separation of bicycles/ pedestrians with a gradation of lanes and designated spaces for different uses creates a safer, more enjoyable experience
- Multiple bike lanes in the same direction would allow E-bikes
- Scale of pedestrian plazas/ sidewalks
- Street dedicated to bikes

- Light timing for bikes (Green Wave)
- Artwork on street (painted patterns for bus lanes)
- Separated bike lane would be safer than mixed bike/ car/ truck traffic
- How do bikes cross street with the separated lane?
- Without a center median, traffic speeds are limited; makes it feel like a small road
- Like landscaping near bikes/ pedestrians
- Bike box intersections are very clear
- Like having parking/ uses within medians
- Different levels for different users/ level of comfort
- Crossing safety - organized crossing
- Transit/ trolleys - ways to move people through the corridor
- Separation works well, allows parking and allows traffic to still flow
- Tight space, but fits a lot of amenities
- Parking buffers bikes
- Worry that drivers would not understand floating parking, would accidentally park in bike lanes
- Safer for pedestrians and bicyclists
- Reduced traffic speeds

#### Rothschild Boulevard, Tel Aviv, Israel

- Like the business and plazas in medians
- Good pedestrian and bike access with median path
- Industrial/ residential mix
- Balanced approach - safe, business oriented, residential
- Median with bike lanes - appears as smaller street on either side
- Slows traffic for businesses
- Central, shared median - safe, good use of land, orderly for bike, pedestrian and cars
- Shared bike/pedestrian facilities - different speeds can be dangerous; may be too many people for efficient bike flow
- Crossing of median may be unsafe
- Active median slows traffic, brings people in
- Rothschild too urban, too many pedestrian facilities for Lincoln; what scale is appropriate?
- Center avenue for bike/pedestrian traffic - people travelling through the corridor rather than within a downtown area
- Bike/pedestrian amenities in the middle of the street - more visible, prominent
- Transitions out of median are more difficult
- Park-like feeling on the median
- Incorporates art and signage on the street
- Landscape areas of median should be open for pedestrians to use, sit down
- Good to have a place to sit, buffered from bikes
- Seems too wide for Lincoln

## General Lincoln Corridor Comments

- Need safe bike access
- Need to continue accommodating truck traffic in the corridor
- Investigate parking needs and configurations for Lincoln; parking may only be needed on one side of the road; examine need for center parking; could have floating parking on only one side of the road; look at a plan that eliminates on-street parking
- Need convenient parking along Lincoln for new uses
- Consider adding a parking garage
- Don't do metered parking - for convenience
- Lincoln will need to handle increased traffic needs for all modes
- Two paths could be accommodated; one for pedestrians and one for bikes (like Central Park)
- Look at North College - two sidewalks - one for bikes, meandering, park-like feel
- Look at Shields Street, where bike paths are separated from the road, then reintegrated with traffic
- A median would need to accommodate semi trucks; provide access to Woodward/ businesses through or around median
- Differing business needs along corridor
- Lincoln is a smaller roadway - business owners may need to use more private property for truck access
- Need to find appropriate land use mix - commercial use, separating residential use from traffic, bike and pedestrian use
- Keep the commercial feel with medians
- Keep the north side of the road more recreational, with bike lanes, sidewalks, etc. that serve as buffer from vehicular traffic
- Lincoln should be consistent with Mountain Ave, but with additional safety features for bike traffic
- Highlight historic features within neighborhoods - investigate funding
- Turn lanes/ access should be neighborhood-friendly
- Don't let costs deter the community from something great
- Great features can be done in smaller segments and still create a great street
- Center median for pedestrians only?
- Trees in center to separate bikes to one side of median, with pedestrians on the other
- Put traffic in middle, bikes on one side of street, pedestrians on the other with median-style landscaping
- "Share the road" is more dangerous near breweries (impaired riders)
- North/south traffic issues - train delays
- Plan for future integration for light rail and other transit
- Redesign bridge so water is visible (e.g. new Shields bridge at Rolland Moore Park)
- Need landscaping to be attractive
- Keep Lincoln as narrow as possible to accommodate all modes; four lanes on Lincoln is too much

- Separate bike/ pedestrian traffic from homes
- Any sidewalk is an improvement
- Major intersections in the area are unsafe (including Vine/ Lemay)
- Could use rumble strips or a different material between uses
- More bike/pedestrian users could result in more drivers avoiding Lincoln
- Trolley would be fun, even a rubber-tired trolley (e.g. Durango)
- Lincoln will become more of a destination area - need to consider how these new uses develop
- Narrow/ pinch points are ok if traffic is slowed around it
- Avoid landscaping with high water requirements
- Consider an additional pedestrian/bicycle bridge, then upgrade the existing bridge and add bike/ped facilities when needed
- High traffic speeds and volumes on 3<sup>rd</sup> Street results in safety concerns
- Safety and crime issues in Buckingham Park, especially at night; residents avoid the area; need to prevent people from camping/loitering in the area
- Consider limiting traffic through Buckingham Neighborhood by blocking off or limiting access, creating a designated route around the neighborhood
- Add a bicycle path between Odell and New Belgium away from the neighborhood, with wayfinding for brewery visitors
- More lighting and safety signage is needed

## **ONLINE SURVEY: FLYER**

# WHAT IS YOUR VISION FOR THE LINCOLN CORRIDOR?

PLEASE COMPLETE AN ONLINE SURVEY  
ABOUT YOUR IDEAS AND VISION FOR  
THE LINCOLN CORRIDOR!

## SHARE YOUR THOUGHTS ON GREAT STREETS

from across Colorado, the nation, and the rest of  
the world. Identify what makes these places  
memorable and how we can  
apply new ideas to the  
Lincoln Corridor.



TAKE THE SURVEY ONLINE AT  
[FCGOV.COM/LINCOLN](http://FCGOV.COM/LINCOLN). THE SURVEY WILL  
BE LIVE UNTIL JULY 9, 2013.





Scan this code to take the survey. *Example of potential amenities that could be considered for the Lincoln Corridor.*



# **ONLINE SURVEY: SUMMARY**









1. Do you live in the Lincoln Corridor project area (shown on the map above)?

		Response Percent	Response Count
Yes		6.6%	28
No		93.4%	394
answered question			422
skipped question			2









2. Do you own a business or work in the Lincoln Corridor project area (shown on the map above)?

		Response Percent	Response Count
Yes		21.4%	90
No		78.6%	331
answered question			421
skipped question			3

**3. Now that you have reviewed the five case study corridors, which corridor did you find the most memorable (choose only one)?**

		Response Percent	Response Count
Corridor #1: Mountain Avenue, Fort Collins, CO		26.4%	97
Corridor #2: Euclid Avenue, Cleveland, OH		4.6%	17
Corridor #3: Lancaster Boulevard, Lancaster, CA		16.9%	62
<b>Corridor #4: Norrebrogade, Copenhagen, Denmark</b>		<b>33.5%</b>	<b>123</b>
Corridor #5: Rothschild Boulevard, Tel Aviv, Israel		13.9%	51
None of the Above (please explain)		4.6%	17
		<b>answered question</b>	<b>367</b>
		<b>skipped question</b>	<b>57</b>










#### 4. Mountain Avenue: Which elements made you choose this corridor (choose up to 2)?

		Response Percent	Response Count
Street Scale - Street width is appropriate for the buildings and land use context.		28.1%	47
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).		42.5%	71
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).		20.4%	34
<b>Landscape &amp; Hardscape - Such as shade trees, median treatments, planters, or specialty paving.</b>		<b>68.3%</b>	<b>114</b>
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.		4.8%	8
Land Use Character - The mix and type of land uses that give the corridor a unique feel (e.g. residential, commercial, industrial, high-tech).		17.4%	29
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.		8.4%	14
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.		1.8%	3
None of the Above		0.0%	0
		<b>answered question</b>	<b>167</b>
		<b>skipped question</b>	<b>257</b>

**5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	<b>Response Count</b>
	85
<b>answered question</b>	<b>85</b>
<b>skipped question</b>	<b>339</b>

## 6. Euclid Avenue: Which elements made you choose this corridor (choose up to two)?

		Response Percent	Response Count
Street Scale - Street width is appropriate for the buildings and land use context.		26.7%	12
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).		22.2%	10
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).		13.3%	6
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.		31.1%	14
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.		11.1%	5
Land Use Character - The mix and type of land uses that give the corridor a unique feel (e.g. residential, commercial, industrial, high-tech).		8.9%	4
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.		17.8%	8
<b>Transit Service &amp; Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.</b>		<b>46.7%</b>	<b>21</b>
None of the Above		2.2%	1
<b>answered question</b>			<b>45</b>
<b>skipped question</b>			<b>379</b>

**7. Euclid Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

**Response  
Count**

21





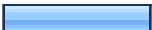




**answered question**

**21**

**skipped question**

**403**

## 8. Lancaster Boulevard: Which elements made you choose this corridor (choose up to two)?

		Response Percent	Response Count
Street Scale - Street width is appropriate for the buildings and land use context.		14.4%	14
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).		23.7%	23
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).		43.3%	42
<b>Landscape &amp; Hardscape - Such as shade trees, median treatments, planters, or specialty paving.</b>		<b>44.3%</b>	<b>43</b>
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.		21.6%	21
Land Use Character - The mix and type of land uses that give the corridor a unique feel (e.g., residential, commercial, industrial, high-tech).		20.6%	20
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.		15.5%	15
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.		3.1%	3
None of the Above		5.2%	5
<b>answered question</b>			<b>97</b>
<b>skipped question</b>			<b>327</b>

**9. Lancaster Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

**Response  
Count**

50

**answered question**










**50**

**skipped question**

**374**











## 10. Norrebrogade: Which elements made you choose this corridor (choose up to 2)?

		Response Percent	Response Count
Street Scale - Street width is appropriate for the buildings and land use context.		13.5%	23
<b>Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).</b>		90.0%	153
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).		42.9%	73
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.		17.1%	29
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.		4.7%	8
Land Use Character - The mix and type of land uses that give the corridor a unique feel (e.g., residential, commercial, industrial, high-tech).		10.6%	18
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.		4.1%	7
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.		2.4%	4
None of the Above		1.8%	3
<b>answered question</b>			<b>170</b>
<b>skipped question</b>			<b>254</b>

**11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	<b>Response Count</b>
	101
<b>answered question</b>	<b>101</b>
<b>skipped question</b>	<b>323</b>






## 12. Rothschild Boulevard: Which elements made you choose this corridor (choose up to 2)?

		Response Percent	Response Count
Street Scale - Street width is appropriate for the buildings and land use context.		14.4%	13
<b>Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).</b>		<b>48.9%</b>	<b>44</b>
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).		42.2%	38
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.		41.1%	37
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.		6.7%	6
Land Use Character - The mix and type of land uses that give the corridor a unique feel (e.g., residential, commercial, industrial, high-tech).		27.8%	25
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.		8.9%	8
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.		3.3%	3
None of the Above		0.0%	0
		<b>answered question</b>	<b>90</b>
		<b>skipped question</b>	<b>334</b>

**13. Rothschild Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	Response Count
	50
<b>answered question</b>	<b>50</b>
<b>skipped question</b>	<b>374</b>

**14. Is there another corridor you would like to explore further? (If you would like to finish the survey, please select the last option).**

	Response Percent	Response Count
Corridor #1: Mountain Avenue, Fort Collins, CO 	1.0%	3
Corridor #2: Euclid Avenue, Cleveland, OH	0.0%	0
Corridor #3: Lancaster Boulevard, Lancaster, CA 	0.3%	1
Corridor #4: Norrebrogade, Copenhagen, Denmark 	1.3%	4
Corridor #5: Rothschild Boulevard, Tel Aviv, Israel 	0.3%	1
<b>No, I would like to finish the survey.</b> 	<b>97.0%</b>	<b>288</b>
<b>answered question</b>		<b>297</b>
<b>skipped question</b>		<b>127</b>

**15. Are there any other corridors that should be considered as case studies or examples for the Lincoln Corridor Plan? Please describe.**

**Response  
Count**

54

**answered question**

**54**

**skipped question**

**370**

**16. Are there any other issues, opportunities or needs that should be addressed in the Lincoln Corridor Plan?**

**Response  
Count**

155











**answered question**

**155**

**skipped question**

**269**

**17. Please enter your contact information below if you would like to be added to the Lincoln Corridor mailing list.**

		Response Percent	Response Count
Name:		95.2%	100
Company:		55.2%	58
Address:		77.1%	81
Address 2:		4.8%	5
City/Town:		84.8%	89
State:		88.6%	93
ZIP:		84.8%	89
Country:		66.7%	70
Email Address:		92.4%	97
Phone Number:		61.9%	65
		<b>answered question</b>	<b>105</b>
		<b>skipped question</b>	<b>319</b>

**Page 4, Q3. Now that you have reviewed the five case study corridors, which corridor did you find the most memorable (choose only one)?**

1	I would very much like Lincoln to remain a mixed use street. Fort Collins is becoming dangerously unbalanced. I would love to see the agricultural businesses remain as well as the ones that rely on building and car repair. The current push seems to be for a young hip urban population - lots of beer bars bicycling and partying in general. It is a very narrow vision - precluding most businesses and people. My mother does not like to go to town anymore. Between the virtually non-existent sidewalks and allowing bicycles freedom to ride anywhere they choose (and drunk), the downtown area is just not worth going to. Please don't let the same thing happen to Lincoln. Squeezing out the businesses that are there now because they do not fit the "vision" would further damage Fort Collins and would be very short sighted. This young hip urban population grows older and gets tired of partying and will move.	Jul 17, 2013 6:55 AM
2	I like the multifunctional aspects of this design and it looks really nice too.	Jul 12, 2013 3:07 PM
3	They just look like streets. Nothing special.	Jul 12, 2013 11:39 AM
4	Not a good enough look to really tell	Jul 12, 2013 8:56 AM
5	Some features of each.	Jul 11, 2013 1:42 PM
6	none are really applicable to Lincoln as it's primarily a light industrial corridor with a mix of purely industrial (Team Petroleum, bedliner place) part of a neighborhood, consumer/industrial (Odells and FCB), commercial office (In Situ and future Woodward) and a restaurant.	Jul 11, 2013 11:38 AM
7	Ok, lets kinda get a grip here. None of the above will look like Lincoln. Ranch way, breweries, industrial plant (Woodward, understand it will be nice) 70 year old homes, storage/commercial bldgs.	Jul 11, 2013 10:30 AM
8	Not necessary. Is fine as is. We need the Lemay bypass for than anything	Jul 11, 2013 10:21 AM
9	Without knowing the traffic volume that any of the streets handle versus the projected traffic volume on Lincoln it is impossible to choose one street as a model for Lincoln.	Jul 11, 2013 10:16 AM
10	I tried to imagine the non-FC situations on Lincoln and could not do so. These examples are all memorable, but not applicable to Lincoln	Jul 11, 2013 6:41 AM
11	The way this question is worded is confusing. Which is most "memorable" has no context to this project. It is a personal opinion. If you meant which one would you like to see replicated in the Lincoln Corridor then I choose the one in Ohio.	Jul 9, 2013 2:37 PM
12	While clearly Mountain Avenue is a "memorable," I have to think that it may be due somewhat to the fact that it is located IN our community. The variety of character along Mountain, its safety features for bicycling and pedestrians, along with the mature landscaping, wide center median and historical affect seem appropriate for consideration. Certain features in Lancaster, Tel Aviv, and Copenhagen also seem appropriate, and would be nice in our community. The features from these corridors that I think fit well with Fort Collins are the following: Mobility is focused on pedestrian and bicycling traffic, located within the continuous, broad, tree-lined median. Park-like median, with many of the	Jul 3, 2013 11:41 AM

**Page 4, Q3. Now that you have reviewed the five case study corridors, which corridor did you find the most memorable (choose only one)?**

amenities and facilities contained within traditional parks, including water features, gardens, vendor kiosks, art, and seating. Bike boxes, emphasized by painting and striping, at intersections to highlight bicyclists' priority and allow bikes to queue in front of all lanes of vehicular traffic at traffic lights. In some pedestrian shopping areas, sidewalks located at the same elevation as the street, with planters serving as a porous barrier between pedestrians and vehicular traffic. It serves as a multi-functional space and can be closed off for festivals, markets, and special events with up to 30,000 attendees.

13	it doesn't seem that 'memorable' is what we should aspire to with the Lincoln corridor. This is a vital connection between the central business district, a state highway, interstate and industrial zone. Think 'utility'. Yes, the corridor needs to accommodate cyclists and peds indulging in the brewing arts, but the ambiance would be well served in retaining a blue collar, utilitarian feel. Ditch the international scope and focus on the street.	Jun 28, 2013 2:07 PM
14	what does this question have to do with Lincoln ave???	Jun 28, 2013 6:27 AM
15	All very similar - green median, bikes, etc. We need to move traffic on this corridor - not make it memorable.	Jun 26, 2013 8:46 AM
16	I like elements of each. I like designated bicycle and pedestrian lanes. Most people will be biking so it's also nice to have a separation from the traffic for extra safety. Also wider pedestrian sidewalks.	Jun 25, 2013 11:01 AM
17	I would like to see examples of street the same width as Lincoln to see what has been done to help with traffic issues and pedestrian safety.	Jun 25, 2013 9:26 AM



**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

1	I like trees in median. I would like to see pedestrian, biking, and mass transit given high priority. Therefore, discourage through auto use except for access to homes and business. Make distinct bike lanes and ped lanes on each side of street. Trees in median and turn lane in middle. Maybe more trees on verge to provide boulevard appearance, like Mountain. Significantly reduce auto speed to less than 20 mph and do a much better job of controlling speed than has been done on 1st Street, which is a joke and a complete waste of tax-payer dollars. The speed bumps on 1st St can easily be taken at 30 mph and the posted speed is 25! I am appalled by the bump failure on 1st!	Jul 16, 2013 4:20 PM
2	Mountain Ave is very nice. Your pictures are inadequate. Relevance: Lincoln is the eastward extension of Mountain. That is relevant. Unfortunately, you have already ruined Lincoln by allowing Woodward to build an industrial site there.	Jul 16, 2013 3:32 PM
3	This is a wonderful street scene that is very identifiable with Fort Collins. These street setting give us such a pride in community that are immeasurable in the sense of pride, community spirit, sense of belonging and sense of safety. There is such a sense of thanks in people of Fort Collins for these efforts. I would like to see a dedicated bike lane separated from vehicular traffic. I would like to see innovative, water-wise plantings and associated effort to educate people about those. I would like to see opportunities to incorporate specialty paving/ natural rocks. Pedestrian pathways that are not directly beside areas of vehicular traffic/ parking are more desirable as are benches or features that invite pedestrians to rest or visit local businesses.	Jul 16, 2013 2:36 PM
4	I would envision a Mountain Avenue that: 1) changes along the corridor (i.e., land use character), but involves a connection to the downtown area and character, 2) emphasizes non-car mobility options (bicycle, pedestrian, and transit), 3) creates an attractive (e.g., theming & amenities, landscape and hardscape), and 4) DEFINITELY downplays vehicular convenience and access -- this road, at least the western end should NOT focus on vehicles and moving cars through the neighborhood.	Jul 16, 2013 1:19 PM
5	fits with the theme of Mountain	Jul 16, 2013 9:12 AM
6	Older growth landscaping creates a pleasant environment	Jul 16, 2013 8:58 AM
7	Nature areas combined with mobility.	Jul 16, 2013 7:30 AM
8	Trees and walkability	Jul 16, 2013 6:49 AM
9	Like: heavy bike traffic and bike lanes Dislike: heavy auto traffic and diagonal parking impacting bikability	Jul 16, 2013 5:33 AM
10	I do not like the shared car/bicycle lane in the commercial area. I would prefer to see more separation between automobiles and bicycles, especially in this busy portion of the corridor, with motorists scanning for shop or restaurant locations and not always paying attention to other cars, never mind bicyclists. The residential area is very attractive, the trees in the median are the primary reason.	Jul 15, 2013 6:10 PM
11	I like all of the trees and shade, as well as the clearly defined bike lane.	Jul 15, 2013 11:00 AM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

12	I think Mountain Ave is a very pleasant street for drivers, bikers, pedestrians and possibly is the best model for our city.	Jul 15, 2013 9:15 AM
13	A nice wide median might be nice to include. Bike lanes and parking lanes are a must	Jul 14, 2013 11:43 AM
14	I actually like this corridor very much. Maybe even better than the Copenhagen one. I couldn't go back with my browser...	Jul 13, 2013 9:54 PM
15	Wide bike and traffic lanes ensures the safety of cyclists, while allowing enough space for cars move by at a controlled speed. This is one of the most bicycle friendly streets in Fort Collins in my experience. Lincoln Avenue needs to be improved by adding a bike lane at least. The wide median with trees provides shade for cyclists, motorists, and those parked along avenue. The landscaping also adds a flare, unparalleled in Fort Collins. Since Mountain Avenue transitions into Lincoln Avenue, maintaining the same landscaped and hardscaped median would allow the charm to "continue" through the east side of Fort Collins.	Jul 12, 2013 4:23 PM
16	For Lincoln Street, it won't be necessary to have parking on the shoulders of the road. That space can be used for wide biking lanes and a nice sidewalk for pedestrians. The median/parkway would mimic Mountain Street, a nice theme to carry eastward from Old Town. I would think that the people in the neighborhoods across from In-Situ Inc. and the new Woodward would appreciate the cooling effects of the parkway. Plus, I'm sure these types of parkways dull the traffic noise.	Jul 12, 2013 3:56 PM
17	I like the nice, wide tree-lined boulevard with grass. This is my favorite street to drive on in the city. The Lincoln corridor will have much more traffic including more truck traffic than Mountain Avenue though. One lane of traffic will not suffice. Since I work along the corridor and have a continuous view of the street, I observe quite a bit of foot traffic and a heavy amount of bike traffic. The corridor from Denmark would actually accomate that type of traffic the best. The question was though "Which corridor is the most memorable?".	Jul 12, 2013 2:22 PM
18	Mountain Avenue is a beautiful, historic corridor with a lot of personality.	Jul 12, 2013 2:21 PM
19	I enjoy how well Mountain encompasses all forms of transportation well, is aesthetically pleasing throughout, and how it evolves from east to west. Lincoln similarly encompasses several use zones, but it could use more work in terms of aesthetics and lots of work when it comes to bicycle and pedestrian access.	Jul 12, 2013 1:43 PM
20	Green. Use of mature trees, relaxing feeling.	Jul 11, 2013 2:36 PM
21	Mountain Ave is a pleasant street to bike, walk, and drive on. The street width is appropriate for the various uses and the landscaping (median, mature trees, etc) provide a nice, safe experience for travelers. Lincoln may have areas where a center turn lane might be beneficial to improve traffic flow. Lincoln is getting to be a busier street.	Jul 11, 2013 1:34 PM
22	Mountain Ave. is iconic in Fort Collins. It's likable just because it is!	Jul 11, 2013 1:06 PM
23	Much more residential than Lincoln. Nice scale.	Jul 11, 2013 12:52 PM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

24	i love the neighborhood feel of Mountain - be great if we could bring those elements to the Lincoln Corridor - the trees, the medians, etc.	Jul 11, 2013 12:15 PM
25	Maybe it's because this is the most familiar landscape to me but it just "feels" good. Proportionately its a good combination of roadway, bike lane and green median. It seems more welcoming than some of the other corridors but I am not sure it could handle the traffic volume that will be generated by the proposed changes to the lincoln greens site. Aesthetically, this is by far the most pleasing corridor but functionally it may be lacking.	Jul 11, 2013 12:14 PM
26	The parallel parking next to the bike lane is not ideal, when an opening car door can cause an accident with a passing bicyclist . However, the initial boulevard design has proved itself without major modification. Of all the corridors, this provided the most shade and feeling of comfort	Jul 11, 2013 11:44 AM
27	Bike lanes could be placed inside the tree lined median -- one in each direction of travel.	Jul 11, 2013 10:49 AM
28	It's too wide.	Jul 11, 2013 10:43 AM
29	The trolley is a nice touch.	Jul 11, 2013 10:42 AM
30	While East Mountain is not ideal, West Mountain Ave gives us an idea of how residential areas can be very well mixed with varying types of traffic - cars, trucks AND bikes and pedestrians. I think Mountain Ave (West) illustrates two key learnings for the development of Lincoln: 1. Trees, vegetation and plants provide an important character to a corridor. Lincoln is currently sorely lacking in a unified approach. I would love to see indigenous vegetation (including trees) used to "green" the spaces that now are highlighted by lots of concrete, asphalt and gravel patches. 2. Use the space to ensure safe passage for all modes of transport - pedestrian, bikes, cars and trucks. It can happen. Someone in our group brought up how medians actually encourage faster traffic - I was convinced and so the median portion of West Mountain is NOT part of what I would encourage. Speed and its regulation is critical to providing a safe, multi-mode transport corridor.	Jul 11, 2013 10:23 AM
31	Mountain has been a great tie into town and residential, accompanied by great bike lanes	Jul 11, 2013 8:01 AM
32	I am biased toward Mountain Avenue because I live in Fort Collins. I don't think there is space in the right-of-way to implement a Mountain Avenue approach on Lincoln (even though the streets are, ironically, continuous). But the Mountain approach has a lot to recommend it with bike lanes, transit (although the trolley tracks are unique), great pedestrian space on the sidewalks, and beautiful landscaping/theming (the latter most noticeable in the downtown section).	Jul 11, 2013 6:41 AM
33	Too many stores, commercial development. Don't develop Lincoln Corridor any more. I like it just the way it is. Too many breweries already, ugh.	Jul 10, 2013 10:14 PM
34	Wide, continuous bike lane; however, would prefer raised bike lane and/or buffer area between bikes and traffic/parked cars, for greater safety. Would help drivers be more aware of the bike lane, too (such as after parking and opening	Jul 10, 2013 8:28 PM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

their car door). Also may help them learn to NOT park in the bike lane, if it were raised. This happens often on Pitkin in the Remington and East College blocks. Shade trees and median are appealing and bring the scale down to be more bike- and pedestrian-friendly. Would like more painted markings to alert drivers to presence of the bike lanes, especially those who are exiting their parked cars. In general, city-wide, would like cyclists to be able to yield at stop signs, especially on bike routes such as Mountain, in Old Town and Old Town in general. I rode and drove 5 years in Boise where this is law and honestly never saw a downside.

35	I like both sides of Mountain because, even though the East end is filled with cars, the speeds are slow and pedestrians are respected. On the West, residential end, car speeds are slow, it's shady, and it's more of a peaceful neighborhood and less of a arterial street.	Jul 10, 2013 4:35 PM
36	The landscape/hardscape is nice.	Jul 10, 2013 3:53 PM
37	Like: trees! turning lanes, median, 4 lanes	Jul 10, 2013 3:22 PM
38	Lincoln corridor is, in may ways, a continuation of Mountain. Should be a near seamless transition, especially near the riverside crossing and the RR tracks.	Jul 10, 2013 12:19 PM
39	I like the use of trees and that the street does not take first place. It is there, but not over bearing. What is missing for the Mountain corridor that I like in the others is bus interface. A center bus platform in the middle of the street median would complete this and give it a true inter-modal feel (cars, bikes, buses, and people).	Jul 10, 2013 7:26 AM
40	I could see Example 3 working for the area as well because it is more mixed use. The Mountain example seems focused on the neighborhood section, not old town. I like that there is landscaping in the middle and separating the side walk from the street. Also liked Example 3 but we were only allowed one choice! Since I live in Buckingham I choose Mountain because I selfishly prefer it if the street maintains more of a neighborhood feel. We don't want to be the "cut through" which happens constantly with large trucks using First St. Whoops I digress...	Jul 10, 2013 6:58 AM
41	Mix of vegetation (trees primarily), pedestrian, bikes and automobiles. Has the feel of a slower street as opposed to a thoroughfare. Many of the buildings are set back from the street. .	Jul 9, 2013 7:36 PM
42	I don't care for share-os but preder dedicated bike lanes. If the trolley lanes can be extended from Mountain to connect with Lincoln & Mason St Max for actual transportation (not just summer tourism) that would be great. If not, i'd prefer a dedicated bus lane. I do like the landscaping & feel of Mountain though	Jul 4, 2013 10:38 AM
43	Mountain accomodates travel lane, bike lane, and parking very well (particularly west of Mason). I like the detached sidewalks instead of the attached shown in some examples. I think that for the Lincoln Corridor, vehicular convenience and access will be very important because of the nature of the businesses along the street - larger businesses rather than small shops. It is and will remain a street that functions differently than Mountain, with larger distances between	Jul 3, 2013 3:56 PM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	destinations/businesses.	
44	I really liked the landscape, however, there is not a lot of room left for parking. That's the one thing I did like about the Lancaster corridor.	Jul 3, 2013 10:45 AM
45	I like the dedicated bike lane and the mixed use of residential with business as the street progresses. The landscaping is great with all of the greenery.	Jul 2, 2013 4:18 PM
46	I liked that there was space for street parking and separate bike and traffic lanes. The landscaping is very nice and welcoming, without being too modern.	Jul 2, 2013 9:47 AM
47	This street has a safe family friendly feel.	Jul 2, 2013 9:23 AM
48	I love the Mountain corridor and believe something similar could be done with Lincoln--partially residential, partially businesses, and easy to navigate on car, bike, or foot.	Jul 2, 2013 7:25 AM
49	It is important to make the Lincoln Corridor accessible to truck and other motorize traffic, and not make it solely dependent on foot or bicycle traffic.	Jul 1, 2013 3:35 PM
50	Large center median with plenty of trees. Mixture of structures along the entire route from houses to commercial tho the whole route is cohesive. A place to want to live work and play.	Jun 29, 2013 11:08 PM
51	I frequently bike, run, and walk mountain avenue and enjoy my experience.	Jun 29, 2013 10:32 AM
52	Designing Lincoln Ave. after an existing street in the area should provide some continuity of design in the city. Additionally the lanes are clear thus reducing confusion in visitors. They would find navigating easier. It is easier to know where not to go and where to go, depending on the mode of transportation.	Jun 28, 2013 4:05 PM
53	two lanes providing good vehicular mobility. Center median with trees makes it pleasant to drive down but it is not extravagant, simple grass and spread out trees.	Jun 28, 2013 11:38 AM
54	Small town feel instead of metropolitan concrete jungle feel.	Jun 28, 2013 11:05 AM
55	shade trees on western mountain are nice but take years to grow. Like there isn't lots of other high maintenance landscaping. Mountain struggles with bike versus cars.	Jun 28, 2013 9:17 AM
56	I would like to see a combination of this and the transit of Euclid Ave.	Jun 28, 2013 7:37 AM
57	Broad, landscaped median	Jun 27, 2013 9:03 PM
58	I like how the road fits the area, which is why I think the new road needs to highlight the breweries and river.	Jun 27, 2013 7:05 PM
59	There is room for vehicles, bicycles, parking and a large median.	Jun 27, 2013 7:01 PM
60	The landscaped median of the Mountain corridor is my absolute fav! Adds to the small town feel. Gentle, warming, peaceful, and unique.	Jun 27, 2013 4:43 PM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

61	Like - the Green stripe down the middle of the street. Like the pedestrian areas in Old Town Absolutely like - the trees Don't like - Bikes really don't have much room starting from College Ave going east. Don't like - see my rant about the bike parking spots.	Jun 27, 2013 9:58 AM
62	For me, it's largely the scale and sense of enclosure that a pedestrian feels going down the corridor. I especially like Mountain when I'm into the residential neighborhoods because there is just more green, which I think will be more easily mimicked in Lincoln because of Woodward. One of the challenges we have here is in the winter when the shade trees aren't in full bloom - the scale of the street completely changes. If there were a way to help maintain that scale in the winter, I would be supportive of that.	Jun 27, 2013 9:42 AM
63	I do like the street scale in the top picture and dedicated bike lanes in the bottom picture. However, this is difficult to achieve if you plan on using angled parking. For the area, believe a smaller width, landscape median would be best to fit all the necessary improvements.	Jun 27, 2013 9:05 AM
64	I prefer that cars and bikes have their own lanes. As a avid sidewalk and city trail system walker (100+ miles per month), I want wide sidewalks and safety islands to get across streets. Landscaping reduces the heat from the pavement and passing cars just as hardscape (short walls and benches) provides a place to rest for those of us who prefer to stroll along FC attractive streets.	Jun 27, 2013 7:59 AM
65	I really like the mature trees and vegetation along Mountain avenue as well as the set back of the buildings from the street. It also comfortably supports pedestrians, cyclists and cars.	Jun 26, 2013 4:33 PM
66	Mountain Ave cannot be beat for beauty - it's wide and has plenty of trees!	Jun 26, 2013 2:05 PM
67	I love the wide median with landscaping in the middle of Mountain Ave The transition from neighborhood to Old Town seems natural, not too abrupt Bike Lanes are plenty wide Large trees create a private feel Car's speed is limited, making bikes and pedestrians feel safe	Jun 26, 2013 8:49 AM
68	Liked the two lanes of traffic flow in each direction in the business portion of the corridor Liked the one lane of traffic flow in each direction in the residential portion of the corridor Liked the smaller median width in the business portion of the corridor Liked the wider median width in the residential portion of the corridor (allows for two lanes in each direction should traffic growth escalate to the point where the corridor becomes a major east-west artery Liked the central landscaping Liked the pedestrian sidewalks on both sides of the corridor Would prefer off-street parking facilities rather than the angled parking (again, difficult to see on-coming traffic when backing out of a parking space because of the adjacent cars blocking a proper view Liked the parallel parking in the residential area of the corridor.	Jun 26, 2013 6:36 AM
69	This option is less ambitious, but would provide a coherent feel from one side of town to the other. It's one of the more pleasant streets in town, if not particularly striking, and would be an acceptable compromise between needs of vehicles and non-vehicular traffic.	Jun 25, 2013 3:23 PM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

70	In the top photo-as a cyclist this area can be dangerous with cars backing out into the street. I like the cars parked parallel as in the second photo- it feels safer. Love the trees!	Jun 25, 2013 3:02 PM
71	I love biking down Mountain. I love the shady trees and looking and the cool house. I also love the awesome bike parking- that takes up space for entire car. We need more of those. It is hard to park on those racks. But... love them.	Jun 25, 2013 2:59 PM
72	Bike lanes and parallel parking similar to the existing mountain avenue west of Howes (without the median). Since it might not be feasible to build a median along Lincoln. But the general character of west mountain avenue.	Jun 25, 2013 1:26 PM
73	trees, blvd separation, clear and comfortable bike lines, pedestrian friendly, nice overall aesthetics.	Jun 25, 2013 12:06 PM
74	Love the more residential area more...bikes don't have to share with cars, but it seems to work pretty well close to old town.	Jun 25, 2013 11:30 AM
75	Mountain Ave is my choice when commuting on bike, large bike lanes and trees for shade. Lincoln can get hot in the summer when on bikes and we often take a break at the river in some shade.	Jun 25, 2013 11:25 AM
76	Wide median with mature trees ...good shade in general for walking and biking. Wide bike lane and decent street with out a lot of wasted area. Sidewalk with median so you avoid being right on the curb with the traffic and noise.	Jun 25, 2013 11:05 AM
77	Mountain is lovely but entirely different than Lincoln -- business district is very separated from commercial district, it is not a major artery in and out of town, and it has the width to accommodate a large center island.	Jun 25, 2013 6:24 AM
78	Beautifully landscaped. Comfortable for people, bikes, and cars. It is very "human scaled" and friendly feeling.	Jun 24, 2013 1:55 PM
79	I love Mountain Ave. They need to improve the bike access through downtown. Sharrows are okay but it interrupts the flows of cyclists. Maybe bike boxes and such would work on Mountain. Also continue the trolley all the way through downtown.	Jun 24, 2013 12:42 PM
80	Since Lincoln is basically an extension of Mountain, it makes sense to continue its feel. Mountain has a nice scale. The wide sidewalks make for good pedestrian usage, and the median makes it feel like there is less traffic than there is.	Jun 21, 2013 12:46 PM
81	Liked: Mature landscaping. Nice integration of bicycles using available space.	Jun 20, 2013 12:47 PM
82	With this corridor, the problems are wasted space (e.g., park-like central median probably never gets used, ultra-wide car lanes, etc.), and as a result, pedestrian subordination occurs. This corridor could be made better by significantly widening the sidewalks downtown and reducing pavement to pass on the sense that this is a place of gathering and living. The median in the residential area could be more than grass and trees - it could consolidate pedestrian and bicycle uses and create an out-of-the-automobile experience along the parkway that is	Jun 20, 2013 9:22 AM

**Page 5, Q5. Mountain Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

quite unique. Visualize benches? Gentle curvilinear path features? Taco stands? Try to put 100 humans in this scene (out of automobiles) and ask where they should be standing and how they would interact?

83 I love the overall appeal of the landscape with trees, medians, etc. I would assume Fort Collins would add these into the plan as they do a great job with so many other areas. As a vehicle driver who gets to and from work on this corridor every day, I would appreciate good driving lanes and some parking. It is already tricky enough to navigate with the large number of bicyclists using the corridor, so it would seem like a great idea to provide all drivers, cyclists, and pedestrians with equal opportunities to travel safely and comfortably. Jun 19, 2013 3:30 PM

84 I love Mountain Ave., especially from Howes west. I think that the Lincoln corridor after you cross the bridge, should be exactly like it, but with the addition of the gateway idea and some signage and/or historical designation for the Buckingham neighborhood. From Howes east to Riverside, I'd like to see the Lancaster CA model incorporated. I'd also like to see some signs around Ft. Collins something to the effect that pedal bikes as a vehicle are subject to all the same rules as other vehicles if in roadways and that if there is not a bike lane, to use the sidewalk or an alternative street. Without this and some massive education and maybe even licensure for bike riders, not only will Ft Collins never make gold status, it will begin to recede from Platinum. Jun 19, 2013 2:41 PM

85 Mountain Ave stands out as an excellent corridor Jun 19, 2013 7:41 AM



**Page 6, Q7. Euclid Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

1	this example speaks to the reality of land use along lincoln: residential, industrial, open space, etc. close/ intimate setbacks are not as realistic. what i like is the scale of the street because it reflects what is likely possible. what i dont like is the bicycle and pedestrian experience. in the residential zone, the narrow sidewalks are broken up by large street lights which creates an uninviting and scary experience. bike and bus lanes add to the feel of asphalt ocean feel. i like the special pavement that helps identify pedestrian zones, but overall this looks too....vehicular dominated america	Jul 15, 2013 9:38 PM
2	bikers get their own lane, as do the buses. That seems the safest for everyone	Jul 15, 2013 11:31 AM
3	Liked the designated lanes for all sources of transportation. Especially the bus lane.	Jul 12, 2013 5:18 PM
4	Good for everyone	Jul 11, 2013 4:29 PM
5	While this is my second choice, it's rather bland.	Jul 11, 2013 1:12 PM
6	I like the dedicated bus lane & bike lane, to encourage people to use rapid transit and sustainable options, easily. I will not venture out on my bike if the lane is not adequately safe, nor do I want my family in tow without it. However, during business hours, I am likely to be dressed in a suit and need to be in my truck in that area, so I need decent vehicle access too. As always, safety features are at the top of my list such as lighting, labeling (ease of determining which lane is which), and no roundabouts - they are not safe for emergency access nor longer vehicles (and sorry, not everyone can drive a prius everyday, we have other priorities and work trucks, etc.) which can't stay in the lane always. I like the trees in the median (although I think it's a safety hazard when the water truck has to service them) and when they are mature, it's a pretty and inviting setting.	Jul 11, 2013 11:01 AM
7	I liked that there is no curbside parking to deal with as a cyclist. Also liked the raised planter in the center, along with the bus lanes in the center. The differentiated pavement for the pedestrian crossing is very nice; helps alert drivers to the presence of pedestrians. On that topic, would be nice to have longer crossing times at the key intersections on Lincoln, to be pedestrian-friendly. I have noticed the longer crossing times at Mountain and College, which is great. What isn't great is that there is no longer any way to know that the pedestrian crossing signal for cars at Mountain and Remington has been activated and is working. There used to be an audio/sound component which has disappeared. I hate crossing there now not knowing if cars are going to stop or not. Does not feel safe. The crossing needs to be raised/painted/loud sound, as cars often do not stop. Drives me crazy.	Jul 10, 2013 8:33 PM
8	This version has some good elements. I would like to see more trees in the middle area and a separation of bikes from traffic. However, this version reminds me of what is further down on Lincoln past Lemay with the condo units to the south. I think this plan is basic, but it could work.	Jul 10, 2013 4:36 PM
9	Liked dedicated transit lanes and landscaped medians and parkways. NOt sure Lincoln can accomodate extra travel lanes.	Jul 10, 2013 2:42 PM
10	It is not as "pretty" as some options, but the planning for the bus rapid transit and	Jul 9, 2013 6:20 PM

**Page 6, Q7. Euclid Avenue: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	the economic development that it encouraged is a good example of how the Lincoln corridor does NOT have to be automobile-centric	
11	Most memorable because of the hardscape, it's barren and uninviting.	Jul 9, 2013 1:52 PM
12	This design seems like it would function well.	Jul 8, 2013 1:16 PM
13	Like: dedicated bike, bus, ped & car lanes with out worries of left hand turns. Parking may be limited but as places like Woodward will have private parking this may be ok. Dislike: even if it is narrow/small I'd like to see more landscaping to delineate travel lanes; ie planters/trees in median & between the bike lane & sidewalk.	Jul 4, 2013 10:29 AM
14	I liked the detail of the median with the trees as well as the "open space" appearance. I think it suits the Lincoln corridor area in question as it bridges downtown and semi-industrial areas. The tone that this stretch of Lincoln Ave. adopts will set for the tone rest of the street as it slowly develops.	Jul 2, 2013 1:50 PM
15	I liked the dedicated lanes for buses, cars and bikes. I feel that helps traffic flow and makes travel safer for all parties. Nice use of landscaping and signage. The overall feel is conscientious of traffic and pedestrians without feeling too modern. It fits well with the character of Old Town Fort Collins while providing for current needs.	Jul 2, 2013 9:50 AM
16	Visually, I found this the least appealing and interesting of the set. Can't really explain why though. But it looks very functional and has some good ideas for car/bike/ped/transit integration.	Jul 1, 2013 7:45 AM
17	looks functional, yet nice. This seems appropriate for Lincoln corridor: make it attractive and bike & pedestrian friendly for beer tourists, but make sure the people who work there (including upcoming Woodward) have quick and convenient transit access to downtown and Mason Corridor.	Jun 25, 2013 12:08 PM
18	?	Jun 25, 2013 7:30 AM
19	In the second photograph there do not appear to be any bike lanes, yet 4 lanes for autos. Pedestrian access seems reasonable.	Jun 20, 2013 12:54 PM
20	This corridor is quite clearly designed to move people using several modes, and it is highly effective. Because of this, it is almost impossible to envision gatherings, commerce, and interaction here. It is too heavily focused on moving people and to lightly focused on keeping people to be a truly "great street".	Jun 20, 2013 9:26 AM
21	Like the transit	Jun 19, 2013 8:27 AM

**Page 7, Q9. Lancaster Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

1	Use of hardscape and landscape Area is just too new Scale of building is appropriate Medium is used as a divider	Jul 16, 2013 8:57 AM
2	i think this corridor is a terrible	Jul 15, 2013 9:29 PM
3	I like the modern feel of the corridor and it seems to cater to pedestrians and cars.	Jul 15, 2013 3:28 PM
4	I like the center diagonal parking, which is similar to College Ave, and might work for the Lincoln corridor if it is wide enough.	Jul 15, 2013 10:59 AM
5	The ability to use the space in different ways is perfect for Fort Collins.	Jul 15, 2013 10:02 AM
6	I like how the parking is integrated but not primary. This would seem like a better match for Fort Collins. (but that wasn't the question I was asked.)	Jul 15, 2013 9:14 AM
7	Traffic lanes are a minimal part. Also like that it can be closed off for events.	Jul 14, 2013 9:17 PM
8	I like the idea of another space for large gatherings - It was noted that the Lancaster Blvd could host up to 30,000 people.	Jul 14, 2013 1:04 PM
9	The words 'safe' and 'convenient'	Jul 13, 2013 8:14 AM
10	I like the way the street has been divided with landscaping with space for parking, although, I don't have enough knowledge to know whether or not the additional parking is a factor for us. I liked the gazebo type structure along the bike/walking path that could be a place to sit and relax if it is shaded. I would hope to have mass transit locations along this route if it isn't already in the picture. The entrance off of Riverside needs to be appealing, which at this time, I do not find it very appealing. With this being an access point from the bike trail, it will allow a much safe route for cyclists than I feel it was before.	Jul 11, 2013 3:30 PM
11	This was the ugliest one if I recall properly. Although they are incorporating a bus line here, I find the transit hard to use in FTC as everything goes through CSU. Perhaps things have changed, but last time I checked, I would need 2 transfers to make to downtown from my home. I live ~4-5 miles away and I could walk to downtown quicker than I could get there by bus. This one has way too much pavement for the size buildings around it. Lack of greenery is depressing. Perhaps it is off season and the trees are newly planted, but it is very unappealing design.	Jul 11, 2013 11:59 AM
12	This is still too new, but once the trees grow, I think this will be a very nice street. I like the broad sidewalks.	Jul 11, 2013 11:58 AM
13	Not enough bicycle access/parking. I liked the architecture of the raised platform on the top picture the most. Also, that it is mixed use for commercial/residential/etc.	Jul 11, 2013 10:51 AM
14	Expansive sidewalks, parallel parking and one travel lane are all very appealing and I think could work in the Lincoln Corridor area. The overall look and feel of the streetscape has a great feel that draws you in, unlike some of the others that leave you cold. In this area I think you want something that makes people want to be there and contributes to the whole downtown/river feel. An ordinary	Jul 11, 2013 10:26 AM

**Page 7, Q9. Lancaster Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

streetscape wouldn't work here.

15	I really like the sectioned off bike/pedestrian lanes. I liked that about the copenhagen corridor as well. Mostly I like the feel of this as a very pedestrian looking place. Between the breweries, parks, and woodward this is going to be a very pedestrian area and the more that is accommodated the better. Also, trees and planters will connect the green areas that surround Lincoln. However, I'm not sure that parking in the center of the street is very necessary.	Jul 11, 2013 9:58 AM
16	I like the amount of space dedicated to pedestrians and bicyclists. With so many breweries in that area, it would be a great way for people to visit with a more aesthetically pleasing walk.	Jul 11, 2013 9:52 AM
17	I believe this is the example that started with a five-lane highway. I applaud the changes, especially the center parking to help slow everyone down. Like the wide pedestrian crossing painted area but could be nicer. All in all, the entire area is not quite there aesthetically. Doesn't feel friendly or attractive but maybe as trees and plants grow that will help. A lot of hardscape in relation to buildings and plants. Do NOT like it that bikes and cars need to share the lane (if I am understanding that correctly). Sharrows might help but cyclists still get honked at on College and Mason. Tired of being yelled at and seeing others yelled at; or cars zooming by when they are able to pass. More education needed especially for tourists/newcomers to Fort Collins.	Jul 10, 2013 8:39 PM
18	Not enough green - too much concrete. Still, the layout looks good and it looks like they have some nice public spaces.	Jul 10, 2013 3:26 PM
19	Liked all aspects of street.	Jul 10, 2013 2:42 PM
20	I don't like the one lane vehicle travel in this corridor, but I do like the large pedestrian and biking areas.	Jul 10, 2013 1:30 PM
21	I liked the large piece of defining artwork in the picture along with the "small town" flags and the tree lined arterial. I think a large piece of artwork (much like something we see in old town) would be interesting and also tie the two areas together. IN addition, I think the trolley track should extend down Lincoln---tie the community further together and give an alternate riding experience along "brewery lane"!	Jul 10, 2013 1:12 PM
22	Like a little more green, a little less concrete	Jul 10, 2013 12:41 PM
23	Looks spartan I like sthe scale and theme.	Jul 10, 2013 11:49 AM
24	Needs bike lane!	Jul 10, 2013 10:58 AM
25	Being a cyclist it's a little hard to tell if the bike lanes are dedicated. The only worry I have when this is done is that sometimes it makes access challenging and the lanes tend to gather sand, glass, branches and is never cleaned out. A good example of dedicated lanes that are problematic in our town, Shields - with tree roots buckling the pavement, trash, etc that make it hazardous to ride there. Trees are't mature yet so have to imagine how it will look in 15 years. Too much pavement and concrete. My focus is pedestrian and cycling experience because	Jul 10, 2013 7:05 AM

**Page 7, Q9. Lancaster Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

if you enjoy walking or riding in an area than you know it's a nice area.

26	It is very difficult to fully understand and make informed decisions from these photos and descriptions. Please consider emphasizing the safe and convenient ability to bicycle and walk from this the corridor to down town and across the streets to other services. Also include the accommodation of electric vehicles (drive electric Colorado) in your planning. Hopefully this plan also includes a dedicated bicycle/walking bridge across the Poudre which is long overdue. Also I do not see a need for large vegetated center strips like Mountain avenue. These seem to just take up valuable space.	Jul 10, 2013 6:56 AM
27	I like that it can be closed to accomodate festivals and I liked the width of the sidewalks. I did not like the lack of accomodations for public transportation and there is too much parking...eliminate the parallel or the median parking to accomodate public transpo.	Jul 9, 2013 6:24 PM
28	Like incorporation of art into infrastructure.	Jul 9, 2013 10:07 AM
29	Liked: wide sidewalks and plenty of other space for pedestrians to move, well-marked street crossings, landscaping in the median, parking in the median, specialty paving, street lights & banners, benches, the little gazebo area is a nice feature. Disliked: mobility for cars seems overly restrictive between the parallel parking and center parking - seems like there's a lot of movement to be aware of.	Jul 9, 2013 9:58 AM
30	needs more green spaces	Jul 9, 2013 9:44 AM
31	Parallel parking	Jul 9, 2013 9:24 AM
32	This corridor was memorable because it is a different design than I have seen in the past. I believe the pedestrian, bicycle and transit service ideas could be incorporated into the Lincoln corridor. I am concerned about the semi traffic and how that might be addressed.	Jul 8, 2013 1:15 PM
33	It looks inviting to walk on. Comfortable, interesting, sunny. It looks very walkable.	Jul 6, 2013 6:19 PM
34	I like the parking opportunities and the pedestrian experience. I do not like the lanscaping- there needs to be more greenery. Also, it does not seem very bike friendly.	Jul 3, 2013 10:48 AM
35	I don't see any dedicated bike lanes, which means the bikes would be competing with the pedestrians on the sidewalks which would not be good.	Jul 2, 2013 4:16 PM
36	I like the emphasis placed on landscaping and public art. Visually it is very attractive. Very clear crossing areas for pedestrians as well. However, the roads appear inadequate and too narrow. There is no bike lane, which makes this seem unsafe for bicyclists. This design would work for a dedicated RTD route, but does not accomodate cars and bicycles well.	Jul 2, 2013 9:53 AM
37	I liked that it was used for different purposes and could be shut down for large festivals. I could see Fort Collins using a large space in that way.	Jul 2, 2013 7:24 AM

**Page 7, Q9. Lancaster Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

38	good: central diagonal parking good: strip of space for trees/ lampposts/ etc between sidewalk and traffic lanes not good: additional parallel parking is unnecessary and should be used for bike lanes not good: the grasses/ small trees in the center parking areas are expensive and unnecessary	Jun 30, 2013 2:49 PM
39	Able to drive through and park. Bikes away from cars. Limited but nice landscaping--not something that will become overgrown and need excessive maintenance.	Jun 28, 2013 9:15 AM
40	Attached sidewalks Parking in center of street Residential and commercial combine well	Jun 28, 2013 8:36 AM
41	I like that it looks almost like a park. That part of Lincoln is nice and could use areas where people can walk on the street but still feel nature. this in Lincoln area would be beautiful.	Jun 28, 2013 8:16 AM
42	I really like the width of the area that opens it up and the design of the center multi-use parking/benched/pedestrian area, and I think the pavers will look classy in the Lincoln area. I think there needs to be a dedicated bus lane and wide bike lane though. If there was one thing to change, we are so lucky to have the Poudre River running near the Lincoln area and don't really have any road architecture that highlights and draws attention to the river. I think this redesign is an opportunity to implement elements of San Antonio's River Walk into Downtown Fort Collins.	Jun 27, 2013 7:03 PM
43	From first glance it looks a little confusing and odd, but it seems to have character is worthy of additional exploration.	Jun 27, 2013 7:03 PM
44	I like the pedestrian experience here, the structures and wide side walks I don't like that there are fewer bicycle amenities The buildings are more what more like what expect to see in Fort Collins	Jun 27, 2013 10:03 AM
45	I liked the wide and open median that is hard surfaced. I can imagine bicycles having free reign in the street and using the median to escape traffic when it passes. Median would only have parking where needed but would contain protected trees in grates, plantings, lighting, signage and decorative porous paving. The curb could be slightly raised and sloped to allow bike access. It would be a unique street, different from the green lawns of Mountain Ave. It would be street dedicated to shade and rubber.	Jun 26, 2013 10:14 AM
46	Did not like the central parking (Dangerous to pull out of a parking space into a line of oncoming traffic because one cannot see through the adjacent cars (same thing as College Avenue in Fort Collins) Liked the two lanes of traffic flow in each direction Liked the pedestrian walkways Did not like the fact that bicycles are forced to move with vehicular traffic flow (generally slows down traffic flow) Would suggest that a central, wide bicycle lane would be better than the central parking Would prefer off-street parking facilities	Jun 26, 2013 6:29 AM
47	Feels walkable, bikeable, and easily navigated by motor vehicles. I like the mixed use and the proximity to retail, commercial, and residential. It does not seem like a generic "every-town, USA". It has a sense of place and an identity.	Jun 24, 2013 1:46 PM

**Page 7, Q9. Lancaster Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

48	This example includes many street amenities that could be applied to Lincoln such as on-street parking, multi-purpose median with plaza, parking and hardscape features. I believe Lincoln should incorporate traffic calming and slower speeds for motorists to support pedestrian activity and safety.	Jun 20, 2013 1:00 PM
49	The corridor gives a strong sense of walkability, and you can envision thousands of people using it together. What it lacks is more building mass and the residential density that comes with it. It also appears to have a design that remains strongly automobile oriented. If I were to look at the corridor and say what it appears to be designed for, I would say: 1. Pedestrians. 2. Automobiles. 3. (distantly) Bicycles. 4. (even more distantly) Transit. Ideally for me, a corridor like this would prioritize design in this order: 1. Pedestrians 2. Transit/Bicycles 3. Automobiles	Jun 20, 2013 9:12 AM
50	The median totally transforms the street so that it stuck in my mind. Putting features in the middle of the street like this makes the features so dominant that it almost doesn't seem like a street, more like a place that allows cars. Not sure how applicable, it was just MEMORABLE.	Jun 19, 2013 8:57 AM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

1	Don't like parking on side of road but like clear signage and designation to each use, peds and cyclists.	Jul 16, 2013 4:22 PM
2	Large bridge. Inapplicable. Why did you choose this to model Lincoln? Older European style urban architecture. Inapplicable. Why did you choose this to model Lincoln?	Jul 16, 2013 3:28 PM
3	It is a little stale. The Tel Aviv option is better because it brings the community outdoors in a bustling area to connect (outdoor seating, cafes). This one feels a little dead. Though the bike lanes are very nice. Also, the bottom photo is lacking the beautiful trees that make Mountain Avenue, and Fort Collins in general, a nice place to live.	Jul 16, 2013 9:52 AM
4	Separation of users Floating parking, both bike and car Different lanes for different speeds Room for cars Changes in pavement height	Jul 16, 2013 8:55 AM
5	Concern for crossing to the opposite side of the system for access to private driveways. Really like the physical buffer between vehicles and bikes/peds. Yes, trees and landscaping add calmness.	Jul 16, 2013 7:51 AM
6	Parking is limited	Jul 16, 2013 7:45 AM
7	Shopping and residential area leading to the open vista across the bridge.	Jul 16, 2013 7:10 AM
8	separate bike lanes with landscape/ hardscape buffer; onstreet parking availability; separation of bike lane from onstreet parking to reduce conflict of passengers opening car doors into oncoming bicyclists/ vehicular traffic; setback and scale of street is nice but too urban for Lincoln application.	Jul 15, 2013 9:26 PM
9	This actually doesn't look so appealing to me in the 2 photos, but I do like the emphasis on both walking and bike traffic, while not eliminating cars (to not give businesses to hard of a hit).	Jul 15, 2013 6:49 PM
10	Focus on bicycling	Jul 15, 2013 6:42 PM
11	I like the physical separation of cars from bicycles and pedestrians, and I like the way on-street parking in the commercial area has been dealt with. I don't like having two separate bike lanes on each side of the road, it seems like a waste of space. I would like to see more landscaping in the separation space (between cars and bicycles) in the commercial area. But I like the bicycle parking there - perhaps just larger (more mature) trees are what I missed there.	Jul 15, 2013 6:15 PM
12	I like the idea of raised bike paths and sidewalks to separate bike, car, and pedestrian traffic. This would be a great idea for the Lincoln Corridor.	Jul 15, 2013 10:58 AM
13	I like the emphasis on alternate transportation, which I think will be important for this corridor but possibly is not the most realistic for this area.	Jul 15, 2013 9:12 AM
14	Accommodations are made for cars, but cars are not the first priority like almost everywhere else. Lincoln could be a bike-first thoroughfare.	Jul 14, 2013 3:35 PM
15	This area (Lincoln) is a very heavy bike use lane, and we need to plan on that and continue to honor the safety of this street	Jul 14, 2013 11:42 AM



**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

16	The dual bicycle lanes in the picture gave an impression of heavy bicycle traffic, which is good for the heart and soul of not only the cyclists, but also of our planet. It also is most akin to our Lincoln Corridor, as there is already a bicycle heavy emphasis thanks to the breweries located in the area, and unfortunately, this is currently in direct conflict with the limited space for cyclists through the corridor, especially over the bridge, where riding with traffic consisting sometimes of commercial trucks, can be harrowing.	Jul 14, 2013 10:44 AM
17	I don't like the lack of trees (Mountain in Fort Collins is much better for that). Trees and green space is very important to me.	Jul 13, 2013 9:52 PM
18	Since the Lincoln corridor will change with Woodward's new development, there will be more traffic on this street. Separating bikes and cars is a good idea, I love the tree's, and think that parallel parking for cars makes sense due to the street being kind of narrow. I also think this layout will work for traffic to the brewery's along that stretch.	Jul 12, 2013 4:16 PM
19	With all the breweries in this area, good/safe biking/walking areas will be important. The Mountain Street vision is more aesthetically pleasing.	Jul 12, 2013 3:58 PM
20	q	Jul 12, 2013 1:53 PM
21	I do not like the floating parking - it's similar to that found on Mountain Avenue between Mason and Peterson which I find to be a traffic/pedestrian hazard due to limited/non-existent sight lines.	Jul 12, 2013 12:31 PM
22	I don't see the businesses along Lincoln Corridor being that condensed.	Jul 12, 2013 11:49 AM
23	It has kind if a small town feel even though its a city. The bicycle lanes and consideration of them are wonderful. I hope FC considers something similar.	Jul 12, 2013 6:36 AM
24	loved the separated bike lanes.	Jul 12, 2013 5:24 AM
25	I think the dedicated raised bike lane separated from traffic is wonderful. We need that here in Ft C.	Jul 11, 2013 9:35 PM
26	on-street parking may be difficult given amount of truck traffic on Lincoln	Jul 11, 2013 5:28 PM
27	Bicycle emphasis is great, especially with future growth and breweries.	Jul 11, 2013 4:28 PM
28	Lincoln Corridor needs good bicycle safety and lanes. There are many, many bikes going to the breweries and I like the safety of the bike lanes. I'm not a cyclist, but I drive this everyday and I'm concerned about the safety of visitors.	Jul 11, 2013 2:38 PM
29	Bottom line, our streets are NOT made for bike travel to be safe with motor vehicles. The designs all over Copenhagen, for bikes, is safe and if FC wants to be known as a bike friendly place, it needs to create proper and safe lanes for bikes. Currently I avoid downtown FC due to the lack of safety factor in getting bikes off, or so close, to the streets driven on by cars. I'm a bike rider, but NEVER on the streets as they are unsafe. Otherwise, I have no interest in supporting any fancy plans for this corridor at all, same as I did not, and do not, support the mason street corridor being built for a very limited audience.	Jul 11, 2013 1:41 PM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

30	I do like the divided bicycle lanes which separate slow and fast bike traffic. We probably have slower bike traffic on Lincoln with people casually meandering from the breweries but it is difficult to pass if you are a bike commuter. I'd like to enhance the pedestrian experience on Lincoln. We need a dedicated space for people walking about to increase safety. It can be quite crowded and unsafe with bikes, pedestrians, and cars on the road at the same time.	Jul 11, 2013 1:38 PM
31	I do not like the parallel parking right on the street, unfortunately I think it takes a certain skill set to park like this and I like the diagonal parking our current downtown area has is way better and safer. I would also like to see more art, sculptures, overall more of an artistic culture. These specific photos don't necessarily show much diversity with art. A wider variety of architecture would be great for the Lincoln Corridor. This area of town has so many different historical areas blended with newer building and businesses like the breweries, as well as open land and trails. I think it keeps the area eclectic, yet sophisticated and diverse with different types of architecture. This goes for landscaping too. I believe a wide variety of beautiful things for the eyes to gaze at while discovering all the nooks and crannies of this area will keep the revenue flowing and community active.	Jul 11, 2013 1:09 PM
32	The Lincoln Corridor really needs separation of bikes/peds and traffic, which it doesn't currently have, given the huge influx of folks to the breweries in particular - a situation that will be challenging with the new Woodward campus if no changes are made.	Jul 11, 2013 12:14 PM
33	I love the dedicated bike lanes and their placement apart from traffic. The trade off is that it requires a whole lot of real estate to do this and I'm not sure this would work for the lincoln corridor. That said, I believe that the more we can do in this town to make biking and walking easy, safe and pleasant, the more people will be inclined to use their feet and their pedals and the healthier we will all be for it. I know this is perhaps a bit too optimistic but it is doable.	Jul 11, 2013 12:00 PM
34	I also liked this one because bike lanes were separated from automotive traffic which is much safer.	Jul 11, 2013 12:00 PM
35	Bike friendly Needs more trees	Jul 11, 2013 11:59 AM
36	The vehicle traffic was all in the center, the bicyclists were separated from the traffic by the median. Love that idea. Looks like tree spacing could be denser. I would like it better if there was more greenery along the way. Including on the bridge if possible. Nice to have the width, but shade in our area is critical and energy saving as well. I like it better when there is greenery between the trees, except where there is a crossing rather than the cement in between the trees. Amazing amount of pedestrian space. We definitely need sidewalks, don't think they need to be quite that wide, however. Having been on a scooter recently, handicap access on curbs and to buildings don't appear to be incorporated here?	Jul 11, 2013 11:54 AM
37	Not many trees, but still has a good feel. I like the multiple bike lanes, and presumably, the re-routing of motorized traffic to another corridor. It looks like a safe street to bike on. Lincoln would provide a better link to the downtown from the Poudre trail, instead of the Linden access.	Jul 11, 2013 11:48 AM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

38	The street is very wide and welcoming, with ample bicycle access. The Lincoln corridor already receives heavy bike traffic, but it could be safer with improved bike lanes.	Jul 11, 2013 10:52 AM
39	n/a	Jul 11, 2013 10:43 AM
40	Some of the choices seemed heavily weighted to motor vehicles. Hopefully we don't need to have streets that are totally packed with parking for vehicles. If the City wants to encourage a biking/walking experience, figure out where to park the cars but don't make them an overwhelming feature. I'm interested to see what a separate bike lane would look like, with curb separating from the car traffic. Trees need enough of a median to receive water, perhaps using permeable surfaces.	Jul 11, 2013 10:26 AM
41	Top priorities for any corridor development along Lincoln should be safe and easy vehicular and transportation access for cars, delivery vehicles, trucks alongside cyclists and pedestrians. The most important elements that I like about the Norrebrogade example is the symbiotic existence for safe transport by all types of users (all of those listed above). With Fort Collins recently being designated a Platinum bike city, and with aspirations to achieve Diamond ranking, accommodation of cyclists is critical and the Lincoln corridor redevelopment is a huge opportunity to extend our already bike-friendly downtown and other bike paths. There is room and modeling the Norrebrogade example, movement of traffic of all types should be a priority and this example seems to do it well in varying ways.	Jul 11, 2013 10:17 AM
42	makes it easy to get between Old Town Fort Collins and the breweries.	Jul 11, 2013 9:53 AM
43	I like that the bike lanes and wide sidewalks seem to prioritize bike & pedestrian traffic but still allow for automobile traffic to move freely. When I've traveled on the Lincoln Corridor in the past, many bikes use this road. I feel that having dedicated bike lanes will keep bike riders safe and encourage more bike traffic than auto traffic. Right now the sidewalks are limited and narrow and not a lot of foot traffic is currently seen in the corridor but with this design, I envision pedestrian traffic greatly increasing. And all the while, the autos can easily move through the space. It's a win-win for all sides!	Jul 11, 2013 8:30 AM
44	I also liked the Mountain Corridor in combo with this> Both have bike lanes and paths, but I also liked the median/boulevard effect of Mountain and then the separate bike lane on the Denmark corridor that was divided by a median with trees and natural areas that are tied in.	Jul 11, 2013 8:00 AM
45	Lincoln is a combination of access to local business and residences, and corridor to outlying businesses. Example 4 provides safe, convenient, multi-weather transportation of multiple types, with local access.	Jul 11, 2013 7:17 AM
46	Beautiful wide streets with lots of bike/pedestrian space and clean sight lines that draw the eye further into the view, inviting exploration. (Lincoln has some wonderful views that should be preserved, also!)	Jul 11, 2013 6:44 AM
47	With respect to the first photo, I liked the raised area between the car area (including car parking) and the bike lane. Like the bike parking and trees in the	Jul 10, 2013 8:41 PM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	raised area. I think I would feel privileged as well as safe riding in this bike lane. It would be so nice to relax a little and look at the buildings as I rode by.	
48	Needs more trees	Jul 10, 2013 5:51 PM
49	I think it's very important to have a true, separate cyclist/pedestrian lanes, versus having to share the lane with a car. It's not only safer, but it promotes cycling and walking. Also, there are many of us here in the Old Town area who will choose a restaurant/bar/store based on how accessible it is by bike. We tend to only use our car for doctor visits, vet visits and the airport.	Jul 10, 2013 3:52 PM
50	The focus on bicycling is important for the Lincoln Corridor, so I really liked the roomy bike lanes.	Jul 10, 2013 1:29 PM
51	Seems open for everyone (bike, car, bus, ped) to use safely	Jul 10, 2013 12:42 PM
52	Needs more landscaping to fit Fort Collins	Jul 10, 2013 12:01 PM
53	I like the clear equal treatment for bicycles and pedestrians as compared to motor vehicles. We need better treatment for cyclists and pedestrians in Fort Collins -- after all, these active modes will help save the world that internal-combustion engines are helping destroy. : )	Jul 10, 2013 11:47 AM
54	The streets seem a little cramped in this one.	Jul 10, 2013 11:43 AM
55	I like the separation of the vehicles from the bicycles and pedestrians, and dedicated through lane for the bicyclists. I also like the smaller roadway footprint, leaving more room for pedestrians, landscaping and water quality treatment at the edges. Medians divide rather than unify opposite sides of a street, but with Lincoln, may be required for vehicular turns, and there may be little need to connect pedestrians across the street (not a retail corridor). Adding a bike facility down the middle would create an even wider median, which is wasted, unused space, especially in the context of Lincoln, which will not have masses of people milling around. A wide median is also problematic in narrow right-of-way areas where the bikes would have to transition to the edges of the roadway. I would like to see both the Tel Aviv model and this one explored in alternatives to see how it would actually fit, and accommodate bus stops without having conflicts with bicyclists.	Jul 10, 2013 5:51 AM
56	I like that non-fossil fuel based modes of transportation were considered and accomodated FIRST in the planning and design	Jul 9, 2013 6:17 PM
57	I love the idea of lincoln corridor being more bike and pedesistiran friendly, because right now it feels bare and not neccissarily safe. Stretch from Mountain to Lemay the most critical. Cars are critical but parking doesnt seem to be, great vacinity to the trail with link in's is great too. I would love to see a bike box at riverside intersection! this can be a rough spot to stop and getting out front to seize the sharrow lane would be great (especially when you have a trailer hooked up). Also, i hope you do something bike friendly with that bridge across from ranch way, it is scary and narrow and bumpy right now.	Jul 9, 2013 12:27 PM
58	It's all about the bike...my use of lincoln now and way to get around is mainly on	Jul 9, 2013 12:01 PM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	bike, but I think it could be improved through specialty paving hardscape to improve the experience and hedge against a behemoth Woodward campus that is going to make it busier than hell.	
59	The separate bike lanes from the road makes it look safer for all (pedestrians, bikers, and automobiles).	Jul 9, 2013 11:37 AM
60	Mass of buildings a bit out of scale with the lincoln neighborhood.	Jul 9, 2013 10:59 AM
61	Liked: having bikes separated on their respective sides of the street, physical buffer (parking and/or landscaped median with bike parking) between cars and bikes, proximity of buildings to the street (active street edge nice for pedestrians to stroll and visit businesses), street trees, on street parking to slow traffic. Disliked: lack of specialty paving/art to enhance urban design, street is probably too slow in terms of mobility for Lincoln. I would have liked to see an intersection to see how the modes are moved safely. The building character is obviously much different than Lincoln, but I think bringing businesses closer to the street, particularly on the north side, would benefit the pedestrian environment.	Jul 9, 2013 9:54 AM
62	You've got it wrong!!!! Pedestrian experience is about SO MUCH MORE than safety and convenience. Get educated! I like that it looks like there's an endless supply of stores to window shop or go into. I also like how the density opens up on the bridge with a beautiful vista it would be a pleasure to bike on.	Jul 6, 2013 6:22 PM
63	I like in the top photo that there is a median on each side of the center vehicular lanes with bike lanes and sidewalks close to the buildings. This is a great balance between beauty and function--and very safe for cyclists & pedestrians.	Jul 3, 2013 11:03 AM
64	Liked: Mixed incorporation of buildings, auto, pedestrian, landscape. Eye appealing.	Jul 3, 2013 9:07 AM
65	I see the street scale as something unique to a city in Europe. More space for bikes than for cars.	Jul 2, 2013 3:50 PM
66	Evidenced based decisions for health, well-being, and engaging a community suggest that environmental planning for active living - active transportation have population health benefits, reduce pollution, and engage a community... these elements are important to making a city the best place to live, work, learn, play, and raise a family.	Jul 2, 2013 2:41 PM
67	Don't like the high buildings right up next to road.	Jul 2, 2013 1:15 PM
68	Lots of space for cyclists on the bridge area, however it does not seem to be very car and bus friendly. The in-town areas are unattractive and cramped. This is not an area that I would want to drive, bike or bus in as it seems like it is only safe and convenient for pedestrians.	Jul 2, 2013 9:55 AM
69	I liked the characteristic light posts as well as the openness and safety of the pedestrian and bicycle ways. I don't like that they are not seperated from the vehicle traffic though. I would love to see trees seperating the walkway from the street as well as providing much needed shade. I think some wildlife viewing areas for the river would be cool.	Jul 2, 2013 9:21 AM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

70	I like the floating parking. The bicycling separated is great since Lincoln has big truck traffic & this would help keep people safe. I like the trees and bicycle parking also.	Jul 2, 2013 7:20 AM
71	good: wide bike lanes well separated/ protected from vehicle traffic good: medians/ landscaping are simple yet effective and flexible rather than over-thought and over-done not good: bi-directional diagonal parking in the center of the street would match the rest of Ft Col and be more efficient. There is rather minimal need for on-street parking along the section of Lincoln at this point, but that could change in a decade or more.	Jun 30, 2013 2:35 PM
72	I like that there is more than one bike lane and also how they differentiate between the two lanes.	Jun 29, 2013 5:34 PM
73	I like how the bicycle lane is separate from the road in the top photo and also separate from the sidewalk because the sidewalk is raised.	Jun 28, 2013 2:20 PM
74	Very bicycle and pedestrian friendly, which I'd like to see for Lincoln. A good meld of beauty and function.	Jun 28, 2013 1:22 PM
75	Cons: buildings too large for Lincoln Pros: shade trees since Lincoln is out in the wide open; lots of organic materials for a softer feel	Jun 28, 2013 11:44 AM
76	Bike safety and functional while retaining some natural aspects	Jun 28, 2013 7:22 AM
77	Really liked the flow of bicycles and the separation of bike and car lanes (green area separating bike lanes from cars. Liked the priority for bikes, especially at turn signals Don't like the way they have the car parking - The Lincoln corridor does have a lot of parking available to those of us who work in town and don't want to walk all the way to the parking garage. Perhaps another car garage might be practical in this area. I imagine the area to have an increase of office space rather than residential. Or if residential, it will be condominiums - Both of which need to include enough parking. I'd love to see more parking specifically for bikes. Make it practical. The red artistic parking for bikes we have here in Fort Collins is the most impractical I have ever had to deal with. Considering the space it takes up, you can't park that many bikes and if you are unlucky, your bike sticks into the next parking space. I would also like to see to blend well with the Old Town themes that we already have, lighting, trees, mini plazas, places to sit outside.	Jun 27, 2013 9:53 AM
78	I liked the dedicated bike lane that was separated from vehicular traffic.	Jun 27, 2013 9:12 AM
79	Plenty of space for bicycles and pedestrians. Separate bike and pedestrian lanes.	Jun 26, 2013 4:14 PM
80	Liked the fact that emphasis was on transit, bikes and pedestrians, but do not like that it is not particularly pleasing to the eye as far as character is concerned.	Jun 26, 2013 2:04 PM
81	The large, dedicated bike lanes are excellent. The extra width (lane) makes it possible for commuting riders to easily and safely pass recreational riders. Also, given the amount of foot traffic between New Belguim, Odell and FCB, a large sidewalk for pedestrians and a separate bike lane are necessary elements for	Jun 25, 2013 3:38 PM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	Lincoln.	
82	Emphasis on convenience and safety for non-car traffic, instead of being an afterthought. There are plenty of fast car routes in town--this is an area that would benefit greatly from easing non-car access. Could also serve as showcase for our outstanding city design and example to other cities in the region.	Jun 25, 2013 3:17 PM
83	Wide Bike lanes & bike parking=amazing!	Jun 25, 2013 3:03 PM
84	Since lincoln corridor already has two major breweries that attract a lot of bikers and pedestrians from old town, this design might fit well. The Copenhagen design will also provide enough parking for people who choose to drive to other land uses along the corridor.	Jun 25, 2013 1:21 PM
85	Clear and separate paths for different types of travels.	Jun 25, 2013 12:27 PM
86	I like the way the area for pedestrians and cyclists is separated from traffic. I also like the tree lined streets as well as parking options along the street.	Jun 25, 2013 11:50 AM
87	The divide between cycling lanes and motorist lanes. It is much safer as a rider knowing you have separation & a safety divide between yourself and 2-ton vehicles.	Jun 25, 2013 11:46 AM
88	appears more cramped than the tel aviv example	Jun 25, 2013 11:30 AM
89	Love the bike lanes going both ways, separated from car lanes.	Jun 25, 2013 11:29 AM
90	Bicycles are separated from auto and truck traffic; it appears through landscaping and lane-painting it accommodates pedestrian, bicycle, auto and truck traffic. It would be a nice place to live, have a business, and visit -- which are all elements we hope the Lincoln Corridor will embrace.	Jun 25, 2013 6:22 AM
91	bike and ped friendly, segregated from cars; shaded; good density and heights of buildings	Jun 24, 2013 9:25 PM
92	Lack of landscaping. I hope that Lincoln will have lush landscaping. Just cement and paint. Needs some more attractive barriers, islands, trees.....	Jun 24, 2013 12:40 PM
93	The separation between pedestrian and bicycle usage and the auto lanes improves usage, and provides a median for aesthetic landscaping.	Jun 21, 2013 12:42 PM
94	Because of the high volume of bicyclists and pedestrians this is the best fit, Don't need any stupid median that take up to much room and make viewing the road traffic dangerous when pulling out of both the neighborhood and the businesses. Hopefully when you widen the street you use more on the south side oppose to taking out peoples yards and rendering their property useless but still charging them outrageous property taxes. Remember this is not a rich neighborhood and expecting us to change or live up to your yuppie ideals because you are able to come in with your "vision" which isn't good for us but for your best buddies the Breweries and their beer drinking patrons.	Jun 21, 2013 9:46 AM
95	Overall design with physically separate bike and pedestrian lanes feels more like	Jun 20, 2013 12:50 PM

**Page 8, Q11. Norrebrogade: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

a true multi-modal corridor. It's not an automobile first design.

- |     |   |                       |
|-----|---|-----------------------|
| 96  | I really liked the dedicated & protected bikes lanes. The corridor also appeared like it would actually fit Lincoln with the existing ROW. It would also still maintain the two lanes that it currently has, which seems to be adequate for current traffic. I understand the need for additional lanes with Woodward & the expansion of the breweries, but would still like to see the corridor stay "small" and feel like an extension of old town, not a 4 lane highway.   | Jun 20, 2013 10:51 AM |
| 97  | This corridor is great because of the building massing and management of transportation modes. You can see the boulevard being closed off to cars on a Saturday night and literally 100,000 people walking, shopping, biking, playing music, and interacting. Yet it can still accommodate cars and buses effectively. What it lacks is really compelling hardscape design and leisure space where you can sit down, drop your bags, and enjoy what's going on around you.  | Jun 20, 2013 9:31 AM  |
| 98  | Particularly liked how bikes become "high-speed" transit by providing significant, dedicated bike lanes in both directions, on both sides of the vehicle lanes.   | Jun 20, 2013 4:41 AM  |
| 99  | I like it because the pedestrians and bicyclists have a better opportunity to get around safely. I am not wild about a double lane for bikes, but I like the wider sidewalks for pedestrians, wheelchairs, etc. This stretch is highly used by bicyclists and pedestrians and I would think this would increase dramatically with the addition of the Woodward staff moving in. Give them some great lanes and sidewalks to use to get to and from the breweries and work into Old Town and they will come in droves!   | Jun 19, 2013 3:27 PM  |
| 100 | There are a lot of different things that make it far more interesting than a standard U.S. street. It's divided up into different spaces but still allows for continuous movement.  | Jun 19, 2013 9:00 AM  |
| 101 | While I think it's also a bit too idealistic to think that the Lincoln Corridor can have such robust cyclist and pedestrian access as this one, I do think it's important to really consider the impact of non-car commuters into the Lincoln Corridor. Given how busy and multi-modal needs have to be addressed, it would be insightful and progressive for the City to consider ensuring that pedestrians, cyclists, and public transportation folks will be safe and encouraged to be part of the Lincoln Corridor. If I lived in this area, I'd certainly want that, given how much of a mix of business, industrial, retail is likely to continue to develop. | Jun 19, 2013 8:44 AM  |



**Page 9, Q13. Rothschild Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

1	Lincoln corridor will need to be multi faceted. You have necessary trucking routes for O'dells and FCB, Ranchway Feeds and occasionally NBB, so truck access is important. I appreciate this because it removes the bicycle & pedestrian from the vehicle traffic, especially with large semi trucks it can be intimidating. The landscaped median separating the different forms of traffic help reduce the scale of the street and makes it feels more like the Old Town experience.	Jul 16, 2013 1:26 PM
2	Still concerned with movements to the opposite side of the roadway other than at intersections. The landscaping is critical to this plan.	Jul 16, 2013 7:52 AM
3	I don't know if Lincoln is wide enough to accommodate this, but the wide, park-like median that separates pedestrians and bicyclists from cars, with nice big trees is appealing.	Jul 15, 2013 6:48 PM
4	It appears there are different aspects to each block of the corridor, providing people with many potential destinations throughout.	Jul 15, 2013 10:01 AM
5	It is pretty wide, so would need a lot of space for that profile. Otherwise would be a lot of impacts to neighbors. Probably could narrow it down and still meet Lincoln volumes. Also the example is a lot more urban/dense than Lincoln would be.	Jul 15, 2013 9:01 AM
6	Any use of pov	Jul 13, 2013 12:02 PM
7	Liked how the bike lane on the first picture was down the middle of the car lanes. Seems a lot safer for cyclists as well as drivers not having to avoid or drive close to cyclist.	Jul 12, 2013 5:18 PM
8	The wide central corridor for bike/foot traffic that includes amenities and vendor areas is my favorite part about the street - it is very unique.	Jul 12, 2013 2:17 PM
9	I like how the pedestrians and bicyclists are separated from the cars, and are in their own space instead of just off to the side of the road. I also liked the trees and park-like feel of the median area.	Jul 12, 2013 12:55 PM
10	Park like atmosphere in the median looks very interesting.	Jul 11, 2013 9:36 PM
11	There does not appear to be available parking as #3 had but this would not matter if off street parking was available. I liked the idea of a water feature but that is not as important as over all appeal of a small welcoming boulevard that has cycling and pedestrian safety included with easy flow of vehicles.	Jul 11, 2013 3:40 PM
12	This has more business, as does Linclon. Some of the others seem more residential. Lincoln is facinfg a change of character which i don't think any of the others are. With the Woodward move i think the land use, transportation and amenities/themeing has a great opportunity to expand. I think it can move from storage units and warehousing to a much more urban fabric. Perhaps more residential, friendlier streetscape, do something with the power lines(?), upgrade the traffic flow etc. Today it is a warehouse/ industrial district largely. Is that it's best use? I don't think so	Jul 11, 2013 12:59 PM

**Page 9, Q13. Rothschild Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

13	This was an interesting idea, with the wide pedestrian/bike median in the center. Lots of greenery/shade. The top picture is a very wide boulevard, but there is no parking at all. I'm not sure if the Lincoln corridor businesses will provide their own off street parking, if so, on street parking is not needed. That would be safer for pedestrians and bicyclists if the parking was all off street.	Jul 11, 2013 12:04 PM
14	I preferred the aesthetic nature with trees and path in the middle rather than sides. Not clear on how this would be traffic friendly but main focus on walk & bike path which I liked.	Jul 11, 2013 11:58 AM
15	I liked the separate center bike lane.	Jul 11, 2013 10:42 AM
16	No bike presence	Jul 11, 2013 10:31 AM
17	I like that the central focus and priority of this corridor seems to be on prioritizing bike & pedestrian traffic. The automobile traffic seems to still be able to move freely despite this change in traditional traffic focus. From using the Lincoln Corridor in the past, I know that many bikes use this road. Having the dedicated central focus being on bike and pedestrian movement would keep those riders and walkers very safe and encourage more bike & foot traffic than auto traffic. I imagine that pedestrian traffic through this area would greatly increase with this type of design. What I also like about this corridor is the landscape. It seems to feel more like a long park than a roadway and that is very visually appealing, plus it's very eco minded!	Jul 11, 2013 8:39 AM
18	I liked the mixed use, housing across/alongside commercial development with park like attributes. I love the look and aromas of the feed mill on the Poudre as well as the wonderful odors wafting from the breweries, a unique experience blending natural and commercial enterprises. I believe Fort Collins should count this sensual delight as a beneficial attribute.	Jul 11, 2013 6:19 AM
19	I thought the areas (e.g., for sitting, for eating, park-like) in the center of boulevard were appealing. The trees make them feel like mini-parks. I like the idea of taking back the land we have dedicated to vehicular traffic. Not sure I would like the bike lane in this area though; lots of pedestrians I would think. Not any more relaxing for the cyclist than a street bike lane and probably slower.	Jul 10, 2013 8:46 PM
20	With many breweries on Lincoln.... and that route being used as a major through way to Lemay/Mulberry shops and industrial Ft. Collins, including Miramont Gym of which I am a member.... I think it would be great to separate bikers and pedestrians from the auto traffic. Adding some shade trees is always a plus in fort collins where the summer really heats up.	Jul 10, 2013 4:33 PM
21	The emphasis seems to be on creating a space, first, for people and second, for cars.	Jul 10, 2013 4:32 PM
22	Dedicated bike lanes in landscaped median. Only one lane of traffic in each direction (not a throughfare). Trees!	Jul 10, 2013 12:17 PM
23	I like the ability to separate bicyclists from the vehicles, as well as the ability to have bus stops that do not conflict with the bicyclists. I don't like the width of the street required for this design solution, and wonder how the bike lane	Jul 10, 2013 5:57 AM

**Page 9, Q13. Rothschild Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	works/looks in areas where there is a long turn lane.	
24	I liked the multi-use median	Jul 9, 2013 6:24 PM
25	Seemed very busy corridor. Urban feeling. Like use of greenery to create barriers and separate spaces.	Jul 9, 2013 10:06 AM
26	I like the parkways	Jul 9, 2013 9:40 AM
27	I like the separated bicycle/pedestrian central area. I doubt that this would work on Lincoln but some form of separated bike/ped access would be nice and a great opportunity to showcase this type of infrastructure in a platinum level bicycle friendly community.	Jul 2, 2013 3:48 PM
28	same elements as the former selection in Denmark	Jul 2, 2013 2:42 PM
29	Extremely safe for bikers and pedestrians. Like the grassy space and trees.	Jul 2, 2013 2:23 PM
30	I like the dedicated bike route that is separate from the other traffic. However, the size and scale of this design is too large for an area like the Lincoln Corridor.	Jul 2, 2013 9:57 AM
31	It seems to be able to accommodate all travel modes in an esthetically attractive manner. The landscaping make the bike and ped areas inviting. It may be that a cycle-track-type design for bikes could be adapted to this kind of street scape. It seems that Lincoln Ave west of Lemay may not need on-street parking, so that might allow more possibilities.	Jul 1, 2013 1:24 PM
32	Please make bike friendly.	Jun 30, 2013 12:34 PM
33	I like the uniqueness, particularly the wide center median. I don't know if we have the room to do something like that on Lincoln, though.	Jun 28, 2013 1:25 PM
34	A wide median with nice landscaping would be great. I like the idea of being able to close it off for events, depending upon the availability for ample parking.	Jun 28, 2013 9:38 AM
35	I like the idea of having a place for street vendors and farmers markets in a convenient centralize location. We need a year-round market in Fort Collins.	Jun 28, 2013 7:54 AM
36	Love the park feel of the center median, and potential for small businesses.	Jun 28, 2013 7:33 AM
37	The median in the lower picture is very close although it would probably be narrower. Generous one lane both sides. Tree lawn with sidewalks to flank the Street. Beer garden and restroom in the median?	Jun 26, 2013 10:30 AM
38	Liked the two lanes in each direction. Liked the central, wide bike lane Liked the pedestrian sidewalks Liked the off street parking Did not like the overall width of the arrangement (takes up too much real estate) Liked the landscaping	Jun 26, 2013 6:23 AM
39	Separation of	Jun 25, 2013 3:39 PM
40	Turning areas into destinations (parks, seating areas, etc.) instead of merely transit would benefit the Lincoln area greatly. It's currently unattractive and inconvenient in many places, but this example shows how it could be a pleasant	Jun 25, 2013 3:21 PM

**Page 9, Q13. Rothschild Boulevard: Please describe the elements you liked or did not like for this corridor. Please note any ideas that may be applicable to the Lincoln Corridor.**

	neighborhood attraction instead.	
41	Love the center landscape alongside shops. Seems to have a very safe walking path away from traffic.	Jun 25, 2013 11:51 AM
42	Good landscaping, comfortable shade for pedestrians, good space for cars without making them the focus.	Jun 25, 2013 11:20 AM
43	Bike separation from traffic is a great thing, however limited access to traffic will be difficult on Lincoln.	Jun 24, 2013 2:00 PM
44	This is certainly more urban, but it still feels safe and easily navigated by pedestrian, bike, and car. It feels like a place where people could meet, eat lunch, visit, or hang out. It looks like one could find shopping, food, commercial uses throughout the area. Center median seems to control traffic speeds.	Jun 24, 2013 1:53 PM
45	I found the Rothschild Boulevard in Tel Aviv, Israel the most attractive. I also found the others awful with the exception of our Mountain Ave.	Jun 24, 2013 7:09 AM
46	On-street parking should be considered.	Jun 20, 2013 1:01 PM
47	While there is an amazing bicycle facility here, what's most compelling is that I see 100 pedestrians in the picture, effectively using the street's design. This is largely because it contains benches and leisure spaces that the Copenhagen photos lacked. What's more, this is the only street design in the selection set that has ZERO accommodation for automobile parking, along with narrow lanes. It tells automobiles "pass through, but this street is for other uses". What this setting lacks is distinctive and varied hardscape.	Jun 20, 2013 9:37 AM
48	Do not like the look overall - seems jumbled and the directions do not seem clear. I think the area does and will attract out-of-town visitors so let's make it an easy-to-navigate system.	Jun 19, 2013 3:32 PM
49	good stuff	Jun 19, 2013 9:34 AM
50	In my opinion, this corridor is more akin to the kind of environment you'll likely to have on Lincoln, with semi-trucks, cyclists, pedestrians. Since I don't think there's any way Lincoln Corridor can look like Mountain, I think it's important to create 'gathering' strips like the vending options in the middle of the streets.	Jun 19, 2013 8:41 AM

**Page 11, Q15. Are there any other corridors that should be considered as case studies or examples for the Lincoln Corridor Plan? Please describe.**

1	n/a	Jul 15, 2013 11:32 AM
2	N/A	Jul 15, 2013 10:02 AM
3	Remington Street,	Jul 12, 2013 4:20 PM
4	I tried to fill out a second option for the street corridor in Denmark but Survey Monkey wouldn't accept my input and looped me back to the previous question.	Jul 12, 2013 4:00 PM
5	No	Jul 11, 2013 4:29 PM
6	N/A	Jul 11, 2013 1:13 PM
7	I am very impressed with the main boulevard thru Merida, Mexico. It is 4 lanes with a large median and carries a high volume of traffic during the week. But on Sundays, car traffic is limited to one side of the median and the other two lanes become a wide open bikeway for families riding their bikes together. There is a wonderful sense of families and community along this route. Vendors are selling foods and crafts at various points along the way. Musicians are playing. Families that aren't riding bikes are strolling on the walkways. It is a long standing Sunday tradition in Merida that I would be delighted to see replicated here. See this link: <a href="http://www.yucatanliving.com/events/bicycles-in-merida.htm">http://www.yucatanliving.com/events/bicycles-in-merida.htm</a>	Jul 11, 2013 12:39 PM
8	How about a walking outdoor mall type experience for the new shopping area? Not like the centerra thing, but a place where all the parking is on the outside and the stores are on the inside.	Jul 11, 2013 12:09 PM
9	Pearl Street, Boulder CO; Riverwalk, San Antonio TX; Road fronting the beach, Santa Barbara CA; Gastown, Vancouver, BC; Mississippi River Blvd, St. Paul MN	Jul 11, 2013 12:06 PM
10	n/A	Jul 11, 2013 11:59 AM
11	not that I can think of right now, you're already working on North College	Jul 11, 2013 11:41 AM
12	Please don't let it end up like Rocky Mountain Ave in Loveland, way too many roundabouts, and an odd access/merge lane by HESKA, and the roundabouts are sometimes divided, which helps people drive ignorantly and make quick lane changes when they discover they're in the wrong lane for what they want to do (and it's unsafe and a waste of concrete to make those dividers). Roundabouts are painful for injured people being transported on spine boards in ambulances too, any shift in weight can hurt!	Jul 11, 2013 11:08 AM
13	<a href="https://maps.google.com/maps?hl=en&amp;q=Cours+Général+de+Gaulle,+Dijon,+France&amp;ie=UTF-8">https://maps.google.com/maps?hl=en&amp;q=Cours+Général+de+Gaulle,+Dijon,+France&amp;ie=UTF-8</a> Cours General de Gaulle, a boulevard that egresses the central business district of Dijon, France into neighborhood containing foreign consular offices. It has sidewalks, bike lanes and landscaped tree lawn.	Jul 11, 2013 11:02 AM
14	Not that I've seen, but I'll keep my eye out!	Jul 11, 2013 10:47 AM
15	I really like getting around Portland OR.	Jul 11, 2013 10:35 AM
16	We frequent a lot of mountain towns in Colorado and some of those would be	Jul 11, 2013 10:29 AM

**Page 11, Q15. Are there any other corridors that should be considered as case studies or examples for the Lincoln Corridor Plan? Please describe.**

	great. Like Breckenridge, Steamboat or Vail. They all are great for pedestrians and are very inviting. They aren't just a means of getting around, but rather an experience.	
17	None	Jul 11, 2013 10:23 AM
18	Not sure. Mountain Avenue is a useful example, since Lincoln and Mountain are essentially a continuous street. Lincoln will likely never have a beautiful median like Mountain, but the Lincoln design must strive for the same kind of successful integration of pedestrian, bike, and car space. (Trolley would be nice, but it remains unlikely. :)	Jul 11, 2013 8:45 AM
19	Lancaster, because of the dedicated bus lane.	Jul 11, 2013 6:44 AM
20	No	Jul 11, 2013 6:23 AM
21	Mason Street? If the tracks were converted to a bike and pedestrian multi-use trail and you added some trees?	Jul 10, 2013 4:38 PM
22	n/a	Jul 10, 2013 3:55 PM
23	Centre Ave from Prospect to Shields has a nice feel to it. The buildings are set back and I like that the road curves. Wide road with bike lanes is a good thing that the Fort does well.	Jul 10, 2013 3:32 PM
24	No.	Jul 10, 2013 2:44 PM
25	Clarendon-balston in Arlington, va	Jul 10, 2013 1:28 PM
26	Another corridor that I think would be something to look at would be something along the lines of those found in Barcelona Spain. (Las Ramblas) The basic concept is to have a divided road (one way traffic on either side for cars) Down the middle between the two avenues is a tree lined wide walking area with a center path for bike/roller blade. The center area is large enough for street vendors to set up wares and also patios for restaurants. Fort Collins would need to build it to scale for the area. The best way to picture this would be to visualize College Ave. in old town and put in a walking/paver or concrete area instead of the parking that is permitted down the middle of the road. Barcelona also has the same concept for less popular avenues all around the city and is a really wonderful way to get around.	Jul 10, 2013 1:23 PM
27	Riverfront or LoHi in Denver, good blend of retail/residential/green space while keeping things in line with the existing population/look	Jul 10, 2013 12:44 PM
28	Bicycle and pedestrian boulevards in other cities, particularly Danish and Dutch cities.	Jul 10, 2013 11:50 AM
29	I suggest working with what we have and making it efficient, rather than spend a lot of money making it look like any place else.	Jul 9, 2013 2:40 PM
30	honestly you have a good template with Mountain Ave. - you won't go wrong using it to get started. The one in TelAviv looks the coolest, but we aren't as densely populated, so I am having trouble translating it to FC.	Jul 9, 2013 12:06 PM

**Page 11, Q15. Are there any other corridors that should be considered as case studies or examples for the Lincoln Corridor Plan? Please describe.**

31	can't think of any	Jul 9, 2013 11:03 AM
32	not to my knowledge	Jul 9, 2013 10:08 AM
33	I think a variety of corridors and designs should be considered based on individual desired features. It's probably unlikely that one corridor got it all right. Why not take the best aspects from several, and explore how they might function together, in order to establish the most functional and unique solution for our community?	Jul 3, 2013 11:45 AM
34	not that I know of	Jul 3, 2013 9:08 AM
35	Extend Mountain Ave bike lane east of Howes to Riverside.	Jul 2, 2013 3:52 PM
36	Rome has a river that goes through its city center and incorporates it well.	Jul 2, 2013 9:29 AM
37	None	Jul 1, 2013 3:37 PM
38	The Lincoln corridor will connect what is currently an industrial area with the restaurants and shopping of old town. mobility should be the primary concern with visual aesthetics number 2. I don't see this as a pedestrian corridor but a connection between two distinct districts in our town.	Jun 28, 2013 11:39 AM
39	Mountain is great and that might work if you could extend it down Lincoln to Lemay.	Jun 28, 2013 8:17 AM
40	The Plaza in Kansas City, MO	Jun 28, 2013 7:57 AM
41	SANTA BARBARA, CA.	Jun 27, 2013 8:52 PM
42	San Antonio's River Walk; 16th Street Mall in Denver	Jun 27, 2013 7:07 PM
43	no	Jun 27, 2013 4:11 PM
44	The Champs-Elysees, instead of having transit being the defining aspect of the corridor, as with Mountain Avenue, the Champs-Elysees is defined by the green space in the corridor. I feel like there's another street in Chicago like this, but I cannot think of the name.	Jun 27, 2013 9:44 AM
45	The White River corridor in downtown Indianapolis; as well as, the canal walk that connects with it in downtown near the Zoo, museum and IUPUI.	Jun 27, 2013 8:03 AM
46	16th Street Mall in Denver Downtown Tempe AZ (Mill Avenue) is a nice mix of restaurants and living that's walkable but shared with cars	Jun 26, 2013 9:00 AM
47	I believe that the City of Fort Collins planners have done an excellent job in defining appropriate corridors from around the world that would be appropriate as models for this project. Kudos to the city planners!	Jun 26, 2013 6:48 AM
48	None that I am aware of	Jun 25, 2013 3:43 PM
49	I also think you need better signage on the bike paths + on the pavement. We have many people visit our city and there is no sign on Poudre trail, that shows	Jun 25, 2013 3:05 PM

**Page 11, Q15. Are there any other corridors that should be considered as case studies or examples for the Lincoln Corridor Plan? Please describe.**

you can access Lincoln Ave: just off the old golf course- that brings you directly to Odell's. Please review the biking transportation plan in the city of Minneapolis. <http://www.minneapolismn.gov/bicycles/parking/index.htm>

50	<p>Vienna's Ringstrasse is an excellent example of how to adapt an area into an urban corridor. Not all of it is perfect but it has good landscaping, access to public transit including trolleys (rail), bikes, pedestrians, and cars. It is a Circuit around a central business and living district. It is used extensively by joggers, walkers, bikers, and commuters while sharing space with cars. Admittedly it is a wide space, probably wider than you have in mind but still might give some ideas. I am attracted to it because it contains many of the elements I like (shade, space that separates pedestrians from traffic, good bike access, rail/bus service) without looking utilitarian. Here are a few links:  <a href="http://4.bp.blogspot.com/_knHmw4EPfhE/Svvp6abg4I/AAAAAABLY/Ttmx6Kcn5Zw/s1600/RingstrasseTrams.jpg">http://4.bp.blogspot.com/_knHmw4EPfhE/Svvp6abg4I/AAAAAABLY/Ttmx6Kcn5Zw/s1600/RingstrasseTrams.jpg</a>  <a href="http://commons.wikimedia.org/wiki/File:Wien_Ringstra%C3%9Fe_zwischen_Rathaus_und_Burgtheater.jpg">http://commons.wikimedia.org/wiki/File:Wien_Ringstra%C3%9Fe_zwischen_Rathaus_und_Burgtheater.jpg</a> Also one of my favorite areas for pedestrians and bikes is Brisbane's River Walk. The areas under the arched gardens stretch for several miles and are an example of some of hte best modern walking/biking areas I have ever been in. They are near the river but not on it. Have a look at the Arbor Walk at South Bank as an example.  <a href="http://4.bp.blogspot.com/_WP8Jwp0mfjs/S-6Gn_XQ9il/AAAAAAsI/juDjEBKhjal/s1600/Imagen_1015.jpg">http://4.bp.blogspot.com/_WP8Jwp0mfjs/S-6Gn_XQ9il/AAAAAAsI/juDjEBKhjal/s1600/Imagen_1015.jpg</a></p>	Jun 25, 2013 11:53 AM
51	We need a parkway, the city did a poor job on Turnberry Parkway, I'd like to see much more effort put into this parkway.	Jun 24, 2013 7:15 AM
52	Yes. Las Ramblas in Barcelona is the greatest street in the world, the perfect fusion of form and function, size and scale, modes and uses. While a good deal of its success can be attributed to a critical population mass, the fact is that the design of the street generates and promotes the use it gets. I would love to see ANY street in America modeled after it.	Jun 20, 2013 10:10 AM
53	n/a	Jun 19, 2013 3:34 PM
54	No.	Jun 19, 2013 2:49 PM



**Page 11, Q16. Are there any other issues, opportunities or needs that should be addressed in the Lincoln Corridor Plan?**

1	It's a very narrow street now and with the heavier use and numerous bicycles heading to the breweries it can be very dangerous. The bridge is already a disaster waiting to happen. And as always the trains are a never ending problem. Sometimes the traffic is backed up from Vine to Riverside. And some idiot decided to take out the right turn lane heading south from Lemay to Lincoln to further insure back up on Lemay (9th). I can't imagine what traffic will be like when Woodward is up and running.	Jul 17, 2013 6:59 AM
2	If there is any possibility, you should not allow the planned Woodward project to go forward. You have ruined the Lincoln corridor by allowing Woodward to build an industrial site on prime potential residential and commercial land. Only by canceling the Woodward project is there by possibility of a positive outcome for Lincoln.	Jul 16, 2013 3:36 PM
3	Perhaps the backup of traffic that occurs on Lemay at the intersection of Lincoln and Lemay ...which may increase when Lincoln Street becomes more of a destination than a passage-way?	Jul 16, 2013 2:42 PM
4	It would be great if this corridor extended beyond Lemay all the way to Timberline. It's difficult to have good bicycle access through the industrial area between Timberline and Lemay. One of these solutions would still allow for the large scale vehicle access that is necessary for this area as well as safe access for peds and bicycles.	Jul 16, 2013 1:30 PM
5	This is an area where the car should be de-emphasized, at least for the western half. Create character that reflects the values and uniqueness of Fort Collins.	Jul 16, 2013 1:20 PM
6	Right-hand turning lanes everywhere there is an intersection or business entrance	Jul 16, 2013 9:13 AM
7	Consider the possibility to extend the existing trolley line down this roadway. Consider the possibility of a modern conveyance rather than the quaint, historic Birney.	Jul 16, 2013 7:56 AM
8	Parking and traffic.	Jul 16, 2013 7:46 AM
9	It needs to remain bicycle and pedestrian friendly. I commute on my bike through this area. All crosswalks need to be BOLDLY MARKED as pedestrian and bicycle right -of-way areas.	Jul 16, 2013 7:33 AM
10	Bridge across poudre is very narrow.	Jul 16, 2013 5:33 AM
11	the bridge needs to be widened significantly; accessibility needs to be considered (there are several areas with high cross slopes); access to trail must be available on both sides of street; ample street lighting	Jul 15, 2013 9:41 PM
12	My main interests are to see bicycling and walking and public transit continue to be promoted and included as major, viable transportation options in Fort Collins; to celebrate the natural and cultural history of the area, including restoring and taking care of the river as a thriving ecological system (not an amusement park or dumping ground); and to plan realistically for the future, including climate change, by thinking not just about how we can do less harm, but about how re-	Jul 15, 2013 6:53 PM

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	development can sustain and boost our natural environment, and thereby boost human quality of life.	
13	To encourage bicycling, bicycling has to be the easiest and safest way to get between points.	Jul 15, 2013 6:43 PM
14	I live on 11th street, which is off Lemay/9th St. most days it takes 10+ minutes, just to get out of the neighborhood, it can take as long as a half hour some days. Are the changes to Lincoln st going to incorporate Lemay ave.9th st?	Jul 15, 2013 5:02 PM
15	always keep the bikers in mind please!	Jul 15, 2013 11:32 AM
16	Relieving traffic congestion around the railroad tracks from trains passing through should be considered in applicable stretches in the Lincoln Corridor.	Jul 15, 2013 11:10 AM
17	There are many historic houses along first street. The character of the corridor should reflect this in addition to having a modern feel to incorporate new businesses.	Jul 15, 2013 11:01 AM
18	Currently, the area is not visually appealing.	Jul 15, 2013 10:02 AM
19	i think bikers and walkers need to be not only accommodated but given a priority but given that this will be where the new Woodard will be located and the fact that there are numerous breweries already along this corridor, cars should not be widely inconvenienced.	Jul 15, 2013 9:16 AM
20	Connect the Poudre trail to the south side of lincoln.	Jul 14, 2013 9:18 PM
21	The access to/from the Poudre River trail should be inviting and attractive and safe.	Jul 14, 2013 3:36 PM
22	Right now the Lincoln corridor feels pretty separate from Old Town, even though they really aren't that far apart from one another. Integrating Lincoln w/Old Town through transportation or just similar landscaping might be a nice idea.	Jul 14, 2013 1:06 PM
23	Business traffic, safety of bicyclists, access to poudre river and the trail	Jul 14, 2013 11:44 AM
24	Vehicle Speeds no greater than 25	Jul 13, 2013 12:05 PM
25	I think it makes sense to coordinate with Woodward on their design plans, improve the intersections on either end of Lincoln to make the transition into Old Town Mt Ave smooth, and to continue on Lincoln going North across Lemay. Putting in landscaping to have a buffer between the residential homes along the west side of the street is important too.	Jul 12, 2013 4:20 PM
26	There is a lot of traffic and will be more with Woodward coming. It doesn't feel very safe to walk or bike along Lincoln these days.	Jul 12, 2013 3:09 PM
27	I am interested in what improvements to the bridge crossing the Poudre are being considered.	Jul 12, 2013 2:22 PM
28	I think there is great potential to link the classic breweries along or near Lincoln (New Belgium, Odell, and FCB) with Old Town and possibly extend towards	Jul 12, 2013 1:50 PM

**Page 11, Q16. Are there any other issues, opportunities or needs that should be addressed in the Lincoln Corridor Plan?**

many great businesses to the east (In-Situ, Miramont, the Back Porch Cafe, Swobo, Feisty Spirits, Big Shot Bikes, and Funkwerks Brewing come to mind).

29	Need to have space to plow snow into	Jul 12, 2013 11:45 AM
30	Being able to close avenues to vehicular traffic even on an occasional basis (like every Sunday for the AM?) would be wonderful. I think people would flock to it.	Jul 11, 2013 9:38 PM
31	truck access, safety, security for Woodward campus	Jul 11, 2013 5:29 PM
32	ldk	Jul 11, 2013 4:29 PM
33	Again, bicycle safety along with pedestrian and vehicular traffic mixed in is my main concern.	Jul 11, 2013 2:39 PM
34	Try to prevent what has happened to Canyon Blvd in Boulder !	Jul 11, 2013 1:44 PM
35	I don't envision Lincoln becoming a place with areas to sit down and relax (benches, water features, etc) or be easily closed off for festivals, but a safe, pleasant, eye-pleasing thoroughfare for cars, bikes, and pedestrians. It is a road that is necessary for accessing different parts of town but also a road that brings out walkers and bikers enjoying the attractions or choosing an alternative way to run errands.	Jul 11, 2013 1:41 PM
36	1.) I have lived in Fort Collins my entire life, and I still call it home as an adult because Fort Collins is a special place to call home. We are truly so lucky to have the type of community we do. I think that Northern Colorado produces some of the most talented young musicians out there making music today, and I think It would be a phenomenal addition to have an outdoor amphitheater. We do not have anything like this in Fort Collins, and there is no better place to have it than right in the heart of FoCo. Seriously I know I'm right on this one :) think about how beneficial it will be to our community. 2.) It would be incredible if there was another "kids zone" type area. Featuring a park, water area, exploration area, wilderness area, anything different or unique to the other kid areas we have downtown. More options means more parents and kids. Bring out the families and the revenue will flow forever! 3.) Fracking. Fracking. Fracking. How close will the nearest natural gas drilling station be to this area? will the water be safe? will the soil be safe?	Jul 11, 2013 1:18 PM
37	Entrance into and exit out of The Back Porch Cafe and Lambspun. VERY important!	Jul 11, 2013 1:13 PM
38	See previous comments. Redo/modify the Land use plan.	Jul 11, 2013 1:00 PM
39	The intersection of Lincoln and Lemay is a nightmare that can only get worse with more traffic. The railroad tracks do not help matters at ALL. Traffic is frequently backed up there for long periods of time. For those of us who live on the north end of town those %%^% railroad crossings are a major daily irritation. As I sit there waiting, waiting, waiting for the train to pass or to take 20 minutes backing up and moving forward to add on cars ... I have a lot of time to wonder about how many people from the north side of town have died over the years trying to get to the hospital ....	Jul 11, 2013 12:39 PM

**Page 11, Q16. Are there any other issues, opportunities or needs that should be addressed in the Lincoln Corridor Plan?**

40	Ways to slow the traffic that goes through there...and more street-scale designs that attract pedestrians and bicyclists would probably help that. You rarely see people driving fast on Mountain through downtown, for example, because they're cognizant of the heavy bike/ped traffic.	Jul 11, 2013 12:17 PM
41	As this includes the Poudre River, I would love to see a park area with picnic tables, closer bike path, etc. all along the river. Keep it green shaded and pretty. We will be losing our Cottonwoods along the river soon as they are reaching the end of their lifespan and won't be naturally renewed due to the dams upstream, so please start planting some trees along the river now to replace the cottonwoods as they die off.	Jul 11, 2013 12:09 PM
42	Maintain shade, spruce up Andersonville, and really work on link between Mountain, across Riverside to Lincoln.	Jul 11, 2013 12:06 PM
43	I think you need to balance the very diverse needs of the corridor so you don't impinge upon historic activity. In particular is isolating heavy truck traffic from the breweris and Team petroleum from the potential bike and pedestrian flows. This may not be the biggest issue as day-time weekday traffic (bike & ped) is normally sparse. However, pedestriam and bike flows from the future Woodward need to be managed to avoid conflict along Lincoln (although they likely will tie into a river-side path to avoid road conflict alltogether	Jul 11, 2013 11:41 AM
44	1) Heavy bike traffic 2) Heavy vehicle traffic, especially on Lemay 3) Potential high volume events at breweries	Jul 11, 2013 11:32 AM
45	Cost of construction, cost of maintenance, how it integrates with the Buckingham neighborhood, the affects of the RR tracks on traffic flow	Jul 11, 2013 11:23 AM
46	No roundabouts please, let's leave it as a corridor that is easy to travel. Don't forget that there are still agricultural people and businesses in this area and these corridors have to be amenable for those of us that have larger vehicles and pull trailers. Maybe you could promote agriculture with some artwork/sculptures/featured plants/kiosks or plaques with the agricultural history included.	Jul 11, 2013 11:08 AM
47	Mainly that the "feel" of Old Town Fort Collins be extended onto the Lincoln Corridor. It is critical that visitors still feel connected to the heart of the city. This can be accomplished via ample landscaping, sculptures, bike lanes, and mixed use buildings.	Jul 11, 2013 10:54 AM
48	I think it's important to keep traffic--foot, bike, and car--as far away from the houses as possible. We also need to keep Lincoln attractive, while moving traffic safely and slowly. I really like the idea of some sort of public transport loop--bus that runs frequently--to keep the traffic down. Thanks for your work on this!!	Jul 11, 2013 10:47 AM
49	Sorry to say it, but self storage businesses are an eyesore and they seem to be taking up prime space. There also are a lot of indigent people in the area. I know there are efforts to address this and hopefully there are constructive solutions. It is going to be ugly if people visit the area and see a messy camp area. I like the solar powered compactors and recyclers - seems like they get filed up quickly. Lots of new concrete work does not seem to last - not sure if	Jul 11, 2013 10:35 AM

**Page 11, Q16. Are there any other issues, opportunities or needs that should be addressed in the Lincoln Corridor Plan?**

	there are cracks because of drought and subsidence? I'd really like to see LID used on a large scale for roads, paths, parking.	
50	Please ensure proper access for current and future businesses.	Jul 11, 2013 10:31 AM
51	Not at this time.	Jul 11, 2013 10:29 AM
52	1. Vegetation instead of concrete, asphalt and gravel. Currently there is little in the way of indigenous trees, shrubs and ground cover. 2. Safe bicycle access to businesses and residents on both sides of the street. Maybe include some cross walks, bike/ped bridges or underpasses. (specifically on the bridge over the Poudre which narrows dramatically) 3. Connection to the existing bicycle path network along the Poudre Trail and into Mountain downtown.	Jul 11, 2013 10:25 AM
53	Yes, Get the Lemay Bypass added and make Woodward help pay for it as part of the Project. The city has purposely excluded so they can avoid helping the folks in the Alta Vista, Spanish Colony Buckingham. This is our right discrimination of a neighbor hood. I see some racial behavior from City Staff.	Jul 11, 2013 10:23 AM
54	Lincoln is an arterial street that is needed to provide intracity connectivity. It needs to do more than provide local accesses to businesses along Lincoln. While I understand and appreciate the desire to make Lincoln unique it should not be done at the expense of the functionality of the street. For Lincoln to be truly "multi-modal" we must not forget the most commonly used mode of transportation on the street.	Jul 11, 2013 10:19 AM
55	It's vital to preserve the views along Lincoln. It's one of the few places that you can come into Fort Collins with a nice view of Longs Peak. There is a green park-like character with the former golf course, the river vegetation, and Buckingham Park. The view of the grain elevator at Ranch Way Feeds is, believe it or not, one of my favorite sights in Fort Collins. It's a reminder of our historical roots as an agricultural community and links us to thousands of towns in the Midwest. The character of Lincoln is fairly mellow and relaxed. It doesn't and shouldn't carry the heavy traffic of Mulberry or Harmony. And it's vital that the Lincoln side of the Buckingham neighborhood should be respected and enhanced as much as possible.	Jul 11, 2013 8:45 AM
56	Parking, parking, parking. That seems to be an issue in all of Fort Collins' city planning but with the breweries being such highly visited locations, the parking issues along this corridor need to be addressed.	Jul 11, 2013 8:42 AM
57	The traffic signals along Mulberry at Lemay - re-timing of turn signals. Lack of a bike lane on Mulberry.	Jul 11, 2013 7:40 AM
58	* Lincoln requires different design approaches west of Link Lane, vs. to the east. East end requires industrial transportation access. West side requires bike+ped access to old town and river bike trail. * Buckingham Park could be incorporated into riverfront access with a structurally separate bike+ped path on north side of Lincoln. * Provide a continuous visual + transportation connection to old town west of Link Lane.	Jul 11, 2013 7:26 AM
59	I see Lincoln as being potentially a more pedestrian based corridor with public	Jul 11, 2013 6:44 AM

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transport and bike traffic, reducing car traffic.

60	poor pedestrian routes, lack of coherent landscaping, messy on-street parking on North side, lack of integration between Buckingham park and street. What great potential there is, though! Kudos to the city for leveraging the big changes toward big civic improvements. This will be exciting to see!	Jul 11, 2013 6:42 AM
61	I do think there should be a bike path connecting to the Poudre River trail on both sides of Lincoln at the east side of the bridge.	Jul 11, 2013 6:23 AM
62	Stop building so much urban development. It's like a raging cancer, out of control. The river is beautiful just the way it is, with all the trees, natural setting. All you want to do is build, build, build. I say, stop, stop, stop.	Jul 10, 2013 10:17 PM
63	There are people who are new to the States living in this particular area. I think the Lincoln Corridor would provide a superb opportunity to make it crystal clear that cyclists should ride in the same direction of vehicles and in the bike lane (versus the sidewalk). My heart goes out to people who haven't learned this yet and are riding dangerously without knowing it. So extra signage, extra painted directional arrows in the bike lanes, use of Spanish, etc. I really would like bikes to be given more priority in general on our streets. I've been commuting by bike for over 20 years (in Eugene, Boise and now Fort Collins and one year in Copenhagen). We have come a long, long way but we are still not there. I think new development like the Lincoln Corridor (especially with the Woodward commuters and lunch crowd) is a great opportunity to push the envelope.	Jul 10, 2013 8:54 PM
64	As you may have noticed by some of my replies, I like any design that creates a pleasant space for people (peds and bikes) and only allows cars if they behave. In that vein, even if you make it a nice place for people, there really isn't any good way to get to Lincoln on the West end. Lemay simply carries too much fast traffic and it is simply scary for bike riders.	Jul 10, 2013 4:40 PM
65	It's just such an unsafe area right now. My family bikes that regularly and anything would improve it. Bike lanes, sidewalks, trees? All those things would help.	Jul 10, 2013 4:38 PM
66	Recycle and trash receptacles. There are areas in old town that could use more of these.	Jul 10, 2013 3:55 PM
67	Specialized, high quality/high frequency transit and bike trail connecting breweries	Jul 10, 2013 3:49 PM
68	It seems to be a pretty industrial area and the roads should all have turning lanes and big intersections. The homes in the area should disappear. They are just shacks and have no character at all. Figure out a way to relocate those folks. I know...impossible! You can never plant too many trees and green stuff. The Vine/Lemay intersection is the worst!	Jul 10, 2013 3:32 PM
69	Design of street should factor in traffic calming such as on-street parking, enhanced pedestrian crossings and median refuge areas. Consider installing bike/ped bridge near Lincoln Bridge.	Jul 10, 2013 2:44 PM

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70	Strongly recommend accommodating several different types of transportation, including extending the trolley tracks into the area.	Jul 10, 2013 1:23 PM
71	make sure to incorporate some of the current demographics and history, don't want things to feel too gentrified for the sake of progress.	Jul 10, 2013 12:44 PM
72	Bike lanes and safety a priority on a faster speed limit street	Jul 10, 2013 12:24 PM
73	The Lincoln corridor has a great opportunity to expand the trolley line. Connecting the trolley line through to Lemay would do wonders to connect the area to old town.	Jul 10, 2013 12:22 PM
74	Access from old town, people should be able to access this from Mountain and Linden.	Jul 10, 2013 12:03 PM
75	Ensure convenient, affordable transportation choices for area residents. And push Woodward to become a Platinum Bicycle Friendly and Walk Friendly business through innovative active-transportation facilities and programming.	Jul 10, 2013 11:50 AM
76	Fort Collins needs a space near downtown for events. It should be near old town, but not in it. Within the Lincoln Corridor Plan is a great spot. It is the open fields south of New Belgium. Linden of the West, 1st on the East, Buckingham on the North, and the Poudre River on the South. This would be a nice addition!	Jul 10, 2013 7:32 AM
77	Transition to Old Town. Getting across Riverside and the river if you aren't in a car are all hazardous. So expand the bridge, add a round about, keep traffic moving. Minimizing noise that emits from Ranchway Feed factory with additional big trees and other sound barriers. Not sure what can be done with Team Petroleum - the tanks, the big trucks coming through....	Jul 10, 2013 7:09 AM
78	Please consider that not all transportation to and from this area needs to be done by car. It is a very short distance to services on Riverside, Lemay, other surrounding streets and to down town. Please allow for easy pedestrian, bike, and mass transportation access to the area and for numerous, convenient crossing points for pedestrian traffic. Do not make pedestrians walk a long way to cross at existing intersections when the services they can use are just across the street. Do not focus only on the single occupancy internal combustion vehicle.	Jul 10, 2013 7:02 AM
79	Need to find a way to gracefully route the Brewery Tour bicyclists around the neighborhood. Perhaps a loop that runs from New Belgium, down Buckingham, along the east edge of the neighborhood and continues east on Lincoln to Lemay and beyond. Divert most trucks to Buckingham to reduce potential conflicts on Lincoln and create access/service from the north to existing and future industrial/brewery uses. Promote the addition of more breweries and destinations on the north side of Lincoln to fill in the missing teeth. Require Woodward to push buildings to the street, instead of parking and wide landscape buffers to frame the street and provide some shade. Place the landscape areas on the campus in places where they serve a more ecological function, and consolidate the building footprint to create more synergy between buildings.	Jul 10, 2013 6:05 AM
80	Sustainability! Design to maximize peds, bikes, public transpo (future light rail?),	Jul 9, 2013 6:32 PM

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electric vehicles and e-bikes. Accomodate stormwater collection. Promote use of materials that do not give off VOCs (i.e. asphalt, striping paint), and are available locally. Include sustainable vegetation (i.e. suited for climate, maximum carbon absorption, give off least VOCs) where ever possible including in medians, as dividers, on roofs. Consider all aspects of minimizing carbon emissions and maximizing carbon absorption throughout the design.

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|----|---|----------------------|
| 81 | Because of increasing lack of water in our area, I suggest you use as few plants and trees as possible and only xeriscaping. Instead of widening streets first, I suggest you address transit, pedestrians and bicycles first. See how that works and then consider encouraging more cars. Truck traffic can be a problem in this area. Also the volume of cars coming out of Woodward's new campus.                                      | Jul 9, 2013 2:40 PM  |
| 82 | pedestrian experience needs help Parking on street would help buffer pedestrians  | Jul 9, 2013 1:11 PM  |
| 83 | Help Woodward figure out how to lessen their vehicular impact on Lincoln...the intersection at Lemay for those going N and S is already a headache...more vehicles working their way E and W is going to make the whole stretch of Lincoln a much busier place.   | Jul 9, 2013 12:06 PM |
| 84 | Parking will always be an issue, but needs to be addressed.   | Jul 9, 2013 11:38 AM |
| 85 | Vitality and diversity of buckingham neighborhood needs to be considered. Lincoln Corridor should not compete with Downtown in terms of Downtown being the retail core. The existing beer industry should set the tone for other uses...distilleries and accessory uses. There are a lot of marginal uses such as storage yards that ought to be considered ripe for development.   | Jul 9, 2013 11:03 AM |
| 86 | Since there are several breweries, bike and pedestrian connections between them should be incorporated into design.   | Jul 9, 2013 10:08 AM |
| 87 | I would like to know about the plans to expand Lemay Ave. How far north will that expansion be?   | Jul 9, 2013 9:43 AM  |
| 88 | Future expansion plans? Business types?   | Jul 9, 2013 9:25 AM  |
| 89 | This corridor could be extremely important for bicyclists. Currently I avoid riding on Riverside as there are no bike lanes and there are many semis on this stretch. A better designed road could make it much easier to ride a bike. I think reducing the number of lanes might actually facilitate that. I am also a fan of roundabouts (even for semis) as they can make traffic move much better but I know they can be a hard sell. | Jul 8, 2013 1:18 PM  |
| 90 | I am reading this great book right now, called "Walkable Cities" by Jeff Speck, that I found at the library here in town. Should be required reading for you developers and planners. This book should definitely help you as you plan the Lincoln corridor.  | Jul 6, 2013 6:23 PM  |
| 91 | I'd like to see some New Urbanism ntegrated within the development, such as some condos above some ground story shops to encourage density, especially for those employed within the corridor such as new Woodward employees.   | Jul 4, 2013 10:47 AM |



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	Ideally these condos would be priced at a level that employees within the corridor could afford.	
92	To reduce traffic in neighborhood- block off thru traffic on one end of each street.	Jul 3, 2013 9:45 PM
93	It would be nice if some space was allocated for community gardens, and also perhaps for outdoor concerts or similar that could also host more practical events like farmer's markets.	Jul 3, 2013 11:45 AM
94	Growth in the area.	Jul 3, 2013 9:08 AM
95	*Improve the street for pedestrians and bicycles *Landscape the street/are for a better visual experience. This will also help with noise and dust from the street. Make the Lincoln area an extension of Old Town, with the cute street lights, hanging baskets/lights, etc. that have been added to many of the Old Town alleys. *Reduce speed on Lincoln. *Make the area safer. Clean up the Buckingham Park and Poudre Trails. Address the homeless issue in the area. *Improve the bridge on Lincoln. *Add historic markers about the Sugar Factory history around Buckingham Neighborhood. *Extend Mountain thru to Lincoln. Perhaps have the trolley come all the way to Fort Collins Brewery/Lemay *Clean up the industrial buildings (or landscape in front of them), so they will blend in with the new area.	Jul 3, 2013 8:09 AM
96	I think safety needs to be key in terms of lighting, cross walks for kids, as well as the bicyclists. Everyone needs to be able to easily know where they need to be and how to get to where they need to go.	Jul 2, 2013 4:19 PM
97	Since this is an area where much beer is produced and consumed, making the roads uber-safe for cyclists would be nice.	Jul 2, 2013 3:52 PM
98	I love that biking/ped seems to be a high priority for this area. Please also consider connectedness to/from neighborhoods, businesses, health services, etc. Would be great to see this connect to existing bike lanes/paths, especially for low-income neighborhoods. Is this survey available in Spanish so that our Hispanic/Latino community can provide input as well? Thanks!	Jul 2, 2013 2:26 PM
99	Add a mural on the grain silo (all sides), done by a local artist (Susan Dailey?)	Jul 2, 2013 1:16 PM
100	There needs to be a dedicated bike lane in this corridor as many people bike to the brewerys. Attractive landscaping should be added as the area is very unattractive in its present state. Given the amount of traffic the corridor typically sees, I do not believe that Lincoln needs to be larger than 2 lanes, however, I would recommend the addition of turn lanes for access into the larger/more popular businesses along the route to facilitate continued traffic flow. Also please smooth out the road by the railroad tracks - it's a bit brutal on the shocks presently.	Jul 2, 2013 10:00 AM
101	An small outdoor stage would be neat to have for shakespeare in the park.	Jul 2, 2013 9:29 AM
102	Effective use for ALL modes of traffic must be considered in the Lincoln Corridor plan, especially with the burgeoning brewery industry and Woodward Governor. Bicycle traffic, while important, should be secondary to motorized traffic needs in	Jul 1, 2013 3:37 PM

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this corridor.

103	The bridge over the Poudre River is a problem for bikes. For east-bound bikes in an on-street bike lane or a cycle track there need to be good options for making a left turn into businesses and breweries. Could there be some type of protected left turn lanes for bikes at certain locations. Maybe left turn lanes with sharrows could a possibility. The new kind of HAWK signalized pedestrian crossings could be helpful also. High frequency transit service on the corridor would be great. The Lincoln Corridor will be mixed use and therefore continuing commercial vehicular traffic will be a reality. It also connects to industrial activity centers east of Lemay. So the multimodal goal will have to include commercial vehicles.	Jul 1, 2013 1:38 PM
104	Efficient movement of trucks, transit and other vehicles that need this link between North College, downtown and the airpark area.	Jul 1, 2013 8:04 AM
105	The section of Lincoln between Timberline and Lemay needs to be addressed just as badly: add simple bike lanes at the very least. The intersection of Vine and Lemay is still so bad that coming from the northeast it is far preferable to take Timberline to Lincoln.	Jun 30, 2013 3:07 PM
106	Trains!!	Jun 28, 2013 10:59 PM
107	The need for shade should not be forgotten as this is hot country in the summer. Eye appeal, and personal comfort would be essential are essential for folks to come and use an area. There must be easy access to amenities for the disabled, such as door openers and closers so a person doesn't have to wrestle with doors too heavy to manipulate by someone in a weakened condition.	Jun 28, 2013 4:17 PM
108	I would like for the neighborhoods that are traditional Latino to be respected in a way that the residents will feel good about during and after this transition. The impact will be enormous on many levels. I'm sure this has been thoroughly discussed so really I'm just wanting to be supportive of that.	Jun 28, 2013 2:29 PM
109	Do not over-emphasize aesthetics. Local truck traffic, residential access and commercial employment are your primary concerns. You won't have unlimited tax dollars forever.	Jun 28, 2013 2:11 PM
110	Concerned that Buckingham neighborhood needs be respected and residents given the most input.	Jun 28, 2013 11:07 AM
111	A nice bridge over the river with a bike path, and sidewalk.	Jun 28, 2013 9:38 AM
112	Bike lanes mixed with are lanes are problematic. Especially in areas where bikes are heavily used and don't follow same rules as cars.	Jun 28, 2013 9:18 AM
113	Respecting the existing residential neighborhood and its character.	Jun 28, 2013 8:37 AM
114	Make it work for the pedestrians and community. Now it is not very walkable. Change that. Thanks for asking my input.	Jun 28, 2013 8:17 AM
115	Please incorporate the river in any plan in this area. This is the backbone of our community and it has not been utilized to its potential. San Antonio river walk is a	Jun 28, 2013 7:57 AM

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	great place that should be explored.	
116	Incorporate the natural areas.	Jun 28, 2013 7:33 AM
117	Dont let vocal minority over rule common sense.	Jun 28, 2013 6:28 AM
118	Riverfront activity	Jun 27, 2013 9:15 PM
119	TIE IN / ACCESS / CONVENIENCE WITH REGARD TO RIVER CORRIDOR.	Jun 27, 2013 8:52 PM
120	Transform the old Trolley System on Mountain, to a working transportation system to connect Lincoln to Old Town better	Jun 27, 2013 7:07 PM
121	The Lincoln corridor will be an important entrance into old town with the large amount of development currently scheduled along it's path. I think the opportunity exists to create something special and unique to welcome travelers into Old Town. The corridor deserves a historical, pedestrian friendly, old town feel. Something the Mountain street corridor does well.	Jun 27, 2013 4:53 PM
122	Vine and Lemay traffic light and railroad tracks. This area is a nightmare and with Woodward moving in soon, it will only get worse.	Jun 27, 2013 11:20 AM
123	Both bike and pedestrian travel should be accommodated. Parking should be provided by the businesses and does not need to take up travel space in the street that would hinder traffic.	Jun 27, 2013 11:17 AM
124	Intersection of Lincoln and Willow - dangerous and very rough Expanding width to ensure good flow-thru while still allowing left turns, which are difficult & dangerous now, and will get much worse with Woodward-Governor. A trafficlight may be appropriate when WG traffic flow is projected.	Jun 27, 2013 10:38 AM
125	One of the challenges we have here is in the winter when the shade trees aren't in full bloom - the scale of the street completely changes. If there were a way to help maintain that scale in the winter, I would be supportive of that.	Jun 27, 2013 9:44 AM
126	Better integration of the bike path. Currently the path only connects to Lincoln on one side forcing cyclists coming from the South to cross traffic to get on the bike path.	Jun 26, 2013 4:36 PM
127	The traffic intersection at Ranchway causes snarls and could use more visibility. Something I noticed in several of the case studies presented was trees in islands in the roads. I don't like those because they cause less visibility and increase the chances of accidents from pedestrians and bicyclists appearing suddenly from behind the trees. It increase the tension while driving, walking and biking in those areas and I would prefer for folks to not have to worry as much. Pedestrian and bicycle traffic to and from Wal-mart is not well accomodated now from the Old Town area. Handling that better would be nice. With the increasing environmental awareness of the breweries, I've seen an increase in bicycle traffic, especially groups of folks riding to and from the breweries. Currently that causes clots in the flow of traffic and increases the chances of accidents.	Jun 26, 2013 4:20 PM
128	Intersection at riverside to be improved with median, crosswalks and corner treatments,Railroad crossing and bridge need redesign, Truck access should be	Jun 26, 2013 10:31 AM

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from Lemay only. Naturalized river treatment - NO SAN ANTONIO

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| 129 | <p>Sidewalks should be added or improved/widened. Having lights on the outside sidewalk just next to the curb could provide a sense of a protective barrier between pedestrians and traffic. Flashing lights and elevated crosswalks (e.g. like on Power Trail at Drake &amp; Horsetooth) could provide additional safety for people crossing Lincoln since there are no stoplights between Lemay and Jefferson. Access to the Poudre River Trail should be improved -- the Poudre River Trail should be an integral part of the redesign. Buses should run from downtown MAX stations to this area every 30 minutes to encourage mass transit use for WG employees. It will be difficult to manage the 18-wheeler trucks that have to drive this road for Ranchway Feeds, the fueling station, and beer trucks. Lowering the speed limit could help. Protected left &amp; right turn lanes would be nice to keep traffic flowing at a lower speed limit. Work on other streets (Mulberry, Vine) to encourage through traffic to use those streets instead of Lincoln. The intersection at Mountain/Lincoln and Riverside/Jefferson is a VERY important gateway between Old Town and the Lincoln Corridor, and is VERY dangerous right now. 18 wheelers taking the 287 bypass fly by at 50mph and there's no good bike lanes for those leaving or entering Old Town. I don't support a roundabout here but no one will ever feel very safe crossing between the two areas if improvements are not made to that intersection.</p> | Jun 26, 2013 9:00 AM |
| 130 | <p>Mobility is key. There is much truck traffic that needs to travel this corridor and should be a priority in consideration. We should also have good, detached multi-purpose trails that could move people and bikes. While this corridor should be visually pleasing, we need to keep mobility top of mind. And don't forget Willow in the plan. The intersection of Lincoln and Willow is already a mess - and Willow seems to be left out of every other plan (no sidewalks, limited pavement plan, etc). Please make it a part of this plan.</p>   | Jun 26, 2013 8:48 AM |
| 131 | <p>Since there are 3 of the largest of the 10 breweries currently in Fort Collins (easy adjacent access to New Belgium, and direct access to Odell's, and Fort Collins Brewery) on the portion of this corridor between Jefferson and Lemay, and the associated bicycle and vehicular traffic this causes, great emphasis should be applied (in my humble opinion) to promoting this street as "Brewery Boulevard" with a positive separation between these two types of usage to increase safety of each, especially when patrons of these businesses will leave at least slightly impaired as to driving ability. This corridor, in my opinion, could be a great tourist attraction because of the breweries and could generate significantly more revenue for the city if the fact of the breweries located along this portion of the corridor were more heavily promoted by the city and the breweries themselves to out-of-towners.</p>   | Jun 26, 2013 6:48 AM |
| 132 | <p>As previously mentioned, though needs to be put into bike safety and pedestrian safety, especially for foot and bike traffic between the breweries on (and near) Lincoln. Also, the ability for bikes to merge onto Lincoln from the Poudre trail needs to be addressed. Currently, you can only access the west bound side from the sidewalk immediately east of the bridge; this is unsafe for riders attempting to travel east on Lincoln (from the Poudre trail).</p>   | Jun 25, 2013 3:43 PM |
| 133 | <p>&gt;I feel that any improvements on Lincoln Ave. are to our advantage. &gt;Please continue to keep bikes and pedestians on the priority list as well as beauty.</p>   | Jun 25, 2013 3:10 PM |

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>The intersection of Willow and Lincoln is dangerous for bikes and pedestrians please keep this area in mind. >Pulling out of the Buckingham neighborhood is currently a challenge with parked cars (sometimes parallel/sometimes perpendicular), peds, bikes, and traffic. >Cars passing cars that are turning in the bike lane is a danger. >Speed limit!

134	Bike parking is always an issue in our town. We do not have enough bike racks. It would be cool to also put colored lines on the bike paths and make them a little more wide. We need to educate the people that use them. There are people that take their families out with strollers/dogs, etc and just walk all across the path. No references visually for them to see. There are few signs- that state: pass on your left, etc. But.. need more of this.	Jun 25, 2013 3:05 PM
135	Keep chains outside of this area, if at all possible. I know walmart is nearby, it would be nice to keep this section more local	Jun 25, 2013 12:35 PM
136	Street crossings and event traffic.	Jun 25, 2013 12:28 PM
137	make it attractive and bike-and-pedestrian friendly for the beer tourists, but also functional for the businesses and make sure the businesses (including Woodward) have quick and convenient transit access to downtown and the Mason Corridor.	Jun 25, 2013 12:10 PM
138	Safety. More street lights but artistically designed ones.	Jun 25, 2013 11:01 AM
139	Semi and large truck access. The ability to handle the larger volumes of car traffic that are bound to occur in that area.	Jun 25, 2013 7:35 AM
140	Please consider making just the north side of the street a byway for bicyclists and pedestrian traffic, so that people will not be crossing traffic to get to breweries. Also, is there any chance to extend the bike trail further east than Lemay? Let's make the airpark a city park out there and enable people to bike to it! (Sorry, I realize this is a bit off-topic but it is so close to the Poudre Trail and the proposed Lincoln Corridor plan that I think we should incorporate it.)	Jun 25, 2013 6:26 AM
141	I am concerned that commercial will dominate the landscape. I would like to see some mixed use along the corridor and have an extension of downtown in the area, e.g. some nice retail, restaurant, office, and residential. I think it's important to keep the unique feel of the neighborhood and would like to blend that with leading edge urban design. Walking and biking are extremely important to this area, and safety is a concern of mine.	Jun 24, 2013 2:02 PM
142	A trolley like the one in Durango would be awesome. It is on rubber wheels, not tracks. That would be a fun option for getting people up and down the corridor while reducing traffic. Woodward is going to increase traffic so maybe a bike share at that location would work. Maybe double the size of the Poudre Trail between Woodward and Linden. That would reduce congestion on that section of trail. Maybe the city needs to work directly with Woodward to work out a transportation plan, Landscaping is a must I think to get people to want to use that corridor. Pedestrian and bicycle friendliness is a must but not inhibit traffic flow. Maybe some new access roads on either side of Lincoln would reduce commercial traffic on Lincoln.	Jun 24, 2013 12:51 PM

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143	I think too much emphasis is put into bicycles. We have a whole generation of baby boomer taxpayers who as they age won't be riding bicycles around town picking up purchases, Fort Collins needs to wake up, the Silver Tsunami is coming!!!	Jun 24, 2013 7:15 AM
144	No medians. Making left hand turns out of all 3 streets still possible. When you came in and improved!!! on the park. Instead of replanting grass in a useless and unused piece. You should have expanded the parking by making that piece of property more off street parking. Even small events in the area cause neighborhood headaches with people parking all over including in front of driveways and alleys.	Jun 21, 2013 9:52 AM
145	Assess needed improvements to Lincoln bridge for bike and pedestrian mobility and connections to trail.	Jun 20, 2013 1:03 PM
146	With the breweries located in the corridor, this seems like a nice area to develop a park dedicated to bicycling. Bicycles are a major mode of transportation to the breweries.	Jun 20, 2013 12:55 PM
147	Is a bridge expansion planned as part of this? The bridge and the Bermuda triangle are the two biggest issues in my mind as they both have a lack of sidewalks & adequate safety buffers for pedestrian & bike traffic.	Jun 20, 2013 10:54 AM
148	Connection with the Poudre River. Don't just cross it. Celebrate it. Underground the PRPA transmission line from Vine to Mulberry to enhance the visitor gateway arrival experience to the Woodward Campus and Fort Collins overall.	Jun 20, 2013 7:25 AM
149	The river/bridge at the grain mill is unique and that section in particular is an iconic Fort Collins view for those of us that live on that side of old town.	Jun 20, 2013 4:44 AM
150	Detached, wide sidewalks, please!	Jun 19, 2013 3:46 PM
151	It will be challenging to see how the bridge is handled (next to RanchWay). The bicyclists tend to just swing right into vehicular traffic seemingly without looking and there isn't a lot that can be done to make room for everyone to travel along here.	Jun 19, 2013 3:34 PM
152	The Sugar Factory history of the Buckingham neighborhood could marked or used in the new plan. Also, more benches, cute streetlights, hanging flower baskets, trees, planters, etc would be nice. These would also help with noise and dust caused by the traffic on Lincoln Ave. Tie Lincoln Ave with the rest of Old Town. Some of the new updated alleyways in Old Town look nice.	Jun 19, 2013 3:09 PM
153	There needs to be another parking garage perhaps where the mission currently (DRM, previously Open Door.) is, on the site of the old Armadillo restaurant or the old Elks club. There are some other potential sites, but that is another topic for another time. Although I'd like to see the trolley extended, I don't think that is realistic. However, in the summer months, there is an old horse drawn school bus in the trolley barn on Howes that should be renovated and available to run from LeMay to city park.	Jun 19, 2013 2:49 PM
154	It looks like the Woodward side will be just landscaping, not building activity	Jun 19, 2013 9:02 AM

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along the street. If so, should there be some interesting architectural walls to blend with landscaping, or a couple of features of some kind to break make the long stretch of landscaping more interesting?

155	Business transportation needs, cycling and pedestrian and bus commuters, in addition to ensuring that the area remains a 'welcome' experience for residents and businesses need to be seriously weighed for best outcome.	Jun 19, 2013 8:49 AM
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