

# Appendix A

## Summary of Public Involvement

# Summary of Public Involvement

The 2014 Fort Collins Bicycle Master Plan (Bike Plan) project included high-collaboration public and stakeholder engagement focused on the following groups:

- Bike Plan Technical Advisory Committee (TAC): Representatives from the City and other agencies.
- Stakeholder Committee: Advocates, other City departments, and the business community.
- Bicycle Advisory Committee (BAC)
- City Boards and Commissions
- Community Organizations
- City Council
- General Public, emphasizing the following target audiences.
  - Those already biking and engaged in bike culture
  - Those interested in bicycling, but concerned
  - Senior and youth residents
  - Spanish-speaking residents

The project team engaged the aforementioned groups in a variety of ways throughout the course of the Bike Plan update process: electronic newsletters, articles, surveys, community bike audits, online mapping tools, TAC meetings, focused stakeholder meetings, public open houses, focused smaller events, and participation in key citywide events. Since the Bike Plan process officially began, the City has reached out to the public in a variety of ways, which are summarized in this memorandum. Results from the City's online survey (1,004 respondents) and four community bike audits are summarized as separate components of this document. The City also conducted a Stakeholder Visioning Workshop, four TAC meetings (January 29, April 25, June 23 and October 9), presented about the Plan multiple City Boards and Commissions, stakeholder organizations including the Chamber of Commerce and Downtown Business Association, and attended citywide events with information about the Plan.

## Bike Plan Project Engagement

City Boards and Commissions	Stakeholder Organizations	Engagement Events and Presentations
<ul style="list-style-type: none"> <li>• Transportation Board</li> <li>• Planning and Zoning Board</li> <li>• Senior Advisory Board</li> <li>• Youth Advisory Board</li> <li>• Parks and Recreation Board</li> <li>• Bicycle Advisory Committee</li> <li>• Air Quality Advisory Board</li> <li>• Commission on Disability</li> </ul>	<ul style="list-style-type: none"> <li>• Bike Fort Collins</li> <li>• Fort Collins Bike Library</li> <li>• New Belgium Brewery</li> <li>• Ciclismo Youth Foundation</li> <li>• Visit Fort Collins</li> <li>• Crankstein</li> <li>• Bicycle Safety Institute</li> <li>• Fort Collins Cycling Club</li> <li>• CanDo</li> <li>• Healthier Communities Coalition</li> <li>• Bicycle Pedestrian Education Coalition</li> <li>• Coalition for Infrastructure</li> <li>• Southeast Fort Collins</li> <li>• Downtown Business Association</li> <li>• Chamber of Commerce</li> <li>• Vida Sana</li> <li>• Trinity Lutheran Church</li> <li>• CanDo Fort Collins Coalition</li> </ul>	<ul style="list-style-type: none"> <li>• FC Rides! Community Bike Audits</li> <li>• Community Issues Forum</li> <li>• Air Quality Forum</li> <li>• Citywide Planning Projects Open House</li> <li>• Bicycle Master Plan Open Houses</li> <li>• Bike to Work Day</li> <li>• Vida Sana Coalition</li> <li>• ClimateWise Biz Ed Series</li> <li>• Open Streets</li> <li>• Leshar Middle School Tour De Fit</li> </ul>

### ONLINE INTERACTIVE MAP

The project team developed a WikiMap, an online interactive map that was available for input from January 29 through March 21. Users were asked to identify routes they already ride, ones they would like to ride, barriers to bicycling, locations where bike parking is needed, and potential bike share station locations. The map was available as a link from the [fcgov.com/bike](http://fcgov.com/bike) plan website, and participation in the exercise was advertised and encouraged via the Momentum newsletter, social media blasts, several CSU-affiliated online articles, and at the public open house.

#### *Users*

There were 401 registered users, 158 of which contributed at least one point, line, or comment. Registered users are not representative of the population of Fort Collins: primarily male (64 percent); older (41 percent over the age of 50); and not typical college ages (only 7.2 percent between the ages of 18 and 25). Nearly all of the users—90 percent—are residents of Fort Collins zip codes.

As one of the goals of the project is to reach a wide range of cyclists and potential cyclists, users were asked to self-identify by type of cyclist. Registered users did not represent a typical population distribution of cyclist types.

<b>Self-Identified Cyclist Type</b>	<b>Percent of Registered WikiMap Users</b>	<b>Typical Population Percentage*</b>
<b>Strong and fearless</b> I am willing to ride in mixed traffic with automobiles on almost any type of street	23.5%	4%
<b>Enthusied and confident</b> I am willing to ride in traffic, but I prefer dedicated bicycle lanes/routes	60%	9%
<b>Interested in bicycling, but concerned</b> I would like to bicycle more, but I prefer not to ride in traffic	16%	56%
<b>I do not ride a bicycle</b> and am unlikely ever to do so	0.5%	31%

\*Dill, J., & McNeil, N. Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential.

### **WikiMap Input**

- Over 1,100 total points, lines, and comments have been added to the map.
- The most utilized category is “Route I Ride” which, in combination with input from the “Route I’d Like to Ride” category, helped determine where to focus priority projects. Many residents are riding on existing trails, but many are also using heavy traffic arterials such as Harmony Road and Elizabeth.
- About 350 “Barriers to Biking” were added to the map. Users were asked what physical or traffic condition creates the barrier. Nearly half of the barriers were identified as crossings that feel unsafe or gaps in the bicycle network.
- Bike parking received the least input. 21 points were added, most in Old Town and along the MAX line.

Below are highlights of key information received through the WikiMap input.

### **Where People Bike**

- Along Trails
  - Spring Creek Trail
  - Mason Trail
  - Poudre Trail

- On-Street
  - Harmony Rd.
  - Overland Tr.
  - W. Elizabeth Rd.

***Barriers to Biking***

- Intersections on large arterials
  - W. Horsetooth Rd. at S. College Ave.
  - S. Shields St. at W. Prospect Rd.
  - W. Horsetooth Rd. at S. Timberline Rd.
- Stretches of Arterial roads
  - N. Taft Hill Rd.
  - W. Vine Dr.
  - S. Shields St.
  - W. Horsetooth Rd.
  - S. College Ave.

***Where People Would Like to Bike***

- Power Trail
- North/South Arterials
  - College Ave.
  - Riverside Ave.
  - S. Lemay Ave.
- East/West Arterials
  - Laporte Ave.
  - W. Drake Rd.

***Parking and Bike Share***

- Bicycle Parking
  - Throughout Downtown
  - Along MAX stations providing connectivity
- Bike Share Stations
  - Throughout Downtown
  - CSU Campus
  - MAX stations

**PUBLIC OPEN HOUSES**

***Public Open House #1***

The first public open house was held on March 12 at the Lincoln Center from 4-7 pm. Attendees registered at the door, and 236 were recorded. Attendees represented a wide range of ages and a relative balance of genders.

The project team **presented information** in a number of areas:

- Draft vision and goals for the Bike Plan
- Public involvement to date
- Existing/previous planning efforts: concurrent projects and the 2013 Trails Master Plan
- Stress level assessment
- Non-infrastructure policies and programs in education, encouragement and enforcement
- Bike share system analysis and preliminary station locations
- Possible infrastructure treatments: bike lane upgrades, intersection treatments, neighborhood greenways and protected bike lanes



March 12 Open House



March 12 Open House

Attendees **gave feedback** about a number of items as well:

- Voted on the draft goals and “wrote-in” possible additional goals
- Commented on existing education, enforcement and encouragement programs and suggested new ideas for the City to undertake
- Agreed/disagreed with the current draft stress assessment of streets in Fort Collins
- Agreed/disagreed with proposed bike share locations and suggested alternatives
- Provided input on Colorado State University campus bike infrastructure and issues
- Identified streets and intersections where the infrastructure treatments presented would help fix current issues for comfort and safety
- Voted on priorities among the areas that the Plan will address: infrastructure improvements (improved bike lanes, intersection improvements, protected bike lanes and neighborhood greenways), education programs, enforcement programs, and encouragement programs







6. Encouragement Programs (49)
7. Neighborhood Greenways (47)

Open house feedback informed Plan recommendations for infrastructure, policies, and programs.

### **Public Open House #2**

The second public open house was held on July 30 at the Lincoln Center from 4-7 pm. Attendees registered at the door, and 114 were recorded. The purpose of this open house was to present and get input on draft Plan recommendations.

The project team **presented information** in a number of areas:

- Project goals and performance measures
- Public involvement to date
- Existing/previous planning efforts: concurrent projects and the 2013 Trails Master Plan
- Updated stress level assessment
- Non-infrastructure policies and programs in education, encouragement and enforcement, including existing and proposed
- Bike share system analysis, preliminary station locations, and summary of business plan
- Information about new types of infrastructure treatments
- Proposed bicycle network
  - 2020 Low Stress Network
  - Full Build Vision including
- Proposed implementation strategies including costs per mile of infrastructure recommendations and a process for developing a phasing plan



July 30 Open House: Bike Share Station



July 30 Open House: CSU Station

At the registration table, attendees were given a survey to complete during the open house. Each question corresponded to one of the presentation boards. Attendees were encouraged to submit the completed surveys before they left the open house; 92 did so. Basic information was also collected, and the table below shows the distribution of bicyclist types that the open house reached. The sections that follow summarize key responses to the survey questions.

**Public Open House #2 Feedback**

*Which of the following best describes your bicycling habits and comfort level?*

<b>Self-Identified Cyclist Type</b>	<b>Percent of Open House Attendees</b>
<b>Strong and fearless</b> I am willing to ride in mixed traffic with automobiles on almost any type of street	32%
<b>Enthusied and confident</b> I am willing to ride in traffic, but I prefer dedicated bicycle lanes/routes	63%
<b>Interested in bicycling, but concerned</b> I would like to bicycle more, but I prefer not to ride in traffic	5%
<b>I do not ride a bicycle</b> and am unlikely ever to do so	0%

*For what purposes do you anticipate using a self-checkout Fort Collins bike share system?*

1. **I don't plan to use bike share: 29%**
2. **Connecting to Transit/MAX: 21%**
3. **Visitors: 19%**
4. Running mid-day errands: 14%
5. Other: 17%

*What is the most important intersection to improve for bicycling at the edge of CSU's campus?*

1. **Elizabeth & Shields: 43%**
2. **Elizabeth & College: 19%**
3. Lake & Center: 16%
4. Meldrum & Laurel: 15%
5. Others: 7%

*Given the proposed improvements to Pitkin, which east-west route would you bicycle on through/along campus?*

1. Pitkin: 66%
2. Lake: 25%
3. Prospect: 8%



July 30 Open House: Network Feedback



July 30 Open House: Network Feedback

Which **TWO north-south** routes in the **2020 network** are most critical and should be created first?

1. Shields: 31%
2. Power Trail: 16%

Which **TWO east-west** routes in the **2020 network** are most critical and should be created first?

1. Pitkin: 29%
2. Swallow: 27%

Which **TWO north-south** streets in the **Protected Bike Lanes Vision** should be constructed first?

1. Shields: 44%
2. Lemay: 31%

Which **TWO east-west** streets in the **Protected Bike Lanes Vision** should be constructed first?

1. Drake: 38%
2. Harmony: 24%

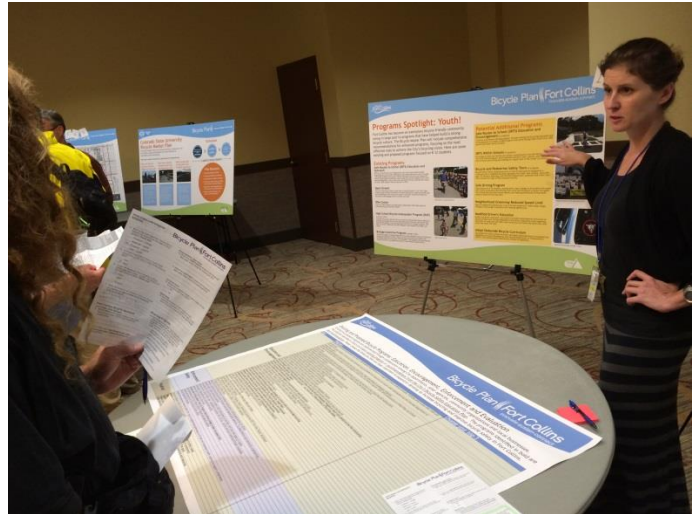
What destinations in Fort Collins are most important to include in a system of signs to help direct bicyclists around town?

1. Old Town

2. CSU
3. Others (Downtown, Libraries, Parks, MAX)



July 30 Open House: Safe Routes Station



July 30 Open House: Programs Feedback

*The "Programs Spotlight" board identifies several existing and proposed youth-focused bicycle programs. Which proposed programs would be most successful in increasing bicycling among youth and improving safety?*

1. **SRTS Education and Encouragement: 31%**
2. **Modified Drivers Education: 27%**
3. Neighborhood Greenway Reduced Speed Limit: 15%
4. Safe Driving Pledge Program: 13%
5. Others: 14%

*Full implementation of the recommended bike network and programs will require choices between the strategies listed below. We want your input: which TWO strategies do you feel are most appropriate for the next 5-10 years?*

1. **Create a citywide low-stress bike network:** Focus on non-arterial bike routes, neighborhood greenways and critical crossing improvements
2. **Encourage safer conditions for biking:** By enforcing traffic laws

Open house attendees were generally supportive and enthusiastic about the proposals, particularly the CSU recommendations, the low-stress network and the full build vision.

## LESHER MIDDLE SCHOOL TOUR DE FIT

FC Bikes and the Safe Routes to School (SRTS) program had a booth at the Lesher Middle School Tour de Fit on May 9, 2014, as part of National Bike/Walk to School Week. The goal of the event was to promote and celebrate fitness activities, including bicycling to school.

The SRTS program utilized their quiz wheel to help educate students on safe riding rules. FC Bikes presented maps showing a one-mile radius around the school and asked children to mark their route for bicycling to school. The map exercise was successful with over 50 children marking their route to school. The most popular routes marked included the arterials around the school: Stover Street and Prospect Road. The students identified the Prospect Road crossing of College Avenue and the intersection of Stuart Street and Stover Street as challenging. Additionally, they discussed the Prospect Road and Stover Street intersection as being difficult to navigate. Though the feedback was specific to Lesher, the conclusions drawn can be applied to other school locations in the City: arterial modifications are needed to reduce sidewalk bicycle riding; special focus should be given to trail access to schools; and staggered/offset intersections need to be retrofitted to safely accommodate bicyclists.

## BIKE TO WORK DAY

Fort Collins' 2014 Bike to Work Day was on Wednesday, June 25. FC Bikes had a booth at one of the 43 stations—the Oak Street Plaza station. In addition to receiving general Bicycle Master Plan updates, visitors to the booth were asked two key questions to help inform the Plan recommendations.

The first question was about what type of bicycle facility type they prefer. Two example streets were presented: Horsetooth Road as a major arterial and Swallow Road as a collector street. The results are listed below.

- Arterials: prefer **protected bike lanes** over buffered bike lanes
- Neighborhood streets: prefer **buffered bike lanes** over traditional bike lanes



Some people chose the buffered bicycle facility for Horsetooth Road due to cost; they expressed interest in a facility that could be implemented quickly. Some chose the buffered facility for Horsetooth Road due to perceived safety issues with separated facilities—specifically, intersection fears. For Swallow Road, some people chose the standard bike lane over the buffered bike lane because they felt that the bike lane was adequate.

The second question was open-ended to get at the priorities of bicyclists in Fort Collins. We asked: *What is the one thing we can do to improve bicycling in Fort Collins?* A total of 81 responses were received; their answers are summarized below.

1. Intersection improvements (19 votes)
2. Education/enforcement (11 votes, 3 specific to CSU)
3. Specific route improvements (10 votes)
4. MAX bicycle capacity (10 votes)
5. General bicycle infrastructure improvements (9 votes)
6. More bicycle routes needed (7 votes)
7. Trail improvements (6 votes)



*Bike to Work Day 2014*

## OPEN STREETS

The City hosted its first Open Streets event on July 20, 2014. Parts of Laurel and Whedbee Streets were closed to motorized traffic for most of the day, and the streets were filled with activities and information booths. FC Bikes had a booth at the event, which was adjacent to the Bike Fort Collins protected bike lane demonstration. The bike lane was approximately one block long and included planter boxes as the primary physical separation. Bike Fort Collins volunteers performed a five-question exit survey for those who rode in the lane, the results of which are summarized below.

The FC Bikes booth presented the following information at Open Streets:

- A general overview of the Bicycle Master Plan
- General information about neighborhood greenways and protected bike lanes
- A draft early action 2020 low stress bicycle network plan
- A draft protected bike lane vision plan

Booth visitors were asked to **choose one street in Fort Collins where they would like to see a protected bike lane**, so that the City can begin to understand priorities and develop an implementation plan. The top ranked streets as a result of this exercise are shown below.

1. Lemay Avenue (28 votes)
2. Shields Street (13 votes)
3. Horsetooth Road (12 votes)
4. Riverside Avenue (10 votes)
5. Mason Street (9 votes)
6. College Avenue (8 votes)
7. Drake Road (7 votes)



*Open Streets Bicycle Plan Feedback*



*Open Streets Protected Bike Lane Demonstration*



## VIDA SANA COALITION MEETING

On July 28, 2014, the Project Team presented draft plan recommendations to the Vida Sana Coalition. The coalition, whose name translates to “uniting for the health equity of Latinos,” addresses health disparities among Hispanic/Latinos and low-income community members in North Fort Collins.

Attendees were asked to vote on potential bike plan implementation strategies. Responses were:

- **Promote bicycling as a viable transportation option: 6**
- **Create a citywide low-stress bike network: 5**
- **Encourage safer conditions for biking: 5**
- **Expand coverage of bike network: 5**
- Focus on high visibility signature projects: 1
- Raise the visibility of bicycling: 3
- Improve existing bikeways: 1
- Build as much of the recommended bike network as quickly as possible: 1

Attendees also had general comments about the bike plan recommendations:

- Educate both ways \*bicyclists and motorist\*
- Expand crowded trails
- Inform community of laws/practices both for bikes and motorists

## PUBLIC INVOLVEMENT SUMMARY

Each public outreach event held or tool used as part of the 2014 Plan has helped contribute to the draft recommendations. While each of these has reached a somewhat different audience, together they have reached a wide variety of the population of Fort Collins. Several common themes were heard throughout the outreach process:

- Bicycling in Fort Collins in the future should be **safe, connected, easy, and fun**
- Enhanced infrastructure such as **protected bike lanes and improved intersections** should be a priority
- The overall Plan strategy of **creating a citywide low-stress bicycle network** by initially taking advantage of existing low stress streets was embraced
- The streets that should be improved first include: **Shields, Swallow, Pitkin and Power Trail** (2020 Low-Stress Network) and **Shields, Drake, Lemay and Harmony** (Protected Bike Lanes)
- **Education and enforcement**, particularly with regards to educating about and enforcing traffic laws, and educating youth, should be a priority
- **Connecting to the trail network** should be a high priority; and completing the trail network should be a similarly high priority

# FC Rides! Community Bike Audits Summary

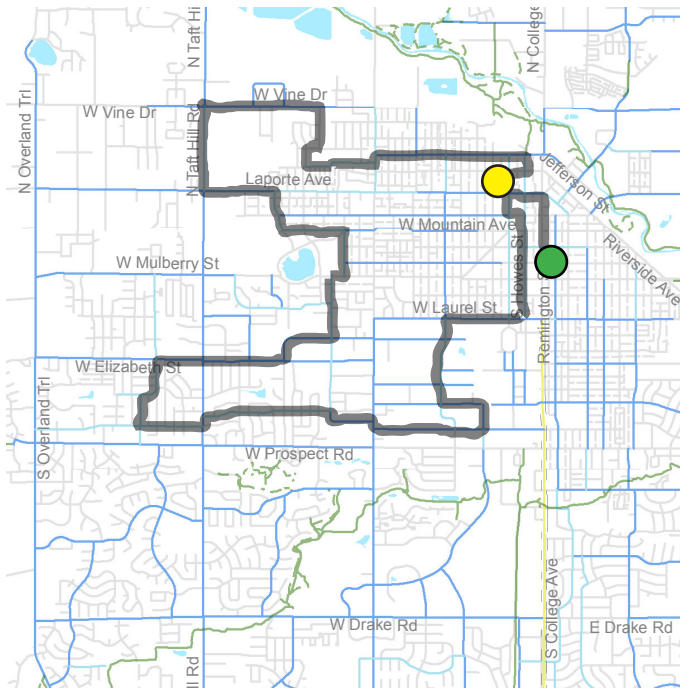
# FC Rides!

## Community Bike Audits

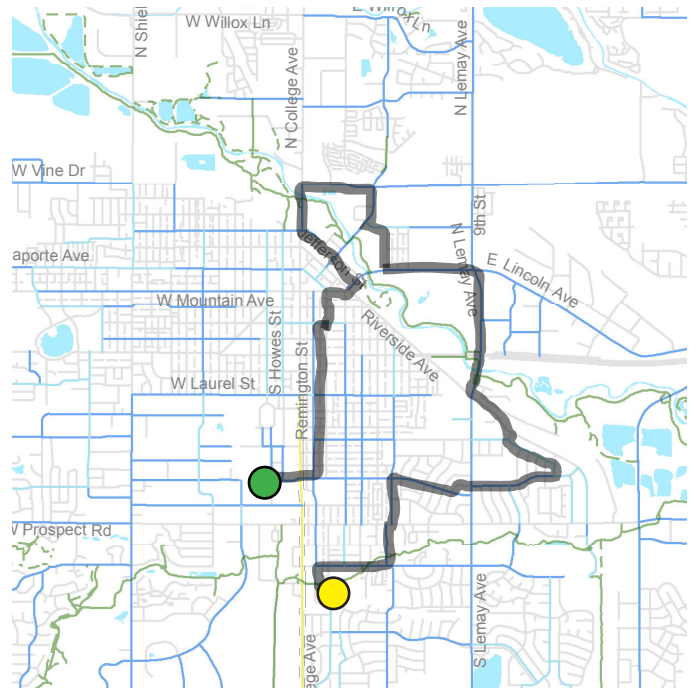
October 12, 19, 26, and November 2, 2013

Public Outreach  
City of Fort Collins, Bicycle Master Plan  
**DRAFT SUMMARY**

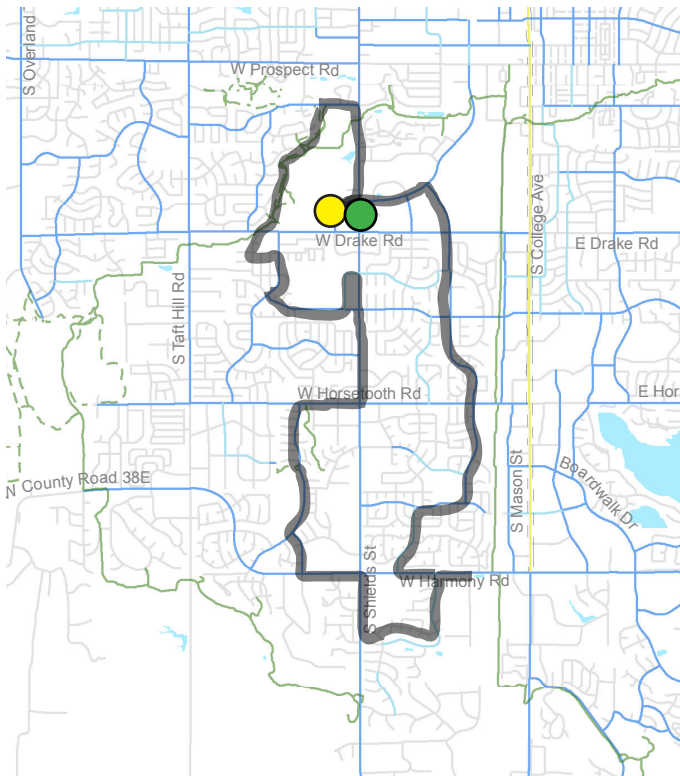




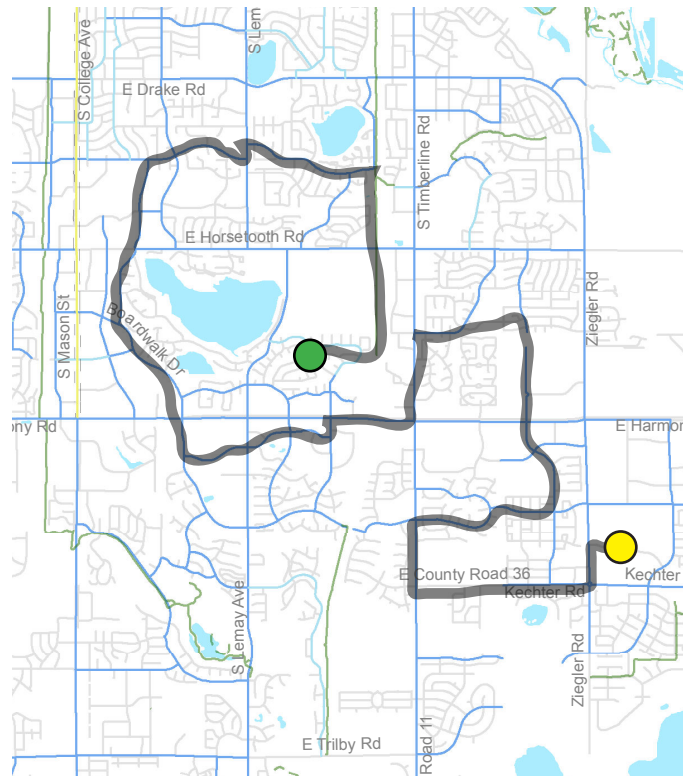
**Northwest Fort Collins**  
**November 2, 2013 | 21 Participants**



**Northeast Fort Collins**  
**October 12, 2013 | 12 Participants**



**Southwest Fort Collins**  
**October 19, 2013 | 8 Participants**



**Southeast Fort Collins**  
**October 26, 2013 | 10 Participants**

## Overview:

Beginning in November of 2013, FC Bikes staff hosted four community bike audits to kick off the Bicycle Master Plan process and to seek input about bicycling conditions across Fort Collins. Each bike audit featured a different sector of the city (NE, NW, SE, SW) and each route captured different types of streets, intersections, bicycle routes and infrastructure. The audits were open to the public and over 50 people participated. The input received through the community bike audits will be considered through the Bicycle Master Plan. The following section provides a summary of the comments received during all four bike audits. A separate document is available which outlines each comment as received by individual participants.

## Northeast Fort Collins (October 12, 2013)

### Intersections

#### (identified for potential improvements):

- Prospect and Stover: intersection jog, difficult to cross, key connection to school
- Lemay @ Lory/Pitkin: signalized crossing needed
- Lemay @ railroad tracks (north of Riverside)
- Lincoln @ Lemay: challenging turning westbound on Lincoln (from northbound Lemay) – potential two-stage turn box
- Willow @ railroad tracks
- All downtown intersections: enhanced striping/green paint through intersections
- Mountain @ Lincoln: difficult to turn left from Mountain heading westbound from Lincoln
- Vine @ College Ave
- Willow @ Lincoln
- Elizabeth @ College Ave: crossing needed on south side of intersection



Lory St and Lemay Ave

### Routes

#### (identified for potential improvements):

- Prospect: road diet + dedicated bicycle facilities (protected/buffered bike lanes)
- Connection to Spring Creek Trail @ Spring Creek Drive/Remington (confusing/additional signage and trail widening needed)
- Stuart: door zone bike lane
- Riverside: road diet + dedicated bicycle facilities (protected/buffered bike lanes)



Riverside Ave

- Neighborhood routes: nice routes - additional signage and designated as bicycle boulevards/neighborhood greenways
- Lemay: road diet + dedicated bicycle facilities (protected/buffered bike lanes)
- Lincoln: multimodal improvements needed
- College Ave (Downtown): dedicated bicycle facility needed
- N College Ave: improved transitions and connection to Poudre River Trail needed
- Elizabeth: Dismount zone through CSU campus prevents consistent east-west corridor (overall, better through routes needed through campus)
- Remington: should be a dedicated/improved bicycle corridor

### Other:

- “Bikes may use full lane” vs. “share the road signage”
- Better wayfinding to trails
- Improved signal timing along Remington

## Southwest Fort Collins (October 19, 2013)

### Intersections

#### (identified for potential improvements):

- Shields @ W. Stuart: left-turn pocket or two-stage turn box needed
- Shields @ Horsetooth + Casa Grande (bike lane to the right of the right turn lane)
- Horsetooth @ Seneca: left turn on to Seneca challenging
- Harmony @ Regency: crossing not intuitive (signal/push button on one side)
- Harmony @ Hinsdale: signalized intersection + protected left-turn needed (school crossing)
- Center @ Shields



Lory St



Harmony Rd and Hinsdale Dr



S Shields St

## Routes

### (identified for potential improvements):

- Shields: protected or enhanced bicycle facility needed, existing protected bike lane needs improved transitions
- W. Stuart: better signage to Spring Creek Trail, bicycle boulevard/enhanced bikeway potential
- Connection to Senior Center
- Swallow: better signage to Spring Creek Trail, bicycle boulevard potential
- Dunbar: bicycle boulevard potential
- Horsetooth: bike lane narrow, speeds too high, past Seneca bike lane ends (peds use bike lane)
- Seneca: bicycle boulevard potential
- Regency: bicycle boulevard potential
- Harmony: not a great bike route
- Starflower Dr: bicycle boulevard potential, consistent signage and bicycle facility needed
- Center/Meadowlark: bicycle boulevard potential, improved signage and bicycle facility
- Manhattan: bicycle boulevard potential, improved signage and bicycle facility



Harmony Rd



W Stuart St and Shields St

### Other:

- Better wayfinding through neighborhoods and to trails
- Level of comfort map recommended
- Protected bike lanes favorable
- Support for “Merge with Traffic” vs. “Bike Lane Ends” signage
- Improved signal detection at Drake and Meadowlark

**Southeast Fort Collins (October 26, 2013)**



Lemay Ave and Oakridge Dr

### Intersections (identified for potential im-

## provements):

- Ziegler roundabout: additional signage needed on the approach (“no passing cyclists in the roundabout” and/or “bikes merge with traffic”)
- Harmony @ Power Trail, and all Harmony crossings (signage, striping, increased signal length, two-stage turn boxes)
- Corbett @ Harmony: signal length too short
- Curb ramp @ Corbett and Sunstone
- McMurray @ Harmony: difficult crossing, access to schools
- Swallow @ Lemay: improved signage, striping

## Routes (identified for potential improvements):

- Kechter: bike lane terminates
- Stetson: slower speeds, bicycle facility improvements + signage
- Rock Creek: bike lane in door zone
- Timberline: protected bike lanes
- Harmony: protected bike lanes
- Corbett: improved striping (roundabouts)
- Boardwalk: narrow bike lane, driveways, conflict points, traffic calming needed
- Oakridge: bicycle boulevard potential
- Stanford: should be improved with mall development
- E. Swallow: bicycle boulevard potential
- Lemay: bike lanes narrow, protected bike lane (two-way cycle track at intersection jogs)
- Centennial: bicycle boulevard potential

## Other:

- Improved connections to all schools in the area
- Improved signage to trails (e.g. at Centennial to Power Trail)





- Improved Power Trail connection to Kruse Elementary

## Northwest Fort Collins (November 2, 2013)

### *Intersections (identified for potential improvements):*

- Mason @ Cherry: difficult to cross, trail connection, no crosswalk on south side
- Crossings along Shields
- Roundabout @ Vine and Taft: sharrows + signage
- Laporte @ Taft: protected left-turn needed (to help northbound cyclists)
- Taft Hill @ Lake (difficult crossing): add signal or direct cyclists to Springfield
- City Park @ Mulberry: pedestrian crossing needed on both sides of intersection
- Meldrum @ Laurel: potential location for scramble/diagonal crossing
- Shields @ Lake: difficult crossing (2-way protected bike lane to address jog)
- Laurel @ Mason: difficult turning movements, potential challenges with MAX

### *Routes*

#### *(identified for potential improvements):*

- Shields: improved bicycle facility needed/protected facility to address jogs
- Cherry: sharrows/improved bicycle facility west of Wood St.
- Taft: bike lane needs to continue south of Laporte
- Oak/Jackson: bicycle boulevard potential
- Vine: bicycle facilities needed + improved maintenance
- Laporte: bicycle lanes needed, squeezes down at bridges (provide curb ramp access to pedestrian bridges)
- City Park: diagonal parking undesirable for



cyclists (back-in angle); dedicated bicycle boulevard/route through City Park

- Springfield: bicycle boulevard potential
- Mulberry: Road diet + dedicated bicycle facilities
- W. Elizabeth: green lanes/enhanced lanes, intersection improvements
- Lake: nice route through neighborhoods, better crossings needed, bike lane in door zone through CSU
- Plum: prioritized for bike/ped/transit
- Oak St. Plaza: dedicated bike path
- N. Mason St: placement of sharrows not ideal; bike lane preferred (some would avoid currently); concerns with bus/bike conflict
- College: back-in angle parking, bicycle facility needed, additional signage
- Mountain: comfortable but additional “sharrow” education needed
- Laurel: remove 3-4 parking spaces to continue dedicated bicycle facility

### Other:

- Accessing downtown from southbound Mason is difficult
- Mixed perspectives about roundabouts
- Additional bike lane maintenance needed
- Increased signage/wayfinding
- Left-hand turns challenging for bicyclists (consider more 2-point turn opportunities)
- More bike boxes



## Online Survey Summary (1,004 Responses)

## 1. In what zip code do you live?

Count	Response
276	80521
224	80526
218	80525
178	80524
54	80528
8	80538
5	80535
4	80547
4	80549
4	80550
3	80512
3	80536
2	80522
2	80537

## 2. In what zip code do you work/go to school?

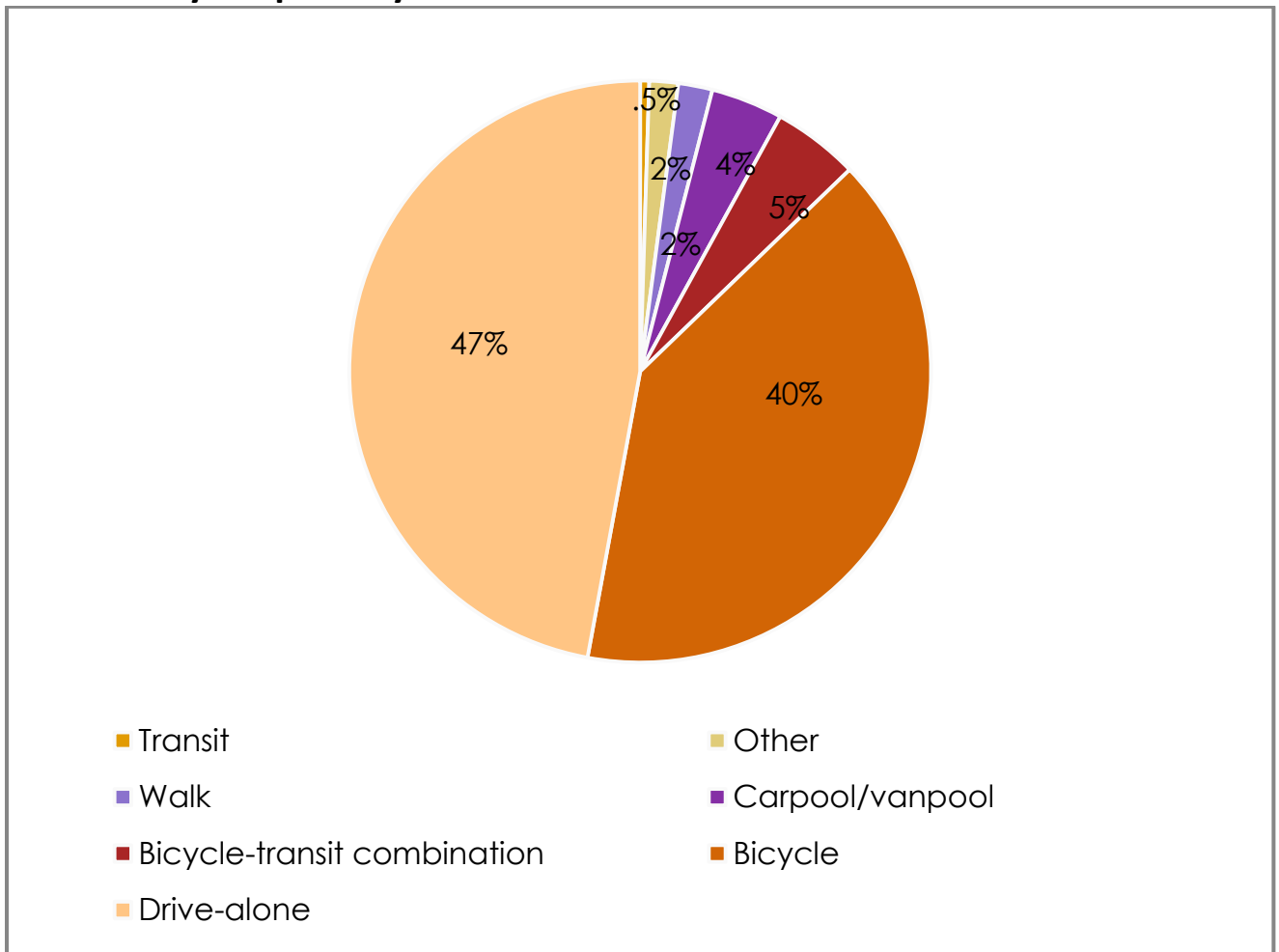
Count	Response
234	80525
179	80524
159	80523
155	80521
102	80526
60	80528
17	80538
10	80537
9	80522
3	80513
3	80550
3	80631
3	80634
2	80301

2	82001
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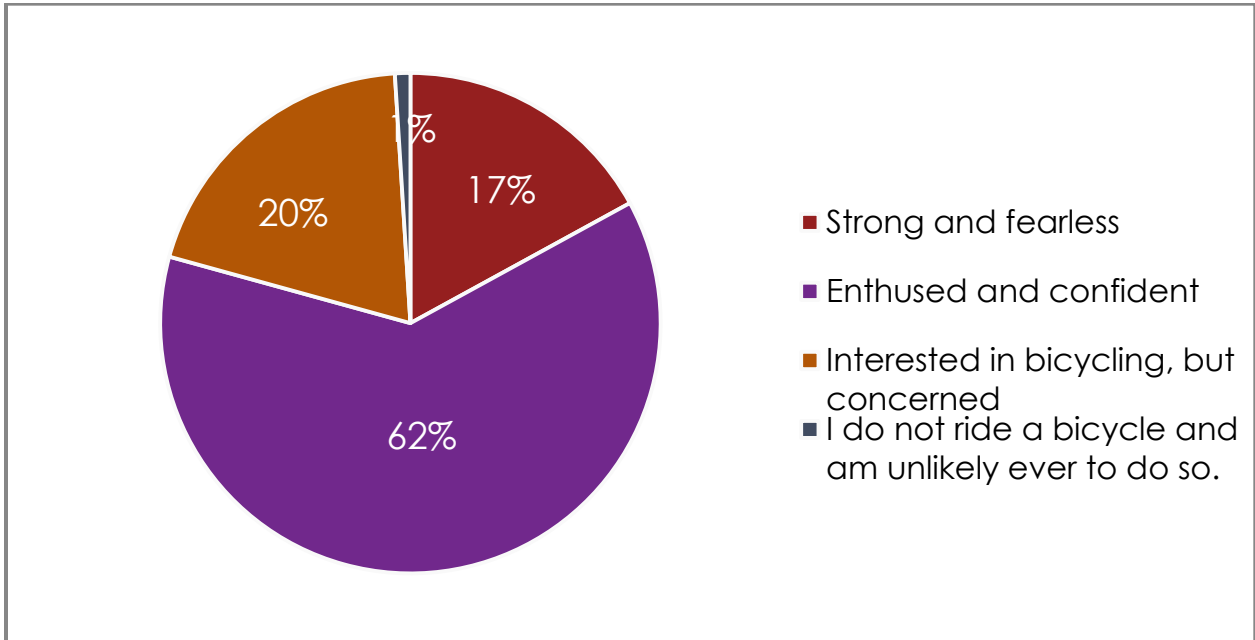
### 3. Do you have a bicycle available for your use on a regular basis?

Value	Count	Percent
Yes	982	97.9%
No	21	2.1%

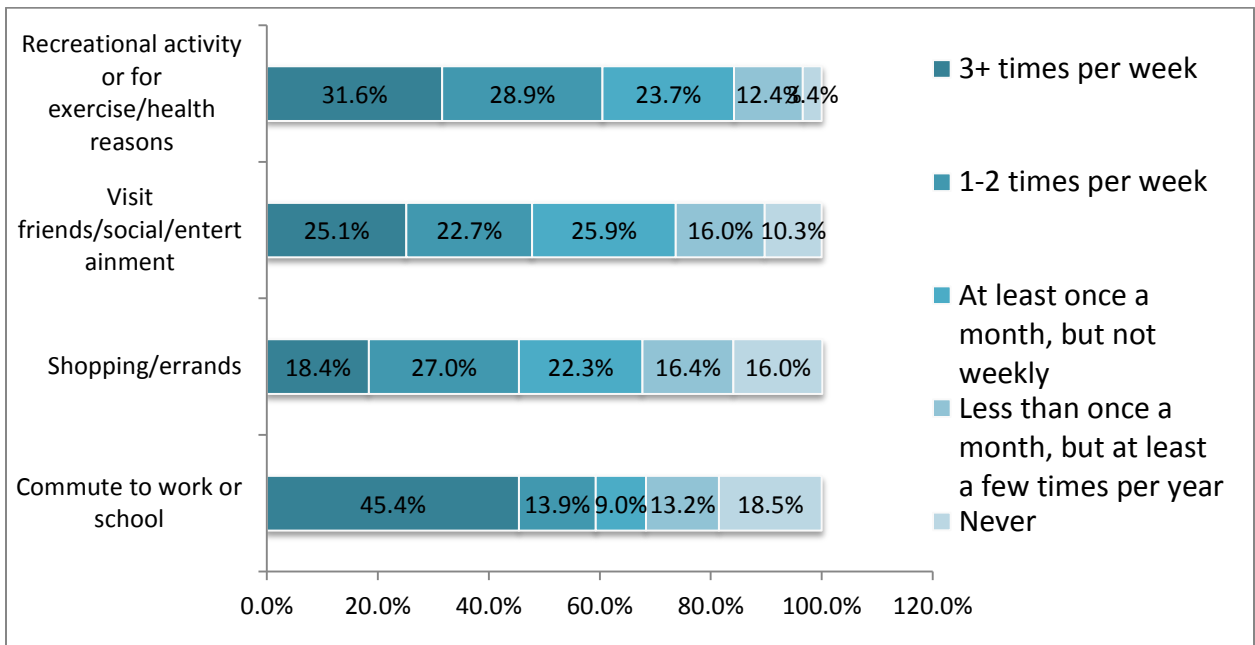
### 4. What is your primary means of travel?



### 5. Which of the following best describes your bicycling habits and comfort level?



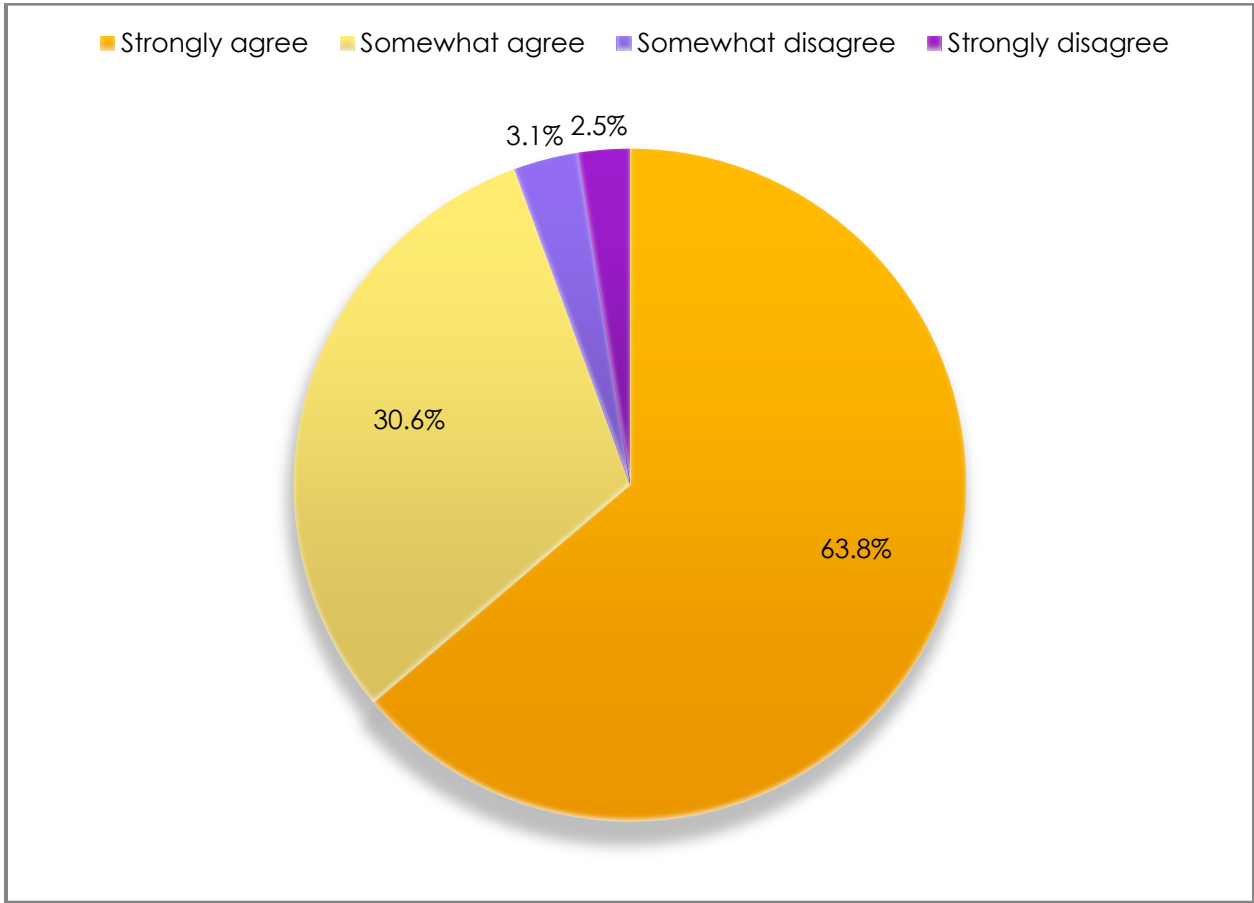
**6. On average, how often do you ride a bicycle for the following trip purposes?**



**7. What is the distance (in miles) of your typical one-way commute to work or school (if applicable)?**

Count	Response
152	3
150	2
106	5
102	1
82	4
55	6
55	7
30	10
24	8
15	9
14	12
13	13
11	15
8	11
3	14
3	50
2	17
2	18
2	19
2	22
2	30
2	40

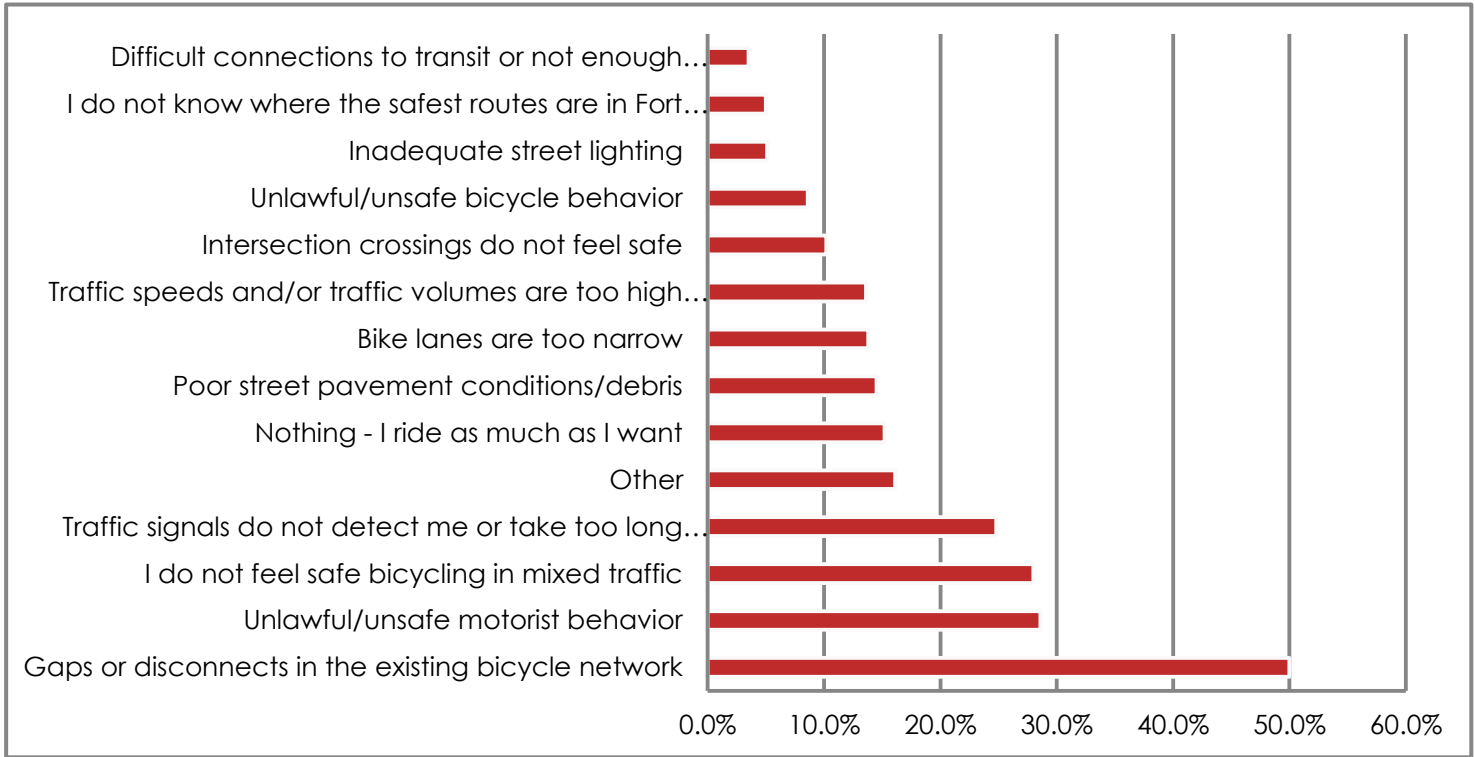
**8. Please tell me if you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statement: "I would like to travel by bike more than I do now."**



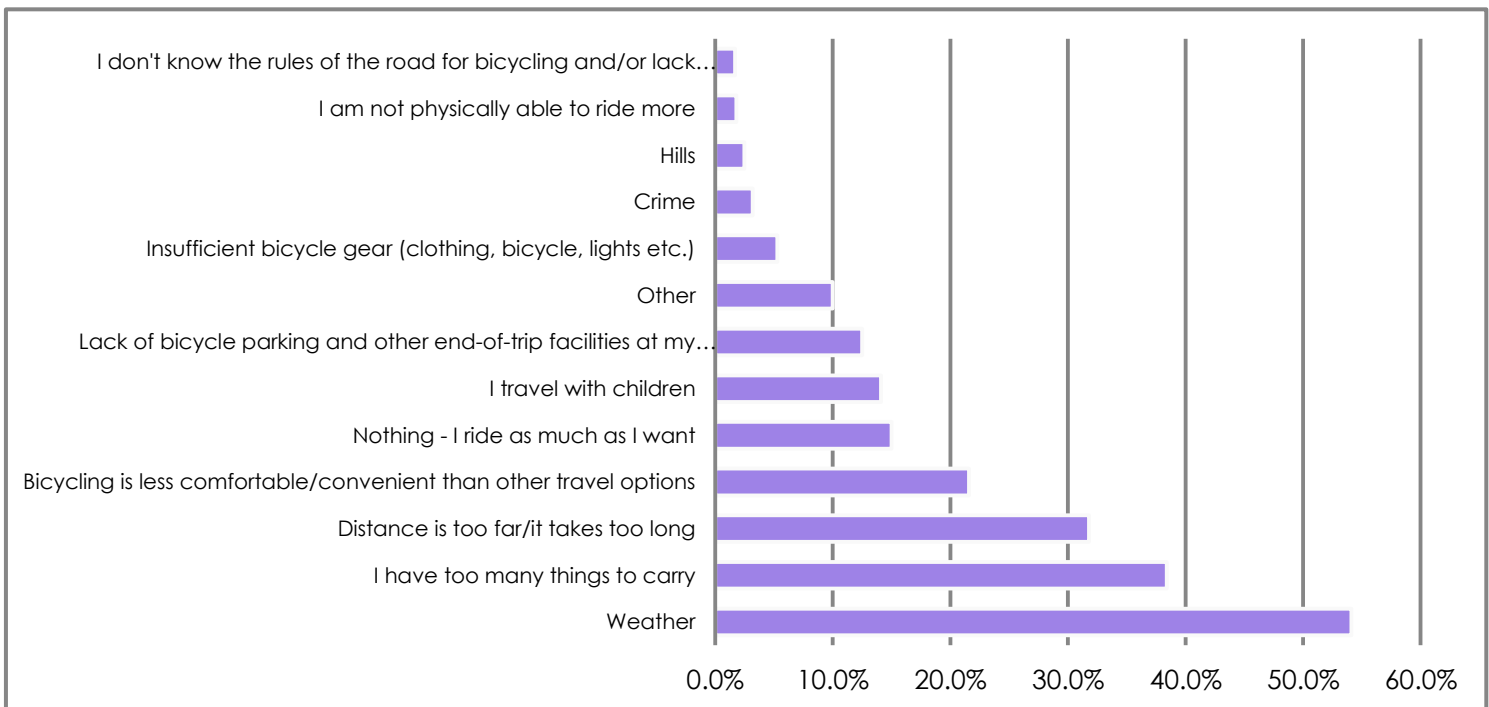
**9. Which of the following factors prevent you from bicycling more than you do now in FORT COLLINS? Please select the top three reasons, if applicable.**

**Factors Related to Bicycle Routes:**

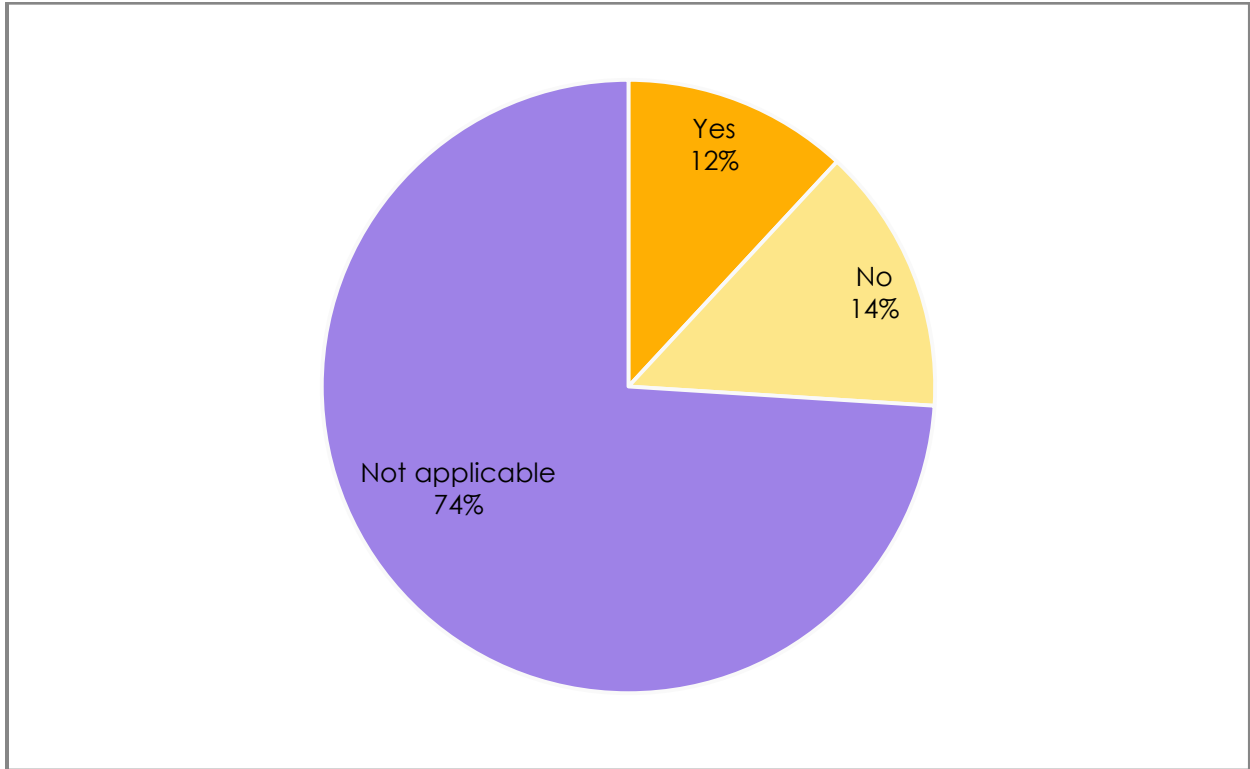




**10. Other factors: (Please select the top three reasons, if applicable)**



**11. Do your children bike to school, or do you bike with children to school (if applicable)?**



**12. Please tell us what prevents your child(ren) from bicycling to school: (for those responding “no” to question 11) (responses summarized into categories)**

Reason	Responses
Safety	66
Distance	44
Age	17
Weather	10
Not interested	8
Stuff to carry	7

Time	7
Too close	7
Homeschooled	2
Bike Security	1
Bus	1
Drives	1

**13. Please list the top destinations where you currently ride your bike to OR where you would like to ride your bike to. (responses summarized into categories)**

Destination Category	# of Responses
Old Town	538
CSU	339
Grocery	258
School	99
Trails	97
Park	85
Work	58
Shopping	55
Gym	52
Woodward	52
Indiv. Address	44
Horsetooth Reservoir	41
Harmony	30
Library	29
Breweries	20
Front Range Village	19
Brewery	18
Intel	17
Church	16
Drake	16

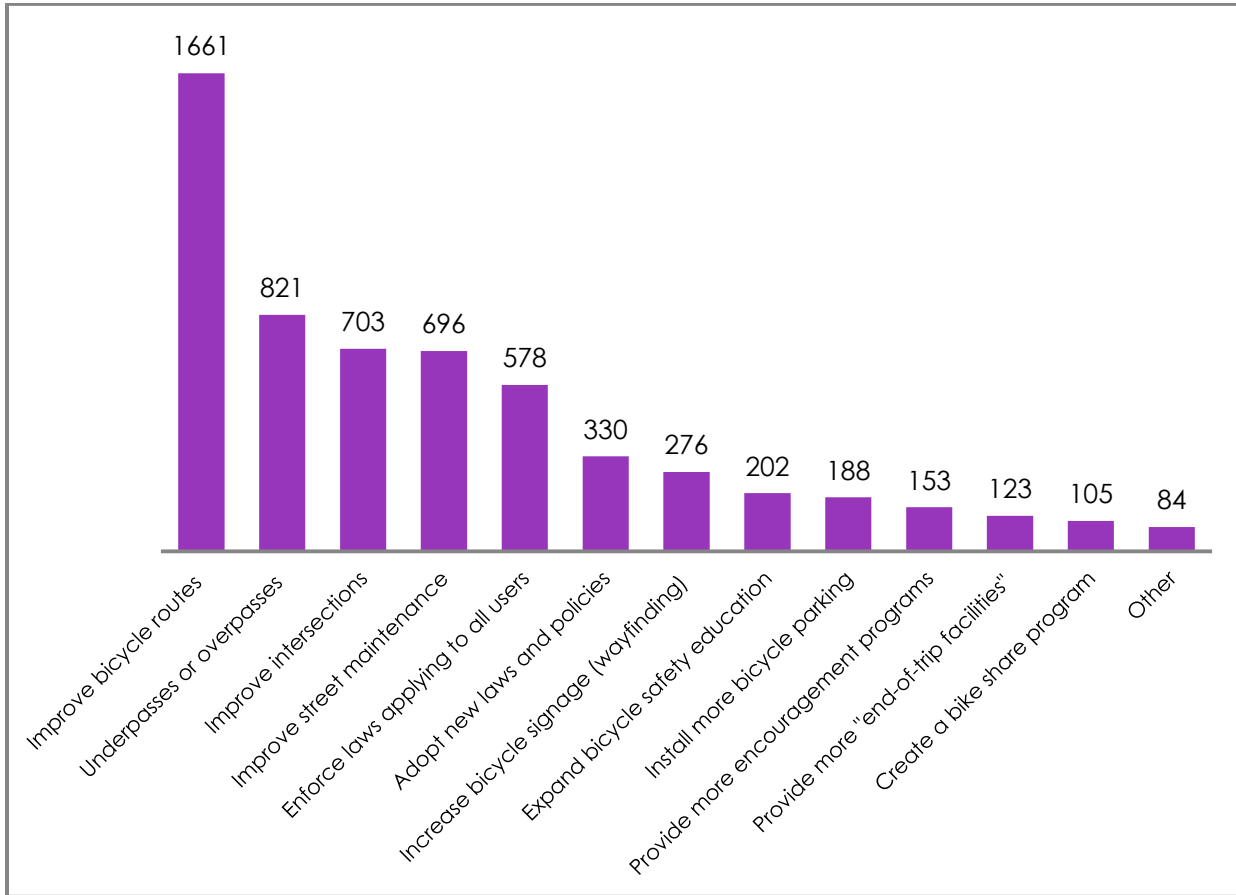
**14. Please list the NORTH/SOUTH streets where you CURRENTLY RIDE A BICYCLE most often in Fort Collins:**

North/South	# of Responses
Remington	294
Shields	279
Taft Hill	199
Lemay	196
Timberline	172
Overland	163
Mason	145
Howes	102
Loomis	95
College Ave	83
Stover	78
Zeigler	68
Whedbee	50
Center	46
City Park	31
Mason Trail	30
Mathews	24
Meldrum	20
Washington	18
Peterson	17
Power line trail	14
McMurray	12
Meridian	12
Riverside	12
Linden	11
Meadowlark	10
Sherwood	10

**15. Please list the EAST/WEST streets where you CURRENTLY RIDE A BICYCLE most often in Fort Collins:**

East/West	# of Responses
Mountain	291
Drake	237
Harmony	183
Laurel	161
Elizabeth	149
Prospect	148
Horsetooth	142
Laporte	136
Swallow	102
Stuart	79
Vine	77
Mulberry	68
Magnolia	44
Pitkin	44
Trilby	39
Cherry	35
Lake	33
Oak	33
Kechter	29
Lincoln	29
Olive	26
Spring Creek Trail	17
Wilcox	17
Columbia	16
Maple	15
Springfield	15
Plum	14
Boardwalk	11
Troutman	11
Myrtle	10

**16. What do you think the City's top three priorities should be in order to increase bicycling and improve safety? Please choose your top three in order.**



**18. Top intersections needing improvements/barriers (1,822 entries):**

Intersection	# of Responses
College & Prospect	96
College & Laurel	78
College & Drake	67
Elizabeth & Shields	65
College & Horsetooth	63
Prospect & Shields	59
College	56
College & Harmony	42

Harmony & Timberline	39
Center & Prospect	36
College & Mulberry	35
Elizabeth & Taft Hill	33
Horsetooth & Mason Trail	27
Mulberry & Shields	25
Prospect & Remington	24
Mulberry	23
College & Mountain	22
Prospect & Timberline	20
Harmony & Lemay	19
Mason Trail & Prospect	19
Prospect	19
College & Swallow	17
Harmony	16
Drake & Lemay	15
Drake & Timberline	15
Laporte & Shields	15
Lemay & Riverside	15
Mulberry & Remington	15
Laurel & Shields	14
Mulberry & Taft Hill	14
College & Laporte	13
Harmony & Taft Hill	13
Horsetooth & Lemay	13
Lemay & Prospect	12
City Park & Elizabeth	11
Harmony & Mason Trail	11
Harmony & Ziegler	11
Lemay & Vine	11
Cherry & College	10
Harmony & Shields	10
Lake & Shields	10
Lemay & Mulberry	10

**19. Please list the top EAST/WEST streets you'd like to see improved for bicycling in Fort Collins:**

East/West Streets	# of Responses
Prospect	356
Drake	229
Mulberry	207
Horsetooth	194
Laporte	126
Harmony	123
Vine	58
Laurel	57
Elizabeth	49
Lincoln	37
Trilby	35
Riverside	34
Mountain	24
Kechter	19
Cherry	11
Swallow	10

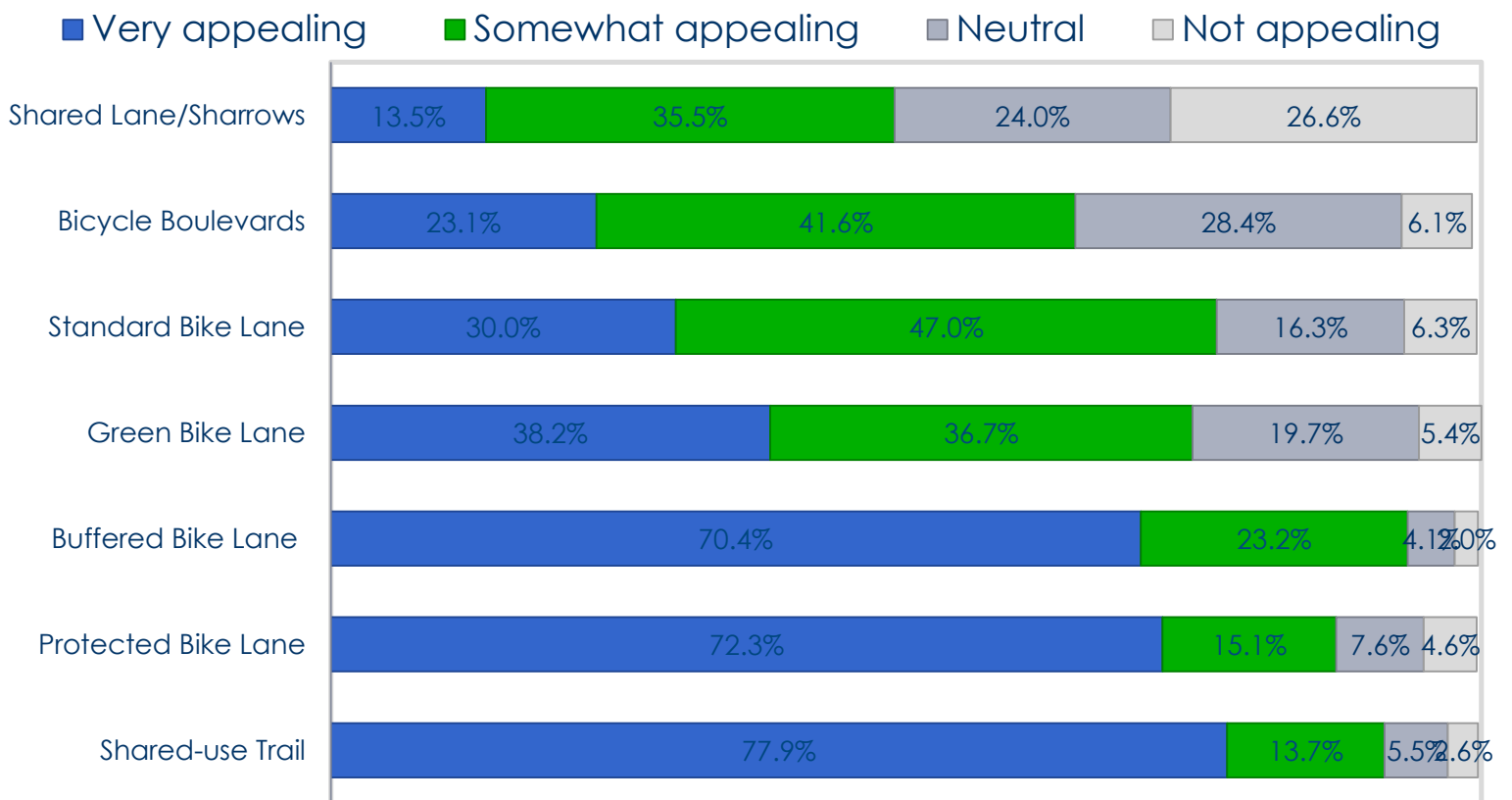
**20. Please list the top NORTH/SOUTH streets you'd like to see improved for bicycling in Fort Collins:**

North/South Streets	# of Responses
Shields	375
College Ave	237
Lemay	226
Taft Hill	200
Timberline	82
Mason	68
Remington	40
Riverside	39

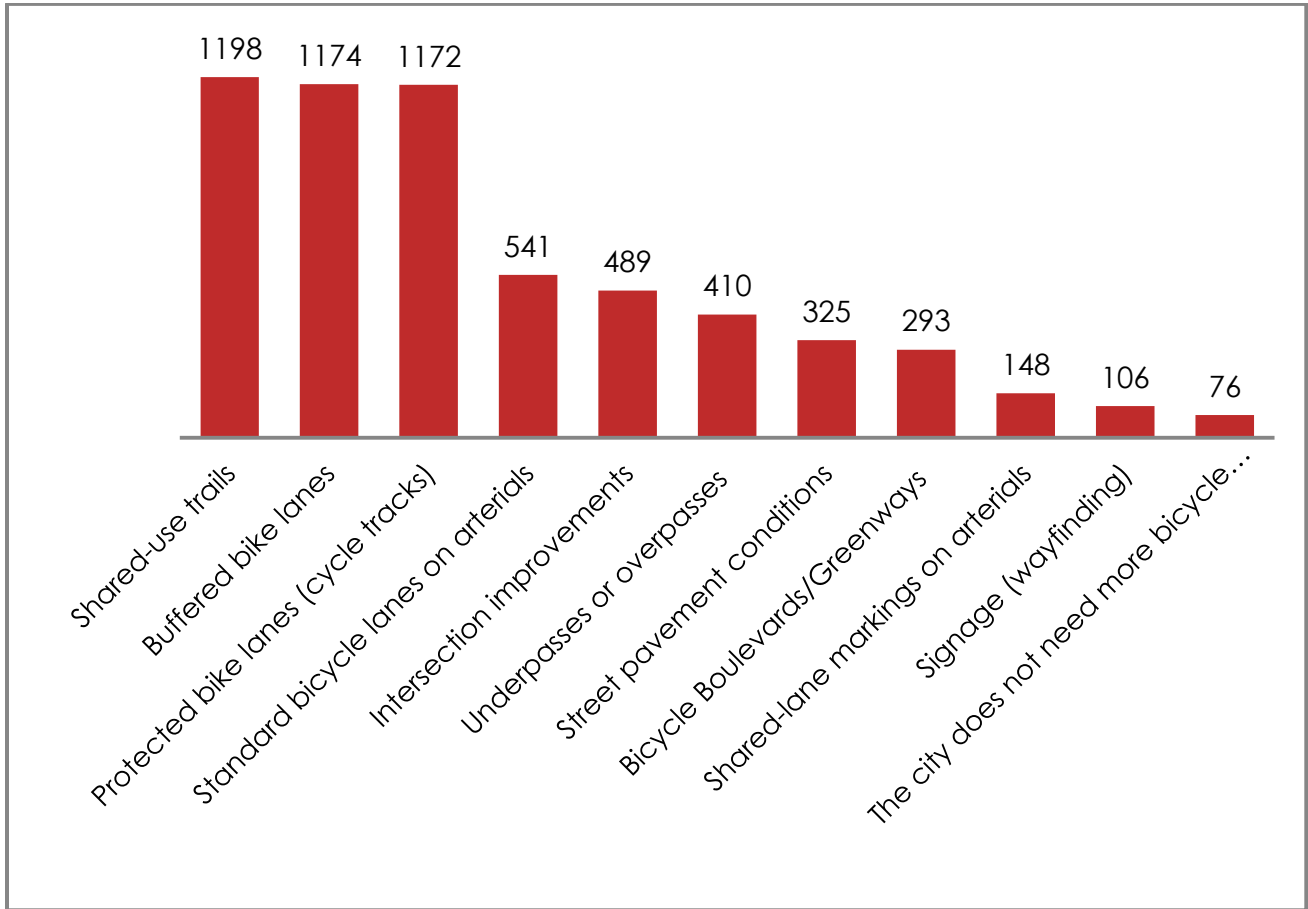


Overland Trail	35
City Park	17
Whedbee	13
Stover	11
Howes	10

### 21-27: Facility Preference Questions:



**28. Please rank the types of bicycle facilities/improvements you would like to see focused on in the Bike Plan update: (Rank top 3)**



**29. Please take this opportunity to provide any additional information about what you would like to see addressed in the City's Bike Plan: (summarized into categories)**

# of comments	Comment category
430	Total
211	infrastructure
60	trails
35	education
28	enforcement
24	Thank you
22	intersections

19	signage
13	laws
13	signals
10	maintenance
7	grade separated crossings
6	Safety
6	end of trip facilities
5	detours
5	encouragement
4	opposed
4	pavement
3	education and enforcement
3	funding
2	ebikes
1	abandoned bikes
1	Benefits of bicycling
1	bicycle commuting
1	bike friendliness
1	implementation
1	Local racing
1	low-cost solutions
1	motorists pay more in taxes
1	Planning for all modes
1	programs
1	recreational cyclists
1	regional routes
1	reporting problem areas
1	traffic circles
1	sprinklers on Harmony
1	stop as yield
1	survey concerns
1	traffic speed
1	commute incentives
1	train noise

### 30. Gender

Value	Count	Percent
Male	585	58.8%
Female	393	39.5%
Transgender or identify as other	3	0.3%
Prefer not to answer	14	1.4%

### 31. Which category below includes your age?

Value	Count	Percent
19 years & under	11	1.1%
20-29 years	256	25.6%
30-39 years	240	24.0%
40-49 years	200	20.0%
50-59 years	167	16.7%
60 years or older	113	11.3%
Prefer not to answer	15	1.5%

### 32. Race

Value	Count	Percent
White	889	89.3%
Hispanic or Latino	15	1.5%
Black or African American	2	0.2%
Asian	7	0.7%
Prefer not to answer	59	5.9%
Other	24	2.4%

### 33. Which of the following categories best describes your employment status?

Value	Count	Percent
Employed, full-time	619	62.3%
Employed, part-time	112	11.3%
Not employed	21	2.1%
Retired	71	7.2%
Student	146	14.7%
Prefer not to answer	24	2.4%

### 34. Income-level

Value	Count	Percent
\$10,000 to \$24,999	163	16.4%
\$25,000 to \$49,999	200	20.2%
\$50,000 to \$99,999	285	28.7%
\$100,000 to \$199,999	142	14.3%
\$200,000 or more	24	2.4%
Prefer not to answer	178	17.9%