

PUBLIC FEEDBACK/COMMENT

CITY OF FORT COLLINS/BRT FINAL DESIGN TEAM RESPONSE

1a. Can you put information from the posters at the open house on the Mason/fcgov.com page? Thanks!

1a. A digital copy of the Open House Boards is available on the Mason Corridor website at:
http://www.fcgov.com/mason/pdf/max_openhouse_boards_06022010.pdf

2a. The 1st Presbyterian Church located at Mason Street and Mulberry would like to discuss the possibility of talking with the city about the location of the Transit Stop (northbound). The church is looking at new development of their block on Mason Street through a Partnership with the Mason Street Plan. Please contact me.

2a. City staff and the Bus Rapid Transit (BRT) Corridor Design Team discussed this inquiry during the Open House. The City requested a letter explaining the church's plans and their specific request. The City will continue coordination with the church to address this inquiry.

3a. Need to start funding and plan for bike underpasses at major streets (horsetooth, drake, etc.). This will be needed in future for safety and mobility for both cars and bikes/peds.

3a. The ultimate vision for the Mason Corridor includes grade-separated trail crossings at Harmony and Horsetooth Roads. These crossings were identified in the Mason Street Transportation Corridor Master Plan (<http://www.fcgov.com/mason/masontc.php>) and are planned for development as funding becomes available for future phases. City staff continue to seek funding for these important improvements through local, state, and federal sources.

3b. Provide free services between CSU & downtown for MAX.

The signalized crossing for bicyclists & pedestrians at Drake Road will continue to operate until the City builds the future Drake Road underpass project which is part of the City-wide long-range Transportation Master Plan. In the future, Drake Road is planned to cross under the BNSF train tracks, Mason trail, and MAX BRT guideway.

3c. Don't delay the corridor anymore! A business is lost every month it is delayed.

At Prospect Road, the City has explored design options for both a trail underpass and overpass. Unfortunately, neither of these options work due to physical constraints such as existing floodplains, property access requirements, and other limitations that do not support grade separated crossings. Instead, the City will build a new signalized street crossing for bicyclists & pedestrians on Prospect to connect the existing Mason trail with the future trail extension north of Prospect and the MAX BRT stations.

3d. Excellent work!

3b. As part of the final design project, the City has developed a fare collection system study, part of which examines the City's fare policy. The City continues to collaborate with CSU representatives and other local and regional stakeholders regarding fare policy and infrastructure.

3c. Construction is scheduled for 2011/2012, and service is expected to begin in 2012.

3d. Thanks for the feedback.

4a. Very Exciting! Everything that can be done to make the function rise above & beyond to make the trip an experience "10"! Art in Public Places mind set for materials, design, lighting, audio, pavement, programs! This is needed to move away from "only poor people ride the bus." I want to be able to show off my favorite sculptures, paintings, etc. Or discover something new each time. The total effect will be to unify the community by connecting north and south. This development can be the "attraction" that you use because it is fun and functional!

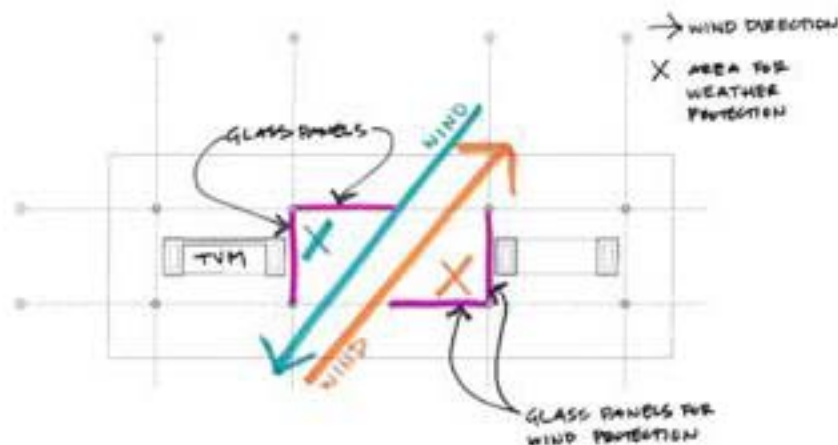
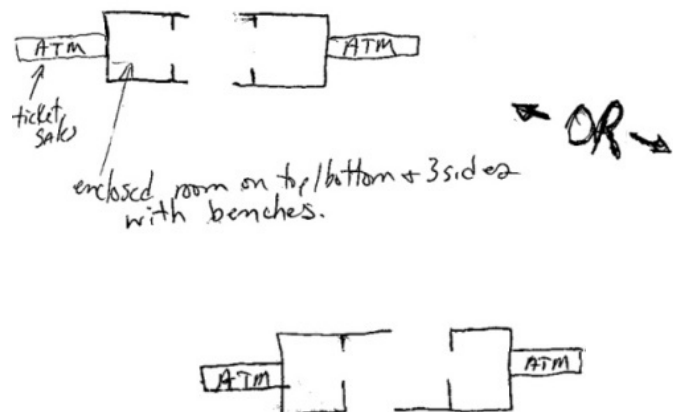
4a. The City continues extensive coordination with the Art in Public Places Team, the Mason Corridor Vision Implementation Team, Colorado State University, UniverCity Connections, the Downtown Development Authority, the South College Business Association, and other community groups to ensure the MAX system will include fun and functional elements. Some of these elements may require community partnerships and contributions.

5a. Has the city considered laying the groundwork for district cooling and/or district heating infrastructure as part of the construction efforts related to the BRT?

5a. The City has not considered district heating and/or district cooling as part of BRT project construction because of cost limitations.

6a. Bus stops along Mason Corridor should have a place to get away from wind & weather. The current plan does not have 3 walls, and so wind will whip through. I know the current plan is designed to be symmetrical... how about:

6a. Wind and weather protection is a factor in the design and configuration of station shelters. As illustrated below, wind protection is provided by the relative placement of two "L" shaped panels.





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7a. I would like to learn more about “incentivizing” – particularly in the Southern part of the corridor. I am hoping that high-density housing (apts geared toward students) will be an early, vigorous effort. Perhaps that will provide enough options so that I can be more aggressive with the “three unrelated” and encourage people (mainly students) to live in “non-neighborhood” arrangements rather than occupying space in neighborhoods where they don’t “fit” (no relations & neighbors – no responsibility toward property – no chance that they will have children that go to O’Dea Elementary – etc etc etc) . Thanks for holding the open house!

7a. A representative from the City’s Economic Development Department will contact you directly to discuss your inquiry further. For background, the City adopted a transit oriented development (TOD) overlay zone that encourages land uses, densities, and design that enhance and support transit stations along the Mason Corridor. These provisions allow for a mix of goods and services within convenient walking distance of transit stations, encourage the creation of stable and attractive residential and commercial environments within the TOD Overlay Zone, and provide for a desirable transition to the surrounding existing neighborhoods.

The City prepared the Mason Corridor Economic Analysis Report as an economic generator study to quantify the benefit of the Mason Corridor. This report includes market, financial, and economic impact analysis. Data gathered will aid the City in identifying development and redevelopment opportunities along the corridor in partnership with property owners. The report is available at: <http://www.fcgov.com/mason/pdf/mason-report.pdf>.

8a. Design of station needs more “wow”! The BRT system will be an important feature of the city for decades and should have an appearance that speaks to its importance. For example, will people want their picture taken in front of one of the stations?

8a. The intent is for each station to have its’ own character within the overall MAX BRT identity. Individual station details are currently being developed based on input from the Open House and ongoing stakeholder involvement.

9a. Looks great. Excellent presentation. Thank you.

9a. Thanks for the feedback.

9b. As a cyclist, I was hoping to learn what’s planned for safely crossing College. I believe that component is necessary for the Mason Street Corridor to truly succeed (i.e. need to be able to cycle east from Mason to the commercial areas)

9b. A representative from the City’s Transportation Planning Department will contact you regarding your inquiry. The ultimate vision for the Mason Corridor includes safe and convenient east-west bicycle connections along Laurel Street, Prospect Road, Drake Road, Horsetooth Road, and Harmony Road to serve destinations east or west of the Mason Corridor. The Mason Street Transportation Corridor Master Plan is available at <http://www.fcgov.com/mason/masontc.php>.

9c. Thanks again for your efforts regarding alternative transportation.

10a. Outstanding! I am excited.

10a. Thanks for the feedback.

10b. Local maps of the area at each station would be helpful

10b. The ultimate vision for the Mason Corridor includes a signage and wayfinding system that identifies specific locations along the corridor for pedestrians, cyclists, and transit users such as locations, connections, mileage, points of interest, historic facts, transit schedules and routes, and adjacent uses. The report is available at: <http://www.fcgov.com/mason/pdf/mason-report.pdf>. In addition, the City’s Planning Department is developing a master plan for downtown wayfinding.

11a. Great job on the open house

11a. Thanks for the feedback.

11b. Please provide strong E-W connections for transit (30 min. headways or better would be ideal)

11b. Transfort’s Strategic Plan was adopted in 2009. Development of this plan included extensive public outreach. The plan process included a collaborative partnership between the City of Fort Collins-Transfort, the City of Loveland-COLT, and the Poudre School District. The plan addresses the coordination of transit service with the MAX BRT project and examined how best to meet the needs of residents and communities of Northern Colorado. Additional information may be found at: <http://www.fcgov.com/transfort/plan-index.php>.

11c. Secure parking for bikes will also be important – lockers/cages

11c. Bicycles are fundamental to the corridor and will be allowed on BRT vehicles. Racks/storage will be available at station areas along the corridor. In addition, the South Transit Center Design Team is working with the City to maximize covered bicycle parking opportunities at the South Transit Center.

11d. Neighborhood maps at each state would be helpful for way finding

11d. The ultimate vision for the Mason Corridor includes a signage and wayfinding system that identifies specific locations along the corridor for pedestrians, cyclists, and transit users such as locations, connections, mileage, points of interest, historic facts, transit schedules and routes, and adjacent uses. The report is available at: <http://www.fcgov.com/mason/pdf/mason-report.pdf>. In addition, the City’s Planning Department is developing a master plan for downtown wayfinding.

12a. I like what I see. Looking forward to when it will be a reality!

12a. Thanks for the feedback.



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<p>13a. Bike racks! You need to keep safety/care of bikes in mind as well.</p> <p>13b. Underpass needs form liners or something to prevent graffiti and people from staying under there! Overpass needs easy way for bicycle access up and over.</p> <p>13c. Each station or segment needs an identity/theme so people not familiar with area can figure out which station is which.</p> <p>13d. Plans on how to deal with traffic interruptions from trains and accidents need to be laid out in advance.</p> <p>13e. All your planning is good but until the railroad commits to plans and a time frame, everything else is just speculation.</p> <p>13f. The safety issues of busses crossing the spring creek trails, at grade right after east bound bicycles come out of the under pass needs to be addressed.</p>	<p>13a. Bicycles are fundamental to the corridor and will be allowed on BRT vehicles. Racks/storage will be available at station areas along the corridor. In addition, the South Transit Center Design Team is working with the City to maximize covered bicycle parking opportunities at the South Transit Center.</p> <p>13b. The underpass project team did consider using form liners, but team members came to the conclusion that form liners are not a suitable application for this project. Design of the underpass is very "open," and with high numbers of pedestrian and bicycle traffic expected, the project team does not anticipate that people will linger in the underpass. Design of the overpass includes an elevator that will accommodate bicycles and bicycle trailers.</p> <p>13c. The Mason Corridor Vision Implementation Team continues coordination with the BRT Final Design Team as it develops districting/theming elements along the corridor. In addition, as part of the Art in Public Places program and station planning/design, stations may include an interactive beacon that identifies the station name and the status of the BRT vehicles.</p> <p>13d. At present, Transfort plans to hold the system in the event of a train blockage. This plan prevents bunching in areas where some buses can progress while others are stopped by the train. Detouring would be difficult given the amount of time a train requires to travel through town. Transfort would have to communicate to passengers the operational and station location change (one block eastward) by which point the train may have passed through.</p> <p>13e. The City is proceeding with railroad negotiations concurrently with final design activities. The railroad agreements require a significant amount of design and technical input. Our goal is to have the railroad agreements in place by the time the final design plans are ready for construction.</p> <p>13f. No at-grade crossing is present. The guideway is elevated above the Spring Creek Trail at this location.</p>
<p>14a. Letter received on 6/1/2010 in City Manager's Office.</p> <p>I represent the Larimer County Canal No.2 Irrigating Company, New Mercer Ditch Company, and Warren Lake Reservoir Company.</p> <p>The efforts by the staff of the City of Fort Collins to establish a bus route in the Mason Street corridor are misguided at best. The bus route would have to involve the covering of the major canal of the Larimer No.2 Irrigating Company which runs from just south of Drake to nearly Harmony Road. No request has been made to the Larimer No.2 ditch as to whether such a request would be allowed or as to the structural requirement. The Larimer No.2 ditch has existed in its present location for over one hundred years. The ditch provides the source of water for Warren Lake Reservoir as well. The proposed plan would also require a crossing of the New Mercer Ditch Company canal near Harmony Road.</p> <p>An open house is scheduled with City of Fort Collins staff from 4 to 7 p.m. on June 2, 2010. As the representative of the ditch companies, and as a private long time resident (1947), I would urge the attendance by one or more of the Council members. The impact of the Mason Street Corridor Project, especially north of Drake Road, would be enormous and the cost beyond the comprehension of a normal person.</p>	<p>14a. The City is preparing an official response to this inquiry.</p>
<p>15a. A verbal inquiry was received regarding the storage warehouses just north of Whole Foods (north of the Natural Resources Research Center (NRRC) pedestrian bridge site).</p>	<p>15a. The City recently acquired right-of-way for the pedestrian bridge project. The design has been modified to provide a full center loading BRT platform at the NRRC Station, and the consultant team is refining station alternatives. If property owners may be affected directly by the final alternative, the City will meet with them to discuss additional right-of-way needs.</p>
<p>16a. A verbal inquiry was received about potential volunteer opportunities along the Mason Corridor.</p>	<p>16a. UniverCity Connections' Transit and Mobility Committee may have opportunities to become engaged in volunteer-based projects pertaining to the Mason Corridor. The group's webaddress is: http://www.univercityconnections.org/.</p>
<p>17a. A verbal inquiry was received regarding noise mitigation efforts related to train noise.</p>	<p>17a. The scope of the BRT project does not include noise mitigation related to the train. The City of Fort Collins is working with the Downtown Development Authority to study the effects of a Downtown Quiet Zone. Additional information is available at: http://www.fcgov.com/transportationplanning/quiet-railroad.php.</p>