

LINCOLN CORRIDOR PLAN

APPENDICES A - D

May 20, 2014



APPENDIX

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APPENDIX A PHASE I VISION

A-1

TRANSPORTATION ANALYSIS

Transportation Inventory

Figure 1. Right of Way and Cross-Section Locations

The existing ROW along Lincoln Avenue generally varies from 70 feet to about 100 feet. The Woodward Governor development will dedicate an additional 27 feet of ROW along the south edge of Lincoln Avenue between 3rd Street and just to the west of Lemay Avenue.

Figure 2A & 2B. Cross-Sections

The Lincoln Avenue cross-section varies along the ¾ mile corridor. One vehicular travel lane in each direction and bike lanes exist along the length of the corridor; turn lanes are provided at the larger intersections with Jefferson Street/Riverside Avenue and Lemay Avenue. While curb and gutter are provided for short segments, most of the corridor has a more rural feel which includes the Coy Ditch along the Woodward Governor property.

Figure 3. Bicycle and Pedestrian Volumes

Bicycle volumes along Lincoln Avenue are moderate, with approximately 25 bicyclists using the corridor during the morning and afternoon peak hours. The peak bicycling direction is eastbound in the morning and westbound in the afternoon. Pedestrian activity at both ends of the corridor (at Jefferson Street/Riverside Avenue and at Lemay Avenue) is relatively low (≤ 6 in any hour).

Figure 4. Existing Sidewalk Conditions

Sidewalks exist along only portions of Lincoln Avenue. A detached sidewalk is provided on the north side of the street adjacent to the residential neighborhood, O'Dell Brewery, and Fort Collins Brewery. An attached sidewalk is provided across the Poudre River bridge and on the north side adjacent to Buckingham Park. The remainder of the corridor lacks sidewalk.

Figure 5. Existing Pedestrian Levels of Service

Pedestrian levels of service (LOS) reflect the comfort experienced by pedestrians as they walk along a street. Conditions that affect pedestrian segment LOS include the width of the sidewalk, buffer separation, amenities, and the speed and volume of adjacent traffic. Where sidewalks are provided, the pedestrian LOS is good (LOS C or better). The pedestrian intersection LOS is based on the level of delay and interaction with turning vehicles. The pedestrian intersection LOS at the two signalized intersections is good (LOS C or better).

Figure 6. Existing and Proposed Bicycle Facilities

Fort Collins has an extensive bicycle network composed of on-street bike lanes, designated bike routes, and multi-use trails. Lincoln Avenue has striped bike lanes except across the Poudre River bridge. There are ramp connections from Lincoln Avenue down to the Poudre Trail. The Lincoln corridor provides an important piece of the City's overall bicycle network.

Figure 7. Existing Bicycle Levels of Service

Bicycle LOS is based on the comfort bicyclists experience when riding the corridor which can be affected by the presence and width of bike lanes, on-street parking encroachment, and the speed and volume of adjacent traffic. The bicycle segment LOS on the Lincoln Avenue corridor is generally good (LOS C or better), but is LOS E on the Poudre River bridge where the bike lanes end, LOS D adjacent to the residential neighborhood due to the influence of on-street parking, and LOS D to the west of 1st Street where the bike lane in the westbound direction is very narrow.

Figure 8. Existing Transit Routes and Stops

Two Transfort bus routes currently serve the Lincoln Avenue corridor. Route 5 connects the Downtown Transit Center to the Mall Transfer Center via Lemay Avenue and Route 14 provides east-west bus service between the Downtown Transit Center and Centro via Lincoln Avenue and Mulberry Street. There are three bus stops on the Lincoln Avenue corridor in the westbound direction and two in the eastbound direction.

Figure 9. Existing Transit Ridership

(data expected in early August)

Figure 10. Planned Future Transit Routes

The Transfort Strategic Operating Plan outlines three phases of improvements/modifications to the transit routing and service in Fort Collins. In addition to renumbering the routes, several modifications/re-routings of existing routes are planned. MAX bus rapid transit service is scheduled to begin in the summer of 2014 and will terminate at the Downtown Transit Center. A new Downtown Circulator Route is identified in the Strategic Operating Plan which would provide a circulating bus route between the Downtown Transit Center and the brewery district along Lincoln Avenue and Buckingham Street.

Figure 11. Crash History

Over a three year period between 2010 and 2012 there were a total of 54 crashes along Lincoln Avenue. Approximately 70 percent of these crashes occurred at the two intersections on the ends of the corridor (Jefferson Street/Riverside Avenue and Lemay Avenue) as would be expected given the higher levels of intersecting traffic volumes. Six of the crashes on the corridor involved a bicyclist, and one involved a pedestrian. There were a total of nine injury accidents with three involving a pedestrian or bicyclist. Overall, the corridor has experienced a relatively low number of crashes.

Figure 12. Existing Traffic Volumes

Lincoln Avenue currently carries approximately 6,000 vehicles per day (vpd) on the west end of the corridor and approximately 8,800 vpd on the east end. Morning, noon, and afternoon peak hour turning movements are used to assess the existing traffic operations.

Figure 13. Existing Levels of Service and Lane Geometry

The two signalized intersections (Lincoln Avenue/Jefferson Street/Riverside Avenue and Lincoln Avenue/Lemay Avenue) operate well, with acceptable levels of delay for vehicular travel. The stop sign controlled intersections at Willow Street, and 1st, 2nd, and 3rd Streets also work well, with minimal delay for side street turning traffic.

Figure 14. 2035 Projected Traffic Volumes

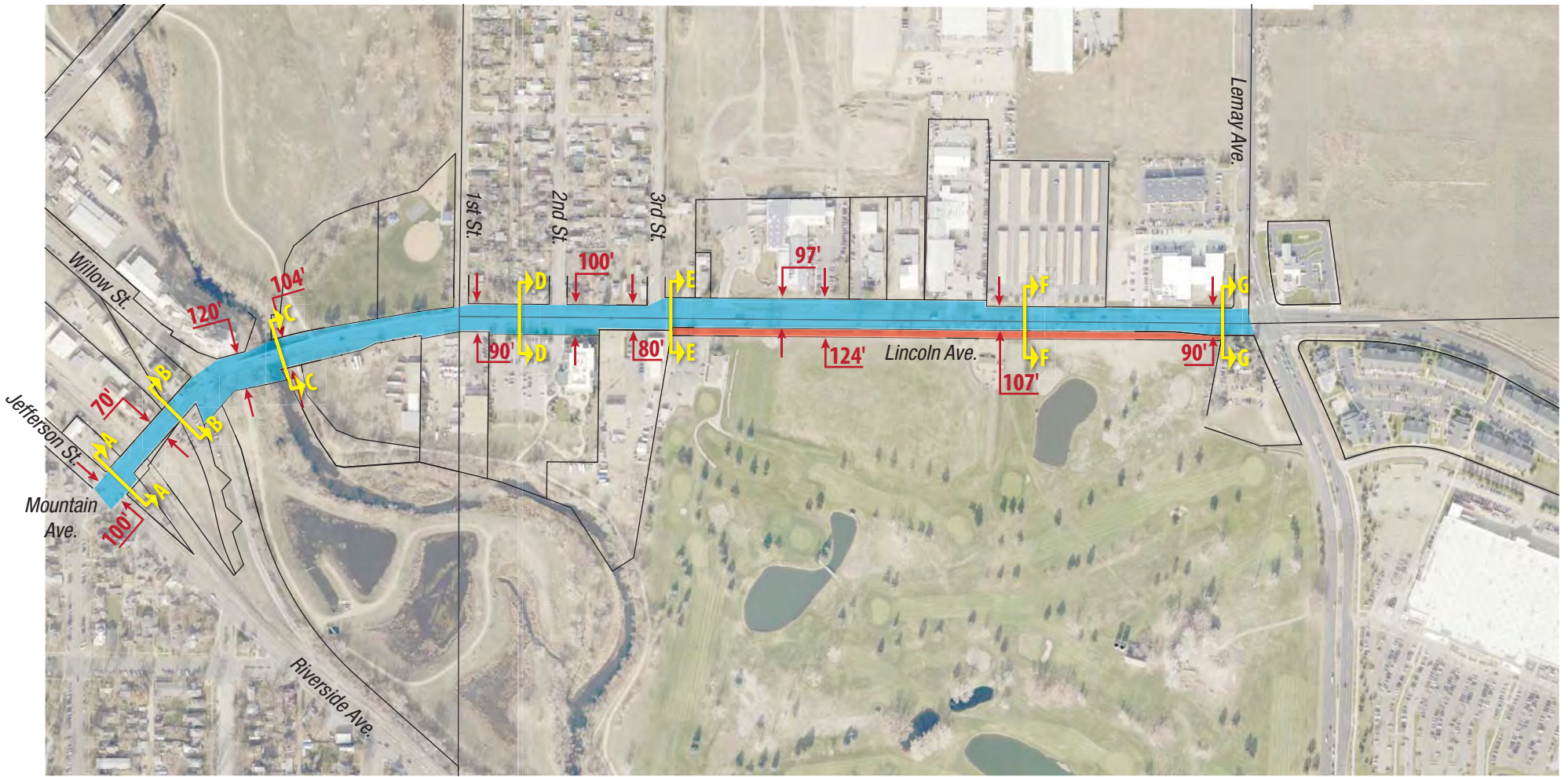
The 2035 traffic volume projections are based on the North Front Range MPO regional travel demand model as modified for the Fort Collin's Transportation Master Plan. The forecasts, which account for local and regional residential and employment growth, show a 35 – 50 percent increase in daily traffic along Lincoln Avenue.

Figure 15. 2035 No Action Projected Levels of Service

Using the forecasted traffic volumes for 2035, and assuming no improvements to the corridor (No Action), the intersections of Lincoln Avenue with Jefferson Street/Riverside Avenue, and 1st, 2nd, and 3rd Streets would continue to operate at acceptable levels of service. The intersection of Lincoln Avenue/Lemay Avenue, however, would operate with long delays and congestion in the afternoon peak hour.

Figure 16. Existing Floodplains and Storm Sewer System

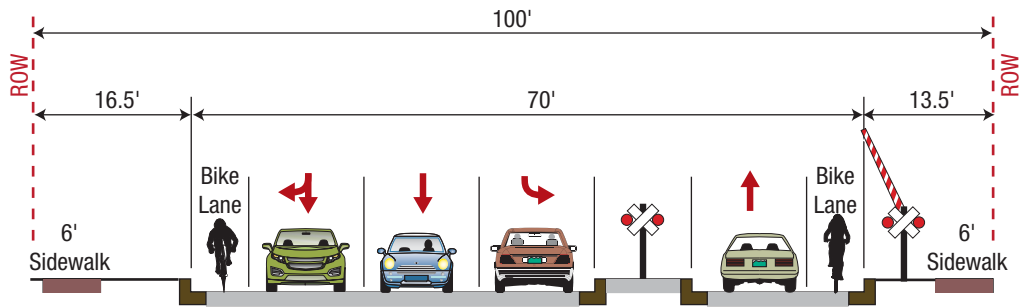
The Cache La Poudre River floodplain limits affect several parcels that abut Lincoln Avenue. Some parcels are quite affected (Team Petroleum for example), while others more minimally. Some underground storm sewer systems exist along the corridor that primarily serve the Buckingham neighborhood and the businesses along the north side of Lincoln Avenue between 3rd Street and Lemay Avenue.



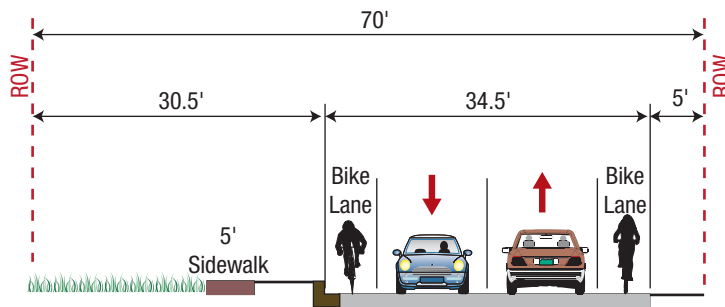
LEGEND

- Existing Right-of-Way (ROW)
- Future Right-of-Way (Woodward Development)
- Cross Section Locations (refer to Figure 2A and 2B)
- XX'**
Approximate Right-of-Way Width

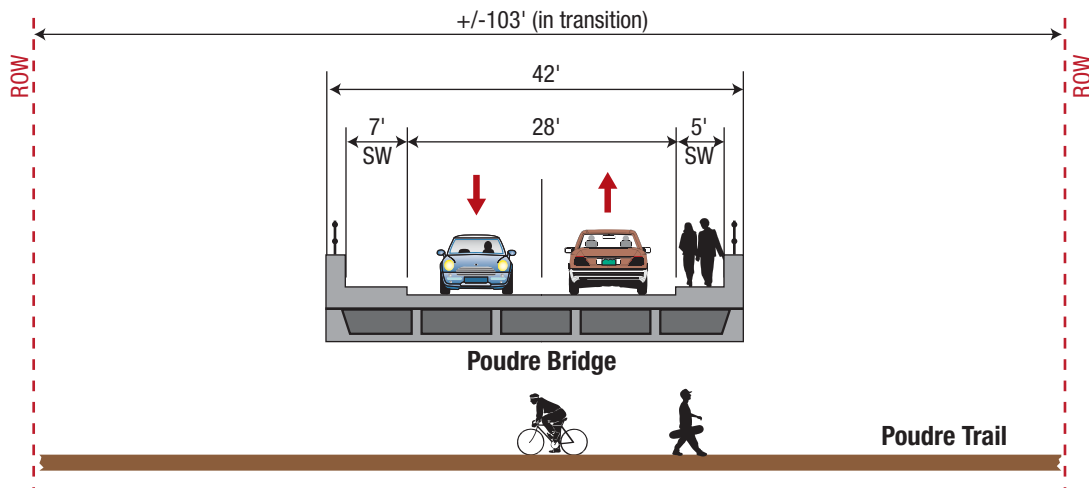
Figure 1
Right-of-Way and Cross-Section Locations



A-A. Between Jefferson Street / Riverside Avenue and Union Pacific Railroad (West Tracks)



B-B. West of Willow Street and Union Pacific Railroad (East Tracks)



C-C. Poudre River Bridge and Bike Trail Underpass

All Cross-Sections are Looking East

Figure 2A
Cross-Sections

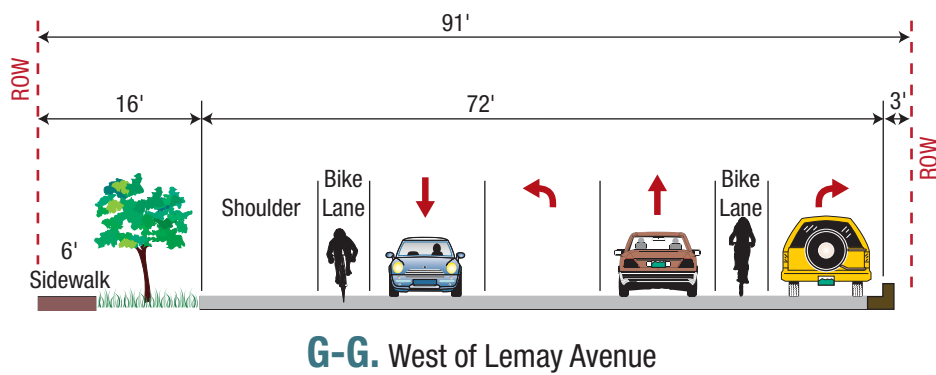
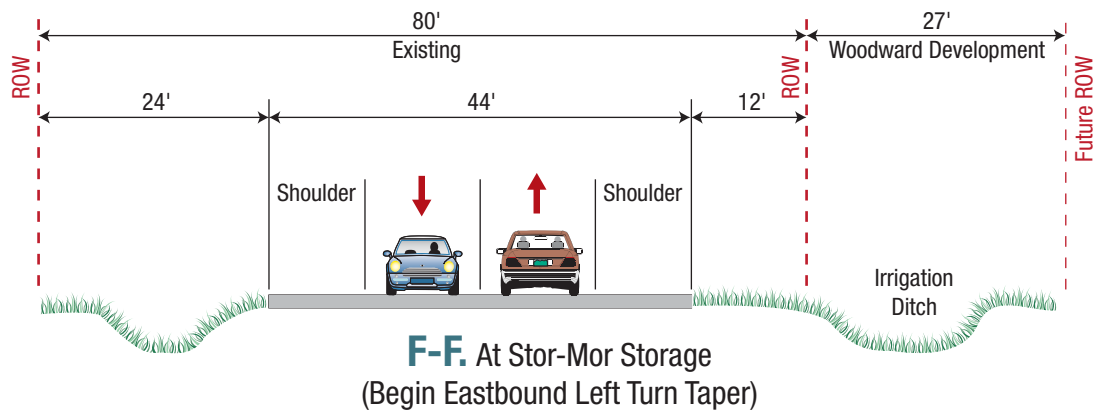
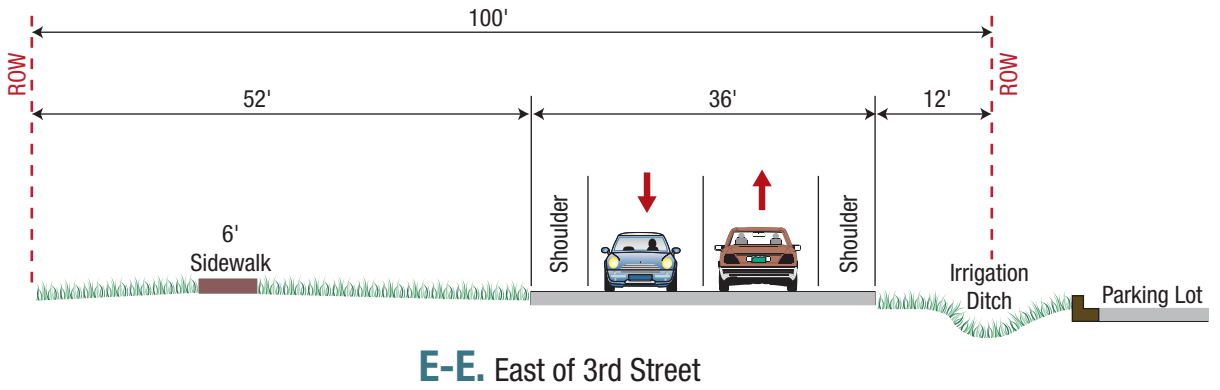
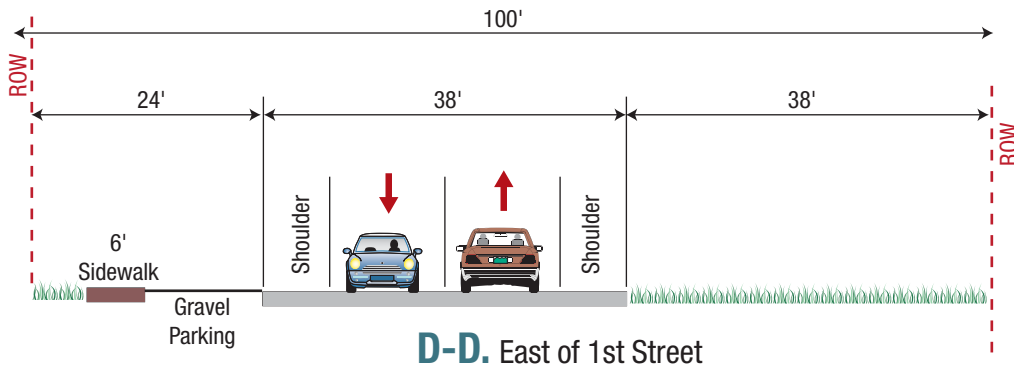
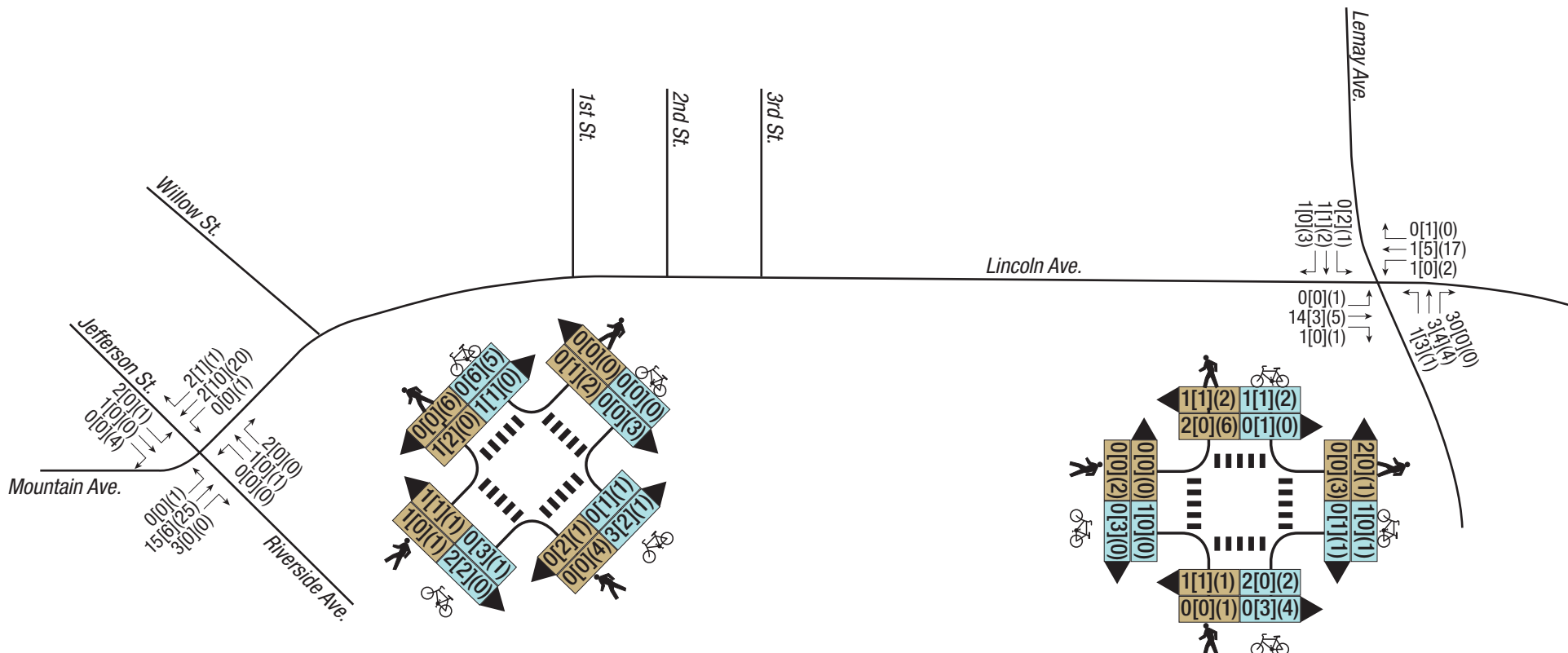




Figure 2B
Cross-Sections

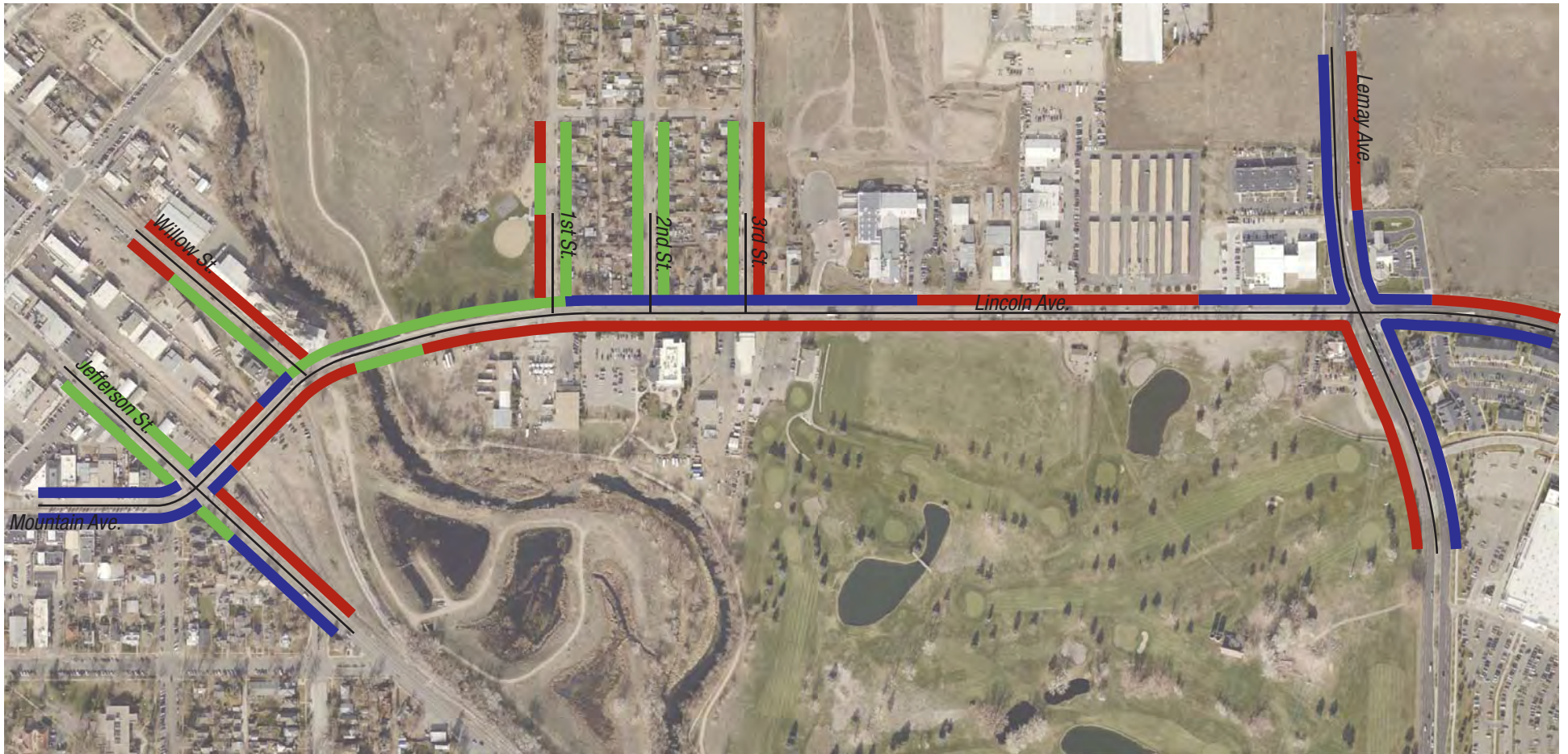
All Cross-Sections are Looking East



LEGEND	
X[Y](Z)	AM[Noon](PM) Bicycle Turning Movements in Bike Lanes
 X[Y](Z)	AM[Noon](PM) Pedestrian Crossings in Crosswalk
 X[Y](Z)	AM[Noon](PM) Bicycle Crossings in Crosswalk

SOURCE: City of Fort Collins, 2011 and 2012

Figure 3
Bicycle and Pedestrian Volumes






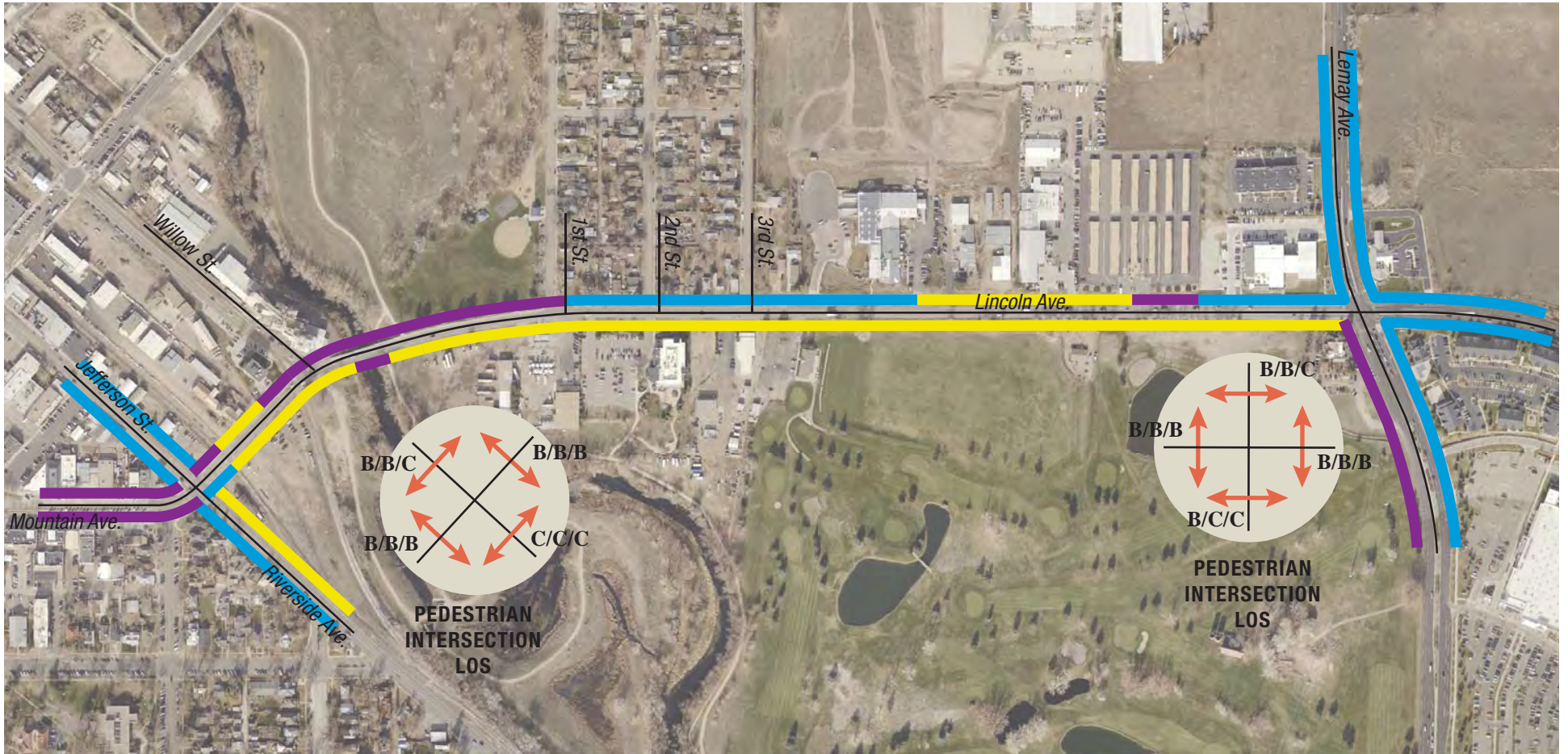
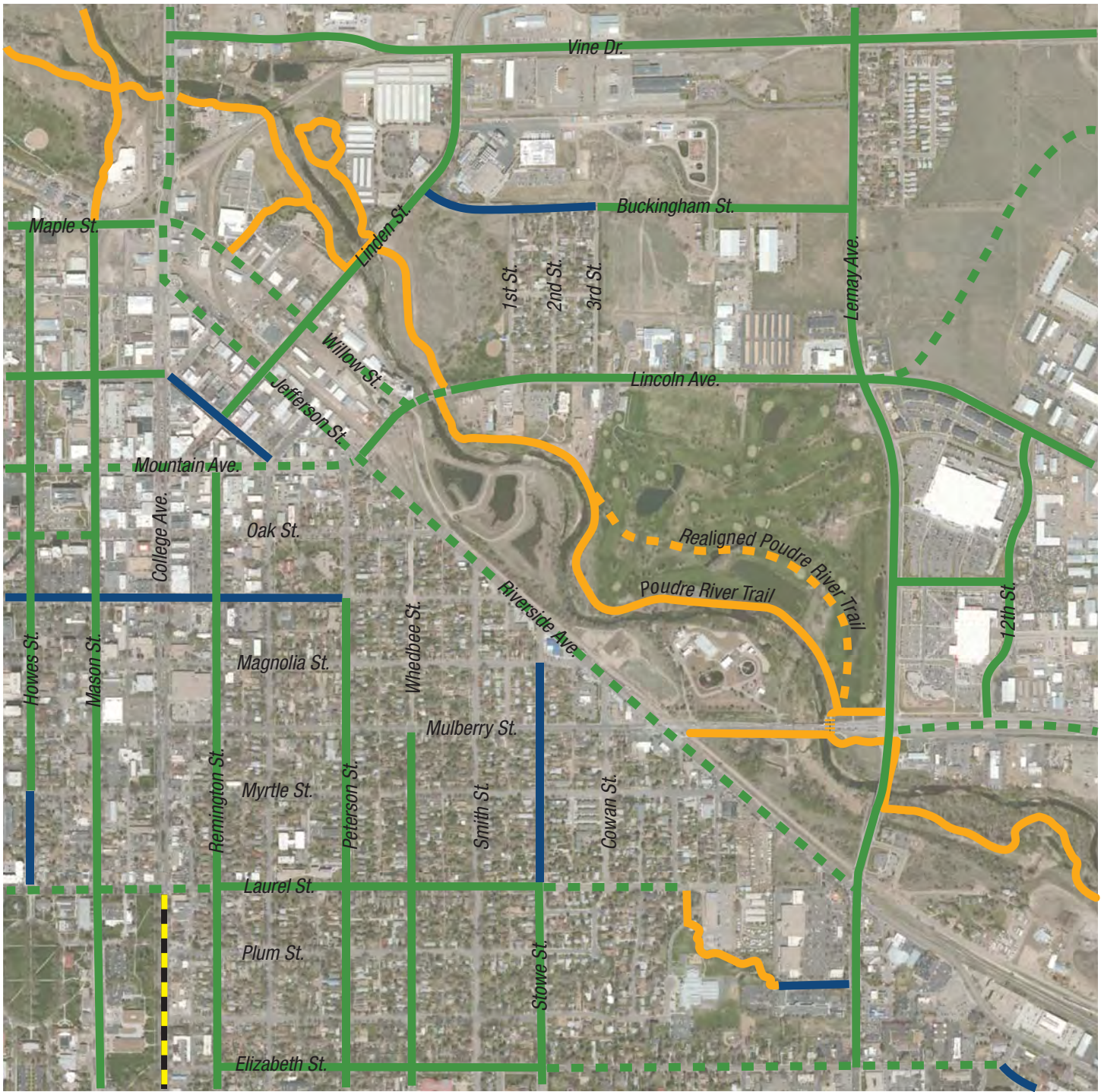
LEGEND	
	Detached Sidewalk
	Attached Sidewalk
	Missing Sidewalk

Figure 4
Existing Sidewalk Conditions



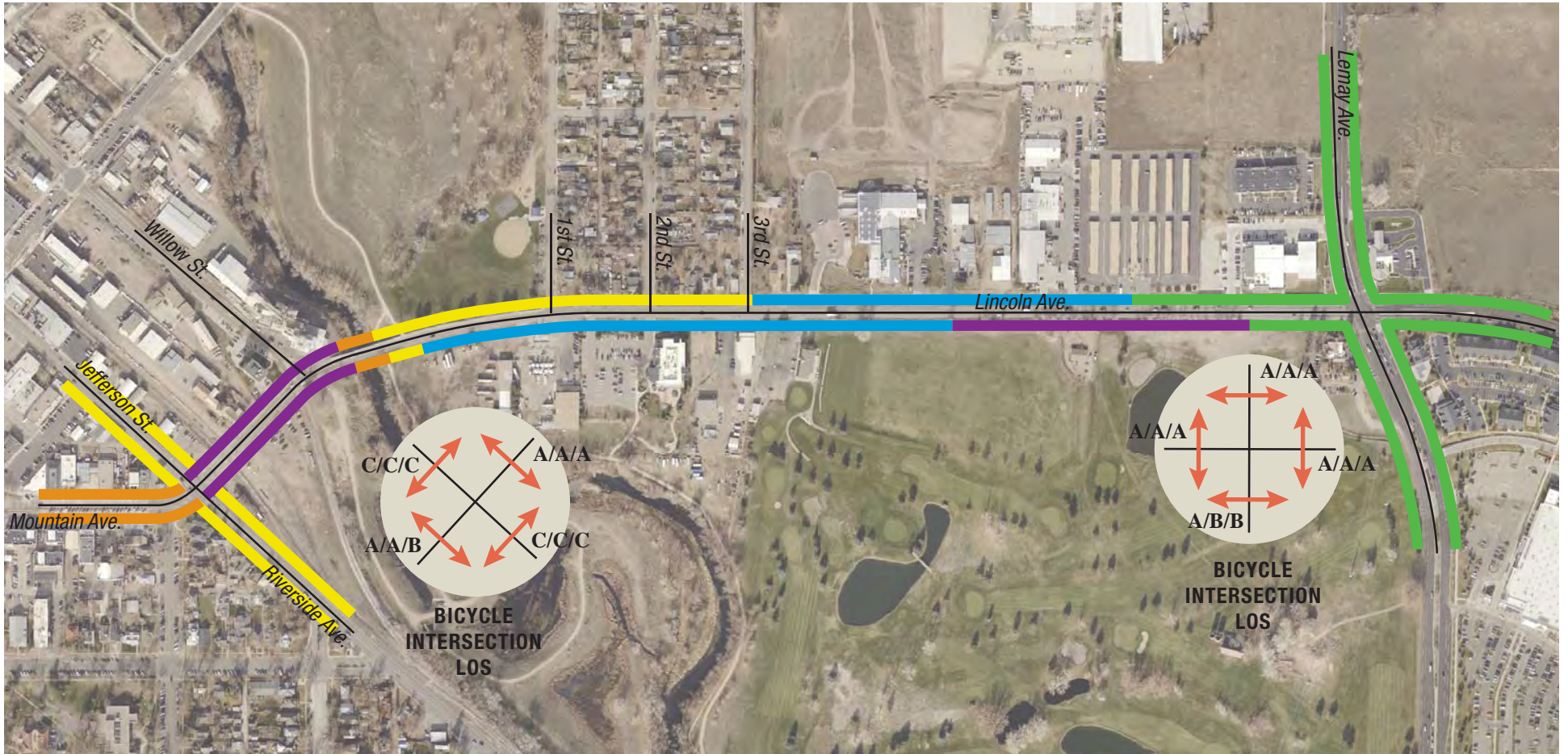
LEGEND	
Pedestrian Segment LOS	
█	LOS A
█	LOS B
█	LOS C
█	LOS D
█	LOS E
█	LOS F

Figure 5
Existing Pedestrian Levels of Service



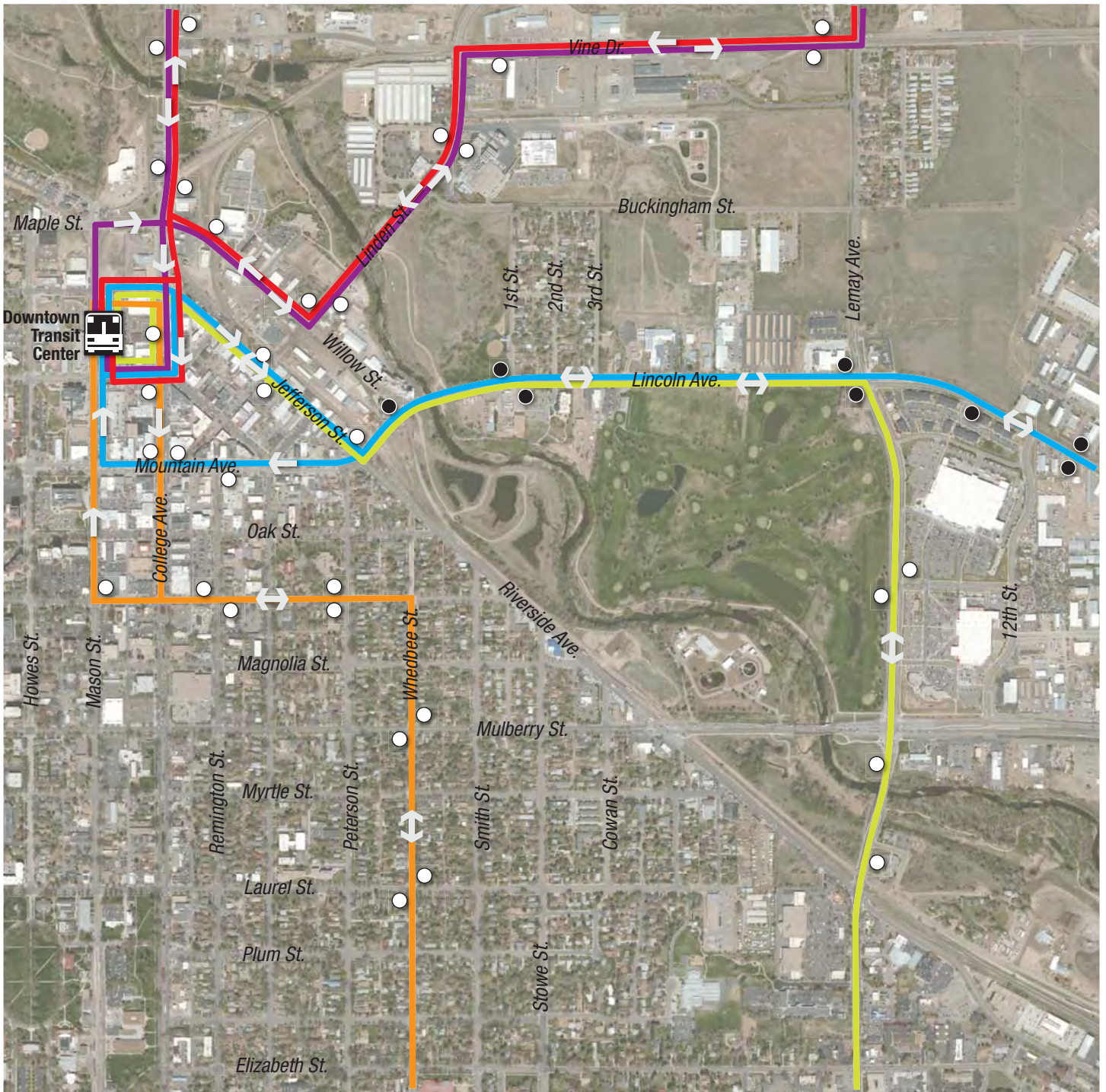
LEGEND	
	Bike Lanes
	Proposed Bike Lanes
	Bike Routes
	Proposed Bike Routes
	Multi-Use Trails
	Proposed Multi-Use Trail
	No Bicycling

Figure 6
Existing and Proposed Bicycle Facilities



LEGEND	
Bicycle Segment LOS	
█	LOS A
█	LOS B
█	LOS C
█	LOS D
█	LOS E
█	LOS F

Figure 7
Existing Bicycle Levels of Service










LEGEND			
	Route 5		Lincoln Avenue Bus Stops
	Route 8		Other Bus Stops
	Route 14		
	Route 18		
	Route 81		

Figure 8
Existing Transit Routes and Stops



LEGEND	
	Route 5
	Route 8
	Route 14
	Route 18
	Route 81
XX/XX	Weekday/Saturday Boardings and Alightings on Routes 5 and 14

WEEKDAY/SATURDAY BOARDINGS and ALIGHTINGS

	ROUTE 5	ROUTE 14
Lincoln Corridor Stops	31/25	37/45
All Route Stops	611/470	356/385
Lincoln % of Total	5.1%/5.3%	10.4%/11.7%

Figure 9
Transit Boardings and Alightings

SOURCE: Transfort, Summer 2013 Ridership Survey

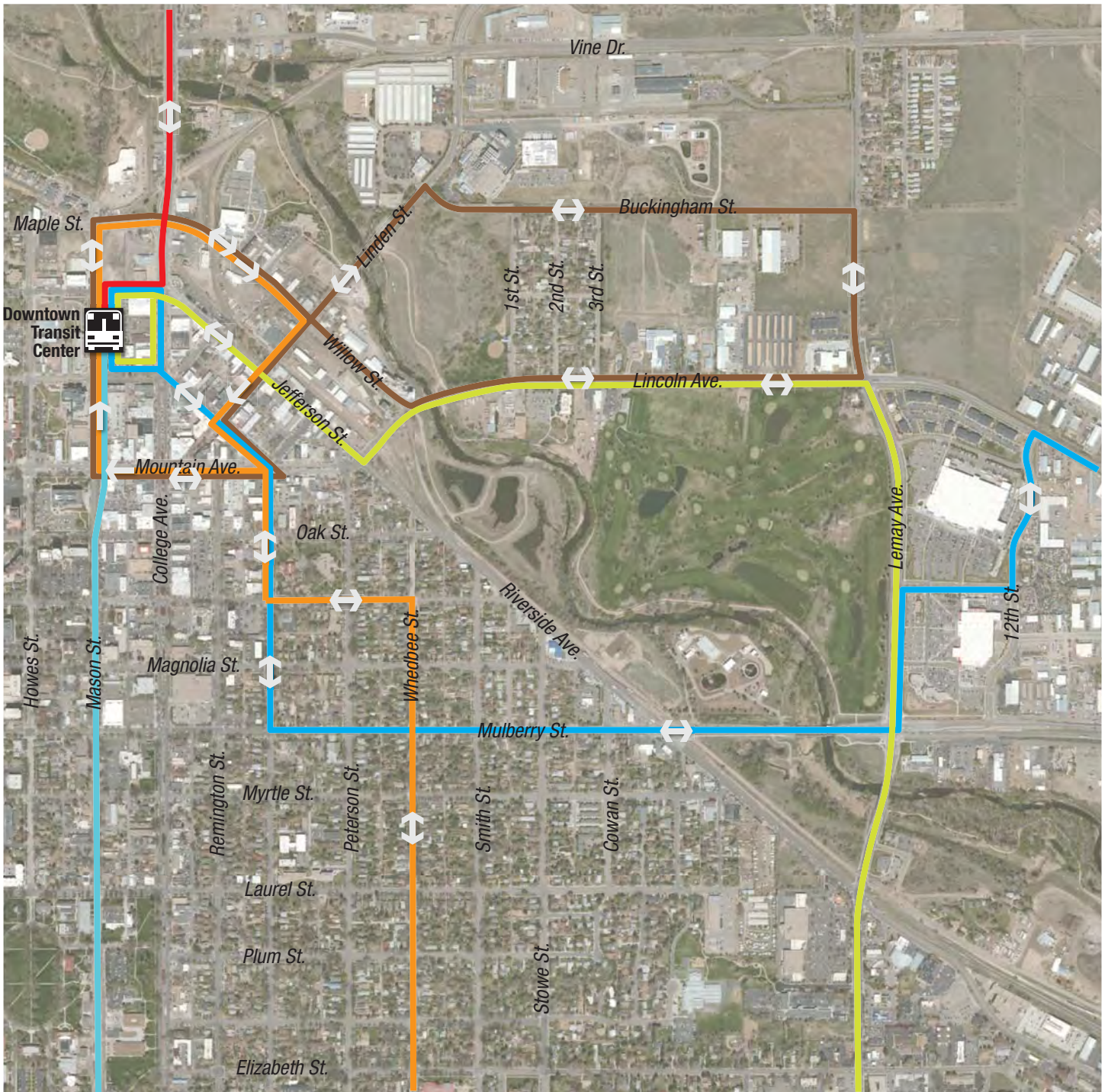
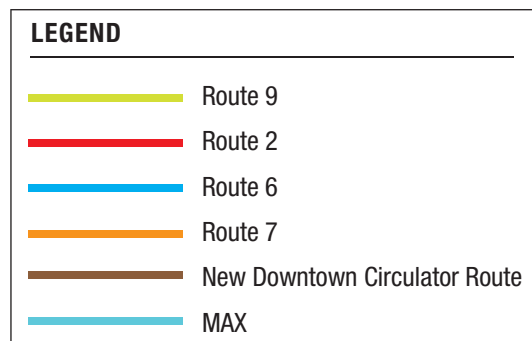
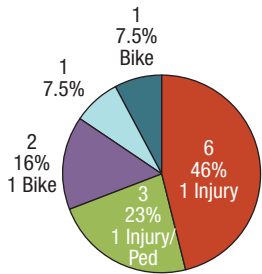


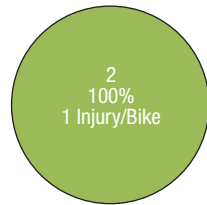
Figure 10
Planned Future Transit Routes



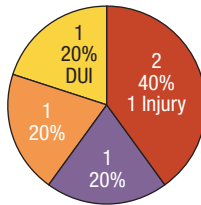
SOURCE: Phase 3 Transfort Strategic Operating Plan



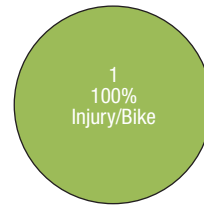
JEFFERSON ST. / RIVERSIDE AVE. / LINCOLN AVE. / MOUNTAIN AVE.



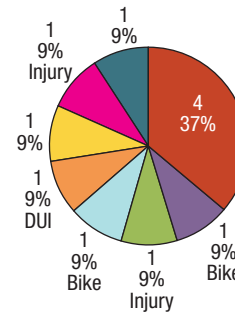
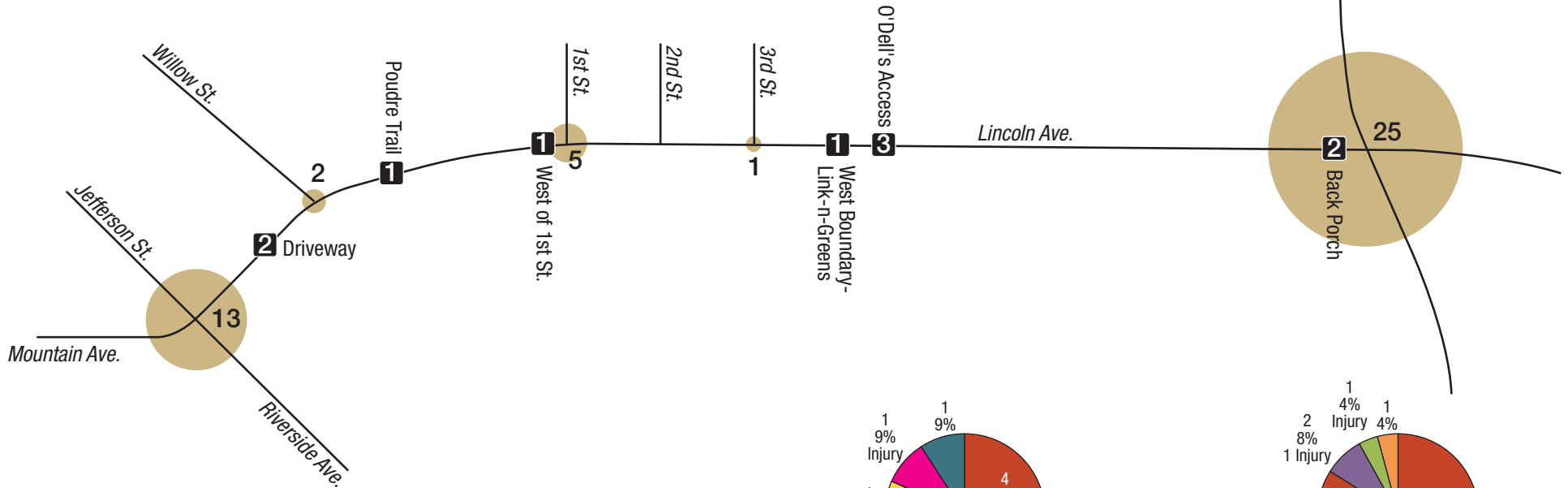
WILLOW ST. / LINCOLN AVE.



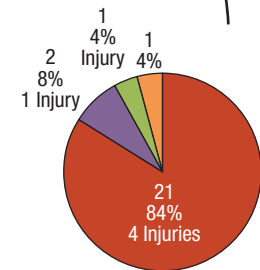
1ST ST. / LINCOLN AVE.



3RD ST. / LINCOLN AVE.



NON-INTERSECTION



LEMAY AVE. / LINCOLN AVE.

LEGEND

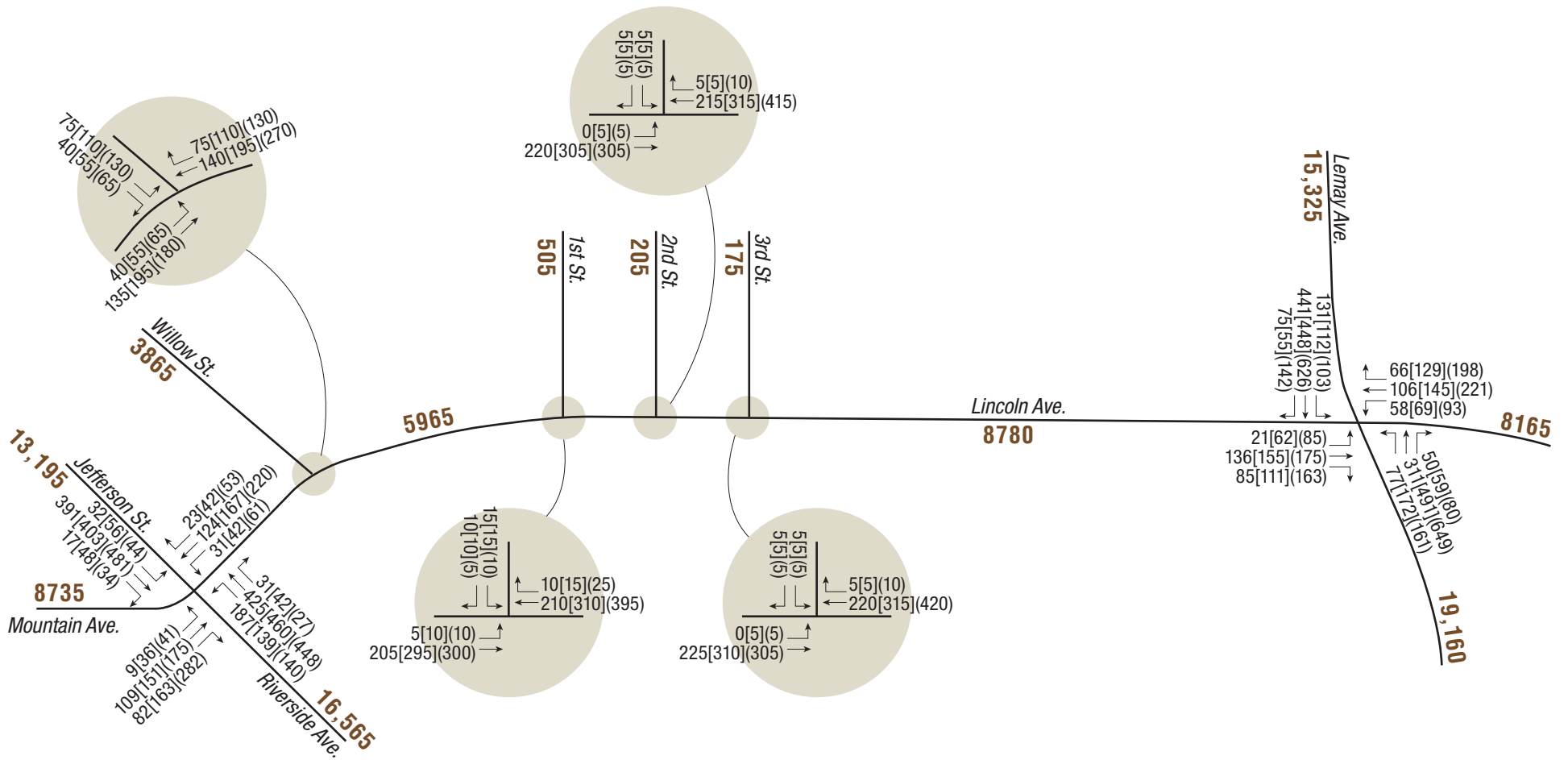
Crash Type

Right Turn	Sideswipe
Rear End	Fixed Object
Approach Turn	Parked Car
Broadside	Left Turn

= Number of Intersection Crashes

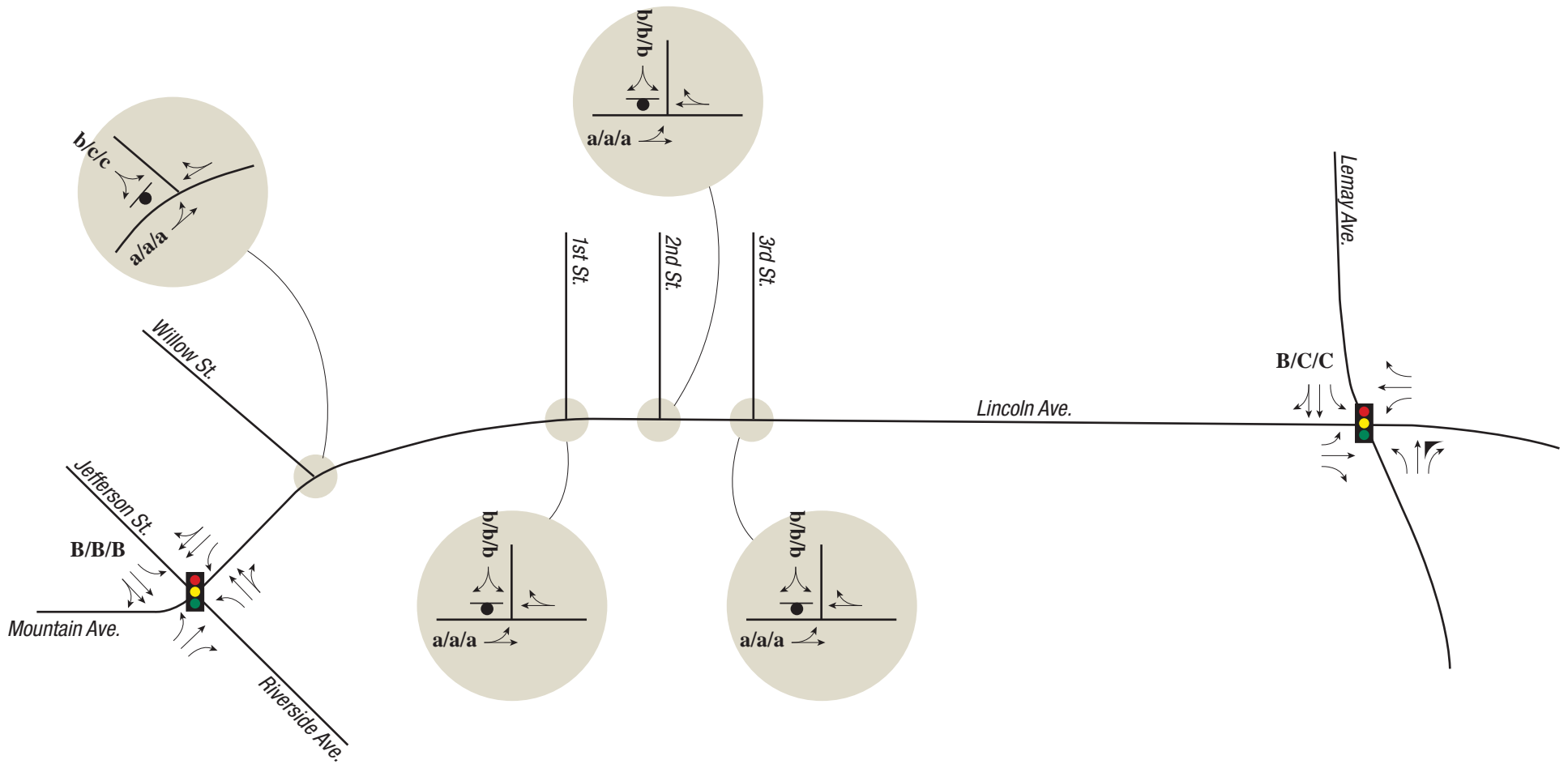
= Number of Non-Intersection Crashes (1 unknown location)

Figure 11
Crash History (2010-2012)



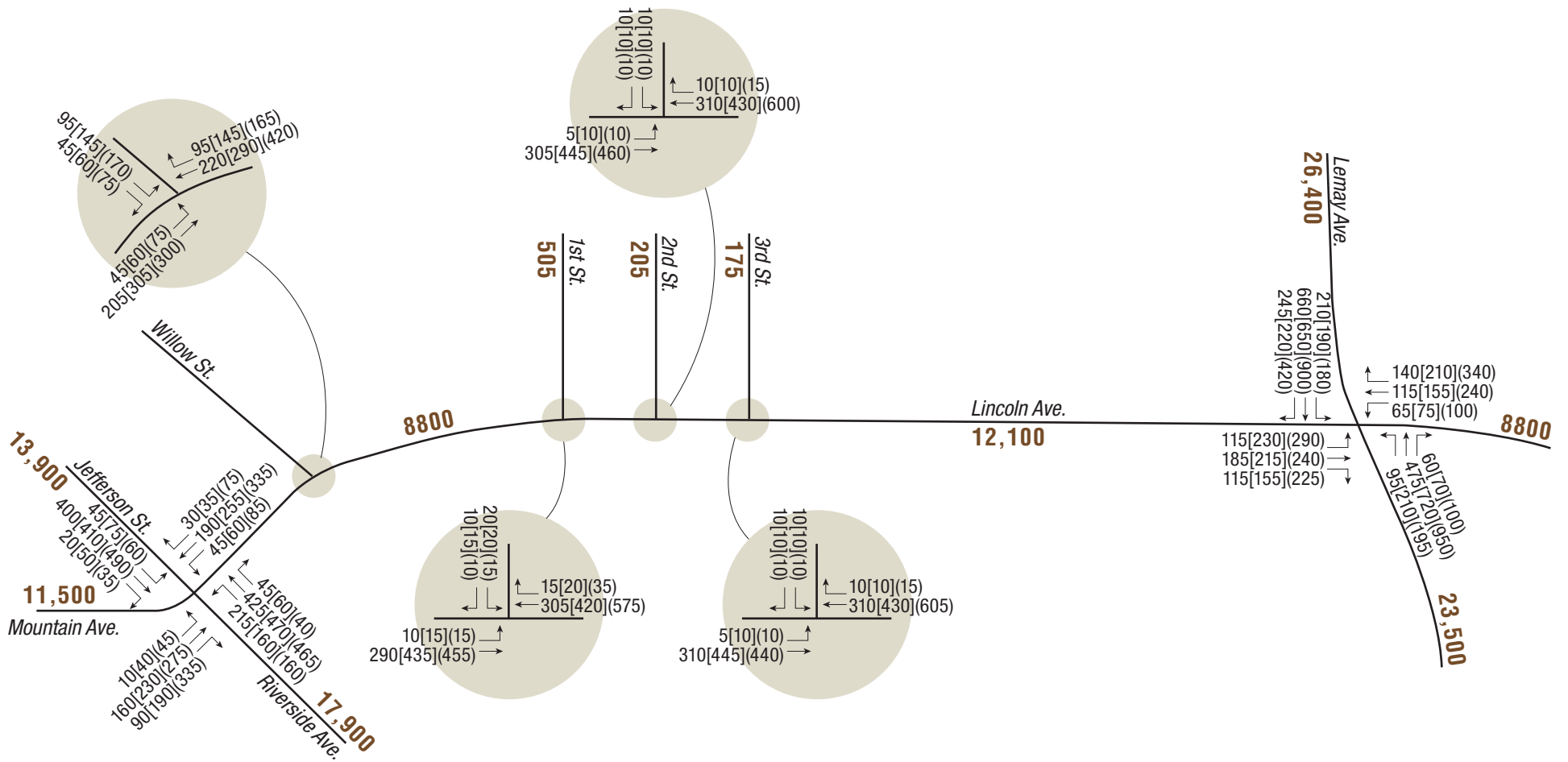
LEGEND	
xxxxxx	AM[Noon](PM) Peak Hour Traffic Volumes
XXXX	Daily Traffic Volumes

Figure 12
Existing Traffic Volumes



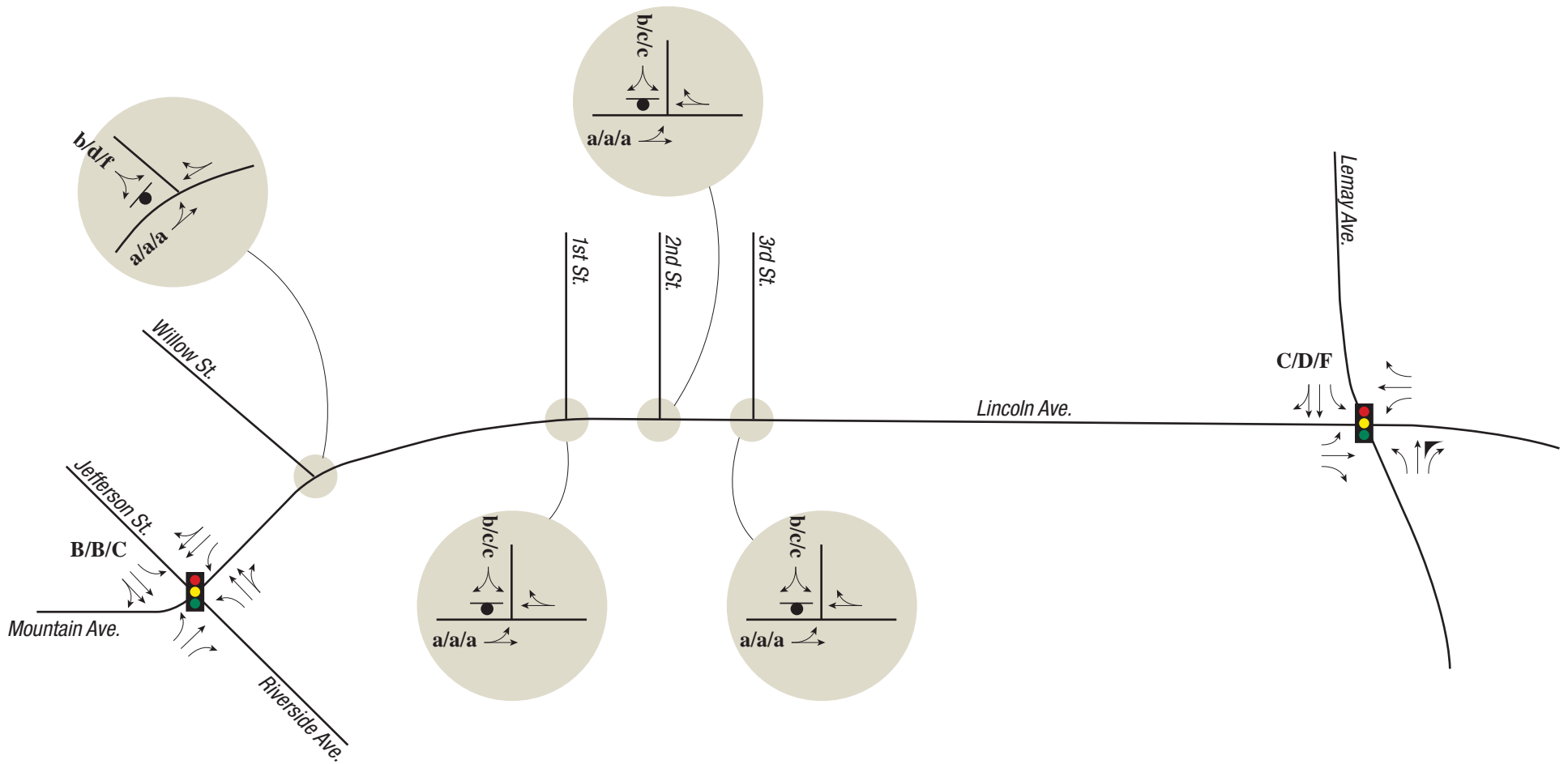
LEGEND	
X/X/X	AM/PM Peak Hour Signalized Intersection Level of Service
x/x/x	AM/PM Peak Hour Unsignalized Intersection Level of Service
●	Stop Sign
🚦	Traffic Signal

Figure 13
Existing Levels of Service
and Lane Geometry



LEGEND	
xxxxxx	AM[Noon](PM) Peak Hour Traffic Volumes
XXXX	Daily Traffic Volumes

Figure 14
2035 Projected Traffic Volumes



LEGEND	
X/X/X	AM/PM Peak Hour Signalized Intersection Level of Service
x/x/x	AM/PM Peak Hour Unsignalized Intersection Level of Service
●	Stop Sign
🚦	Traffic Signal

Figure 15
2035 No Action Projected
Levels of Service



LEGEND



-  Floodplain Limits
-  Floodway Limits

Figure 16
Existing Floodplains and Storm Sewer System

APPENDIX B PHASE II ALTERNATIVES

A-2

**PHASE I COMMUNITY
ENGAGEMENT 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.

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.

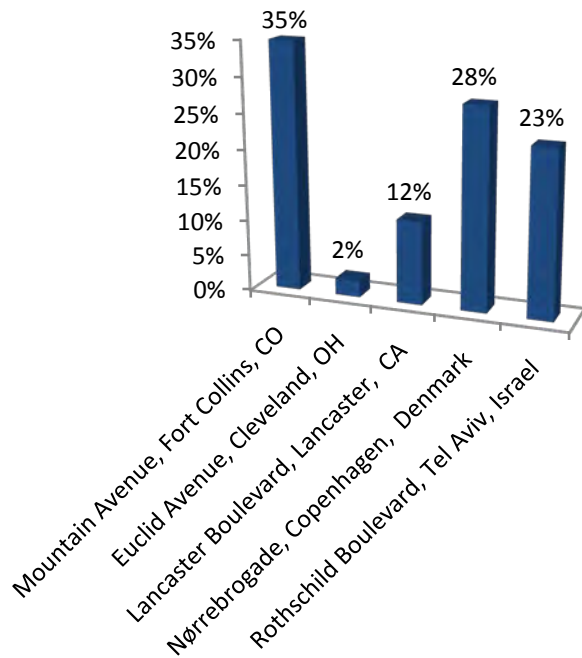
Based on this evaluation, five of the highest-ranked corridors were selected as unique areas that contain elements that could be considered for the Lincoln Corridor. At the June 18 event, participants examined and discussed these five case study corridors in greater detail:

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

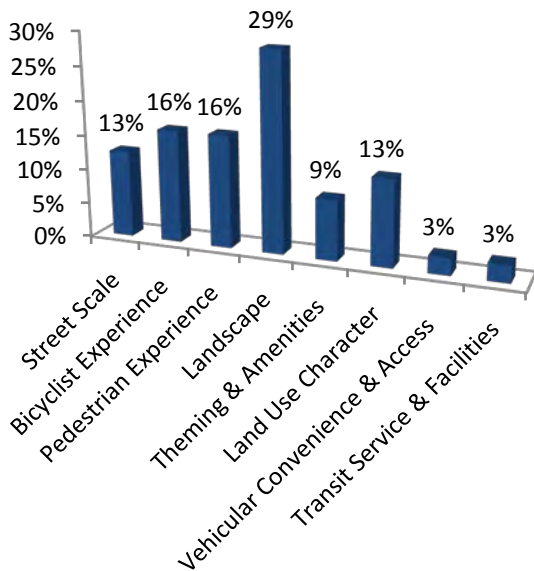
Results

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:

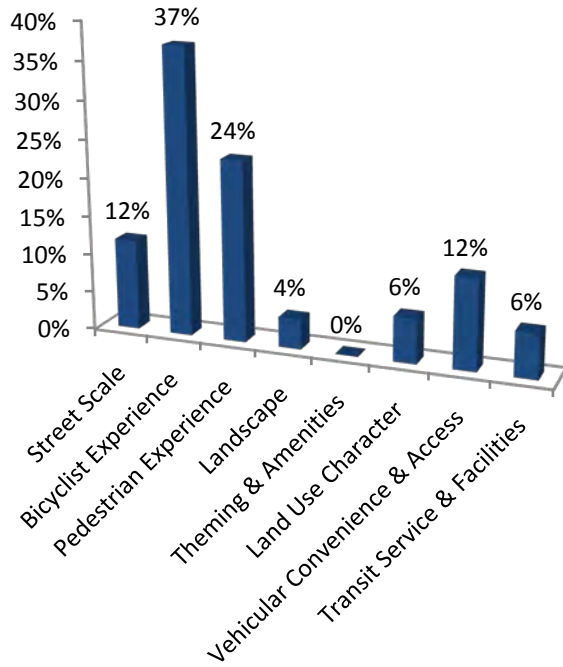
1. Which corridor did you find the most memorable?



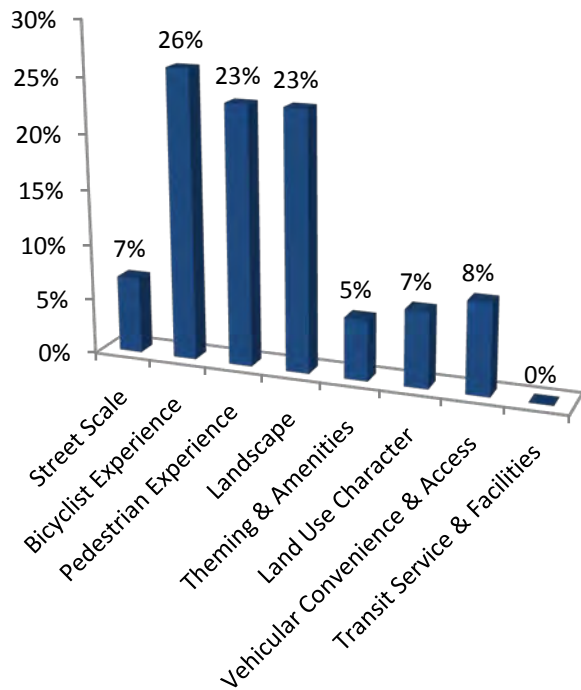
2. Mountain Avenue: Which elements made you choose this corridor?



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

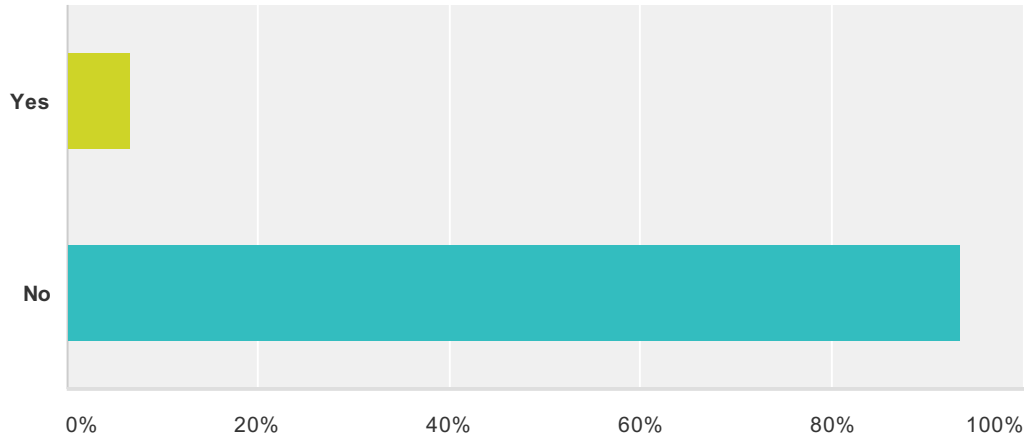
General Lincoln Corridor Comments

- 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 3rd 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

Q1 Do you live in the Lincoln Corridor project area (shown on the map above)?

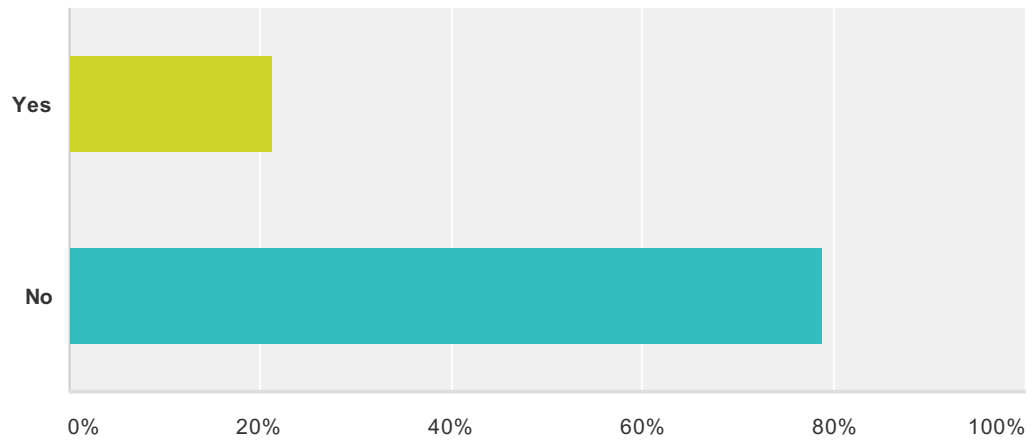
Answered: 422 Skipped: 2



Answer Choices	Responses
Yes	6.64% 28
No	93.36% 394
Total	422

Q2 Do you own a business or work in the Lincoln Corridor project area (shown on the map above)?

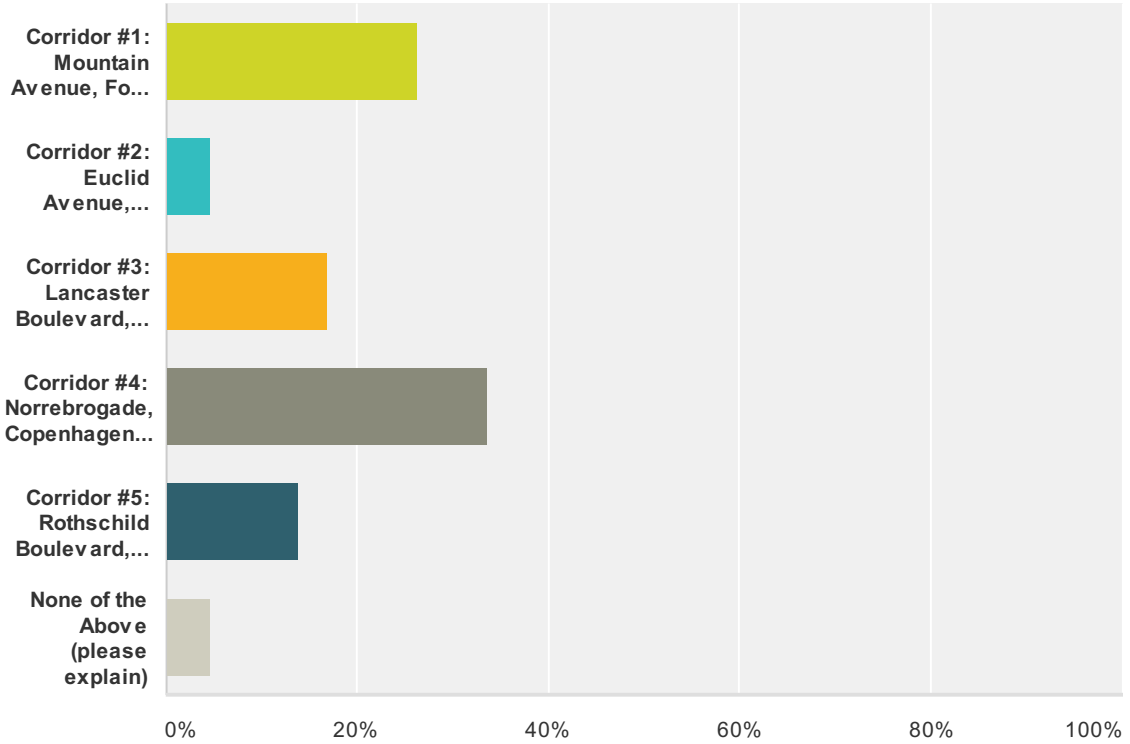
Answered: 421 Skipped: 3



Answer Choices	Responses	
Yes	21.38%	90
No	78.62%	331
Total		421

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

Answered: 367 Skipped: 57



Answer Choices	Responses
Corridor #1: Mountain Avenue, Fort Collins, CO	26.43% 97
Corridor #2: Euclid Avenue, Cleveland, OH	4.63% 17
Corridor #3: Lancaster Boulevard, Lancaster, CA	16.89% 62
Corridor #4: Norrebrogade, Copenhagen, Denmark	33.51% 123
Corridor #5: Rothschild Boulevard, Tel Aviv, Israel	13.90% 51
None of the Above (please explain)	4.63% 17
Total	367

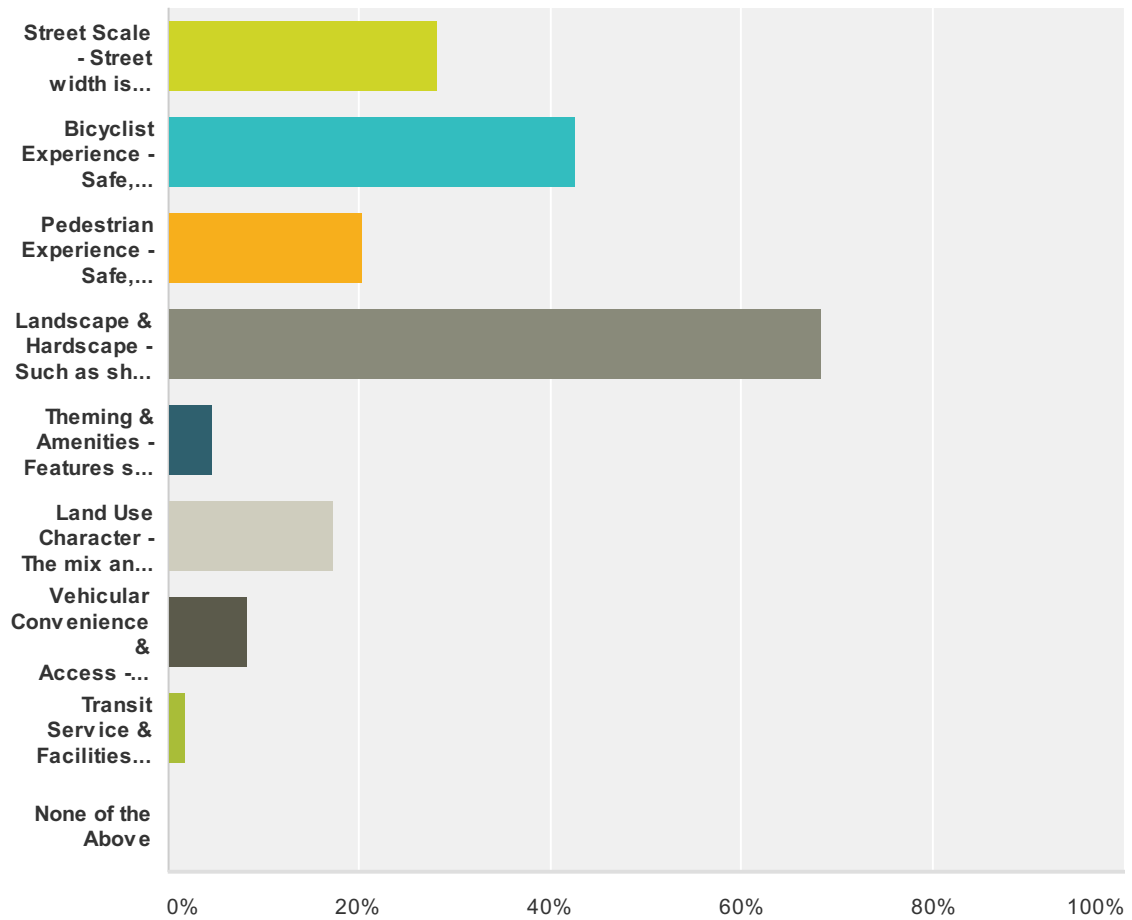
#	None of the Above (please explain)	Date
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1	I would very much like Lincoln to remain a mixed use street. Fort Collins is becoming dangerously unbalanced. I would love to see the agricultural businesses remain as well as the ones that rely on building 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.	7/17/2013 7:55 AM
2	I like the multifunctional aspects of this design and it looks really nice too.	7/12/2013 4:07 PM
3	They just look like streets. Nothing special.	7/12/2013 12:39 PM
4	Not a good enough look to really tell	7/12/2013 9:56 AM
5	Some features of each.	7/11/2013 2:42 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.	7/11/2013 12:38 PM
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.	7/11/2013 11:30 AM
8	Not necessary. Is fine as is. We need the Lemay bypass for than anything	7/11/2013 11:21 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.	7/11/2013 11:16 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	7/11/2013 7:41 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.	7/9/2013 3:37 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 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.	7/3/2013 12:41 PM
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.	6/28/2013 3:07 PM
14	what does this question have to do with Lincoln ave???	6/28/2013 7:27 AM
15	All very similar - green median, bikes, etc. We need to move traffic on this corridor - not make it memorable.	6/26/2013 9:46 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.	6/25/2013 12:01 PM
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.	6/25/2013 10:26 AM

Q4 Mountain Avenue: Which elements made you choose this corridor (choose up to 2)?

Answered: 167 Skipped: 257



Answer Choices	Responses
Street Scale - Street width is appropriate for the buildings and land use context.	28.14% 47
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).	42.51% 71
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).	20.36% 34
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.	68.26% 114
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.	4.79% 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).	17.37% 29
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.	8.38% 14
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.	1.80% 3
None of the Above	0% 0
Total Respondents: 167	

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.

Answered: 85 Skipped: 339

#	Responses	Date
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!	7/16/2013 5:20 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.	7/16/2013 4:32 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.	7/16/2013 3:36 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.	7/16/2013 2:19 PM
5	fits with the theme of Mountain	7/16/2013 10:12 AM
6	Older growth landscaping creates a pleasant environment	7/16/2013 9:58 AM
7	Nature areas combined with mobility.	7/16/2013 8:30 AM
8	Trees and walkability	7/16/2013 7:49 AM
9	Like: heavy bike traffic and bike lanes Dislike: heavy auto traffic and diagonal parking impacting bikability	7/16/2013 6:33 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.	7/15/2013 7:10 PM
11	I like all of the trees and shade, as well as the clearly defined bike lane.	7/15/2013 12:00 PM
12	I think Mountain Ave is a very pleasant street for drivers, bikers, pedestrians and possibly is the best model for our city.	7/15/2013 10:15 AM
13	A nice wide median might be nice to include. Bike lanes and parking lanes are a must	7/14/2013 12:43 PM
14	I actually like this corridor very much. Maybe even better than the Copenhagen one. I couldn't go back with my browser...	7/13/2013 10:54 PM

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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.	7/12/2013 5:23 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.	7/12/2013 4:56 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 accomodate that type of traffic the best. The question was though "Which corridor is the most memorable?".	7/12/2013 3:22 PM
18	Mountain Avenue is a beautiful, historic corridor with a lot of personality.	7/12/2013 3:21 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.	7/12/2013 2:43 PM
20	Green. Use of mature trees, relaxing feeling.	7/11/2013 3:36 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.	7/11/2013 2:34 PM
22	Mountain Ave. is iconic in Fort Collins. It's likable just because it is!	7/11/2013 2:06 PM
23	Much more residential than Lincoln. Nice scale.	7/11/2013 1:52 PM
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.	7/11/2013 1:15 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.	7/11/2013 1:14 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	7/11/2013 12:44 PM
27	Bike lanes could be placed inside the tree lined median -- one in each direction of travel.	7/11/2013 11:49 AM
28	It's too wide.	7/11/2013 11:43 AM
29	The trolly is a nice touch.	7/11/2013 11:42 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.	7/11/2013 11:23 AM
31	Mountain has been a great tie into town and residential, accompanied by great bike lanes	7/11/2013 9:01 AM

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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).	7/11/2013 7:41 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.	7/10/2013 11:14 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 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.	7/10/2013 9:28 PM
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 an arterial street.	7/10/2013 5:35 PM
36	The landscape/hardscape is nice.	7/10/2013 4:53 PM
37	Like: trees! turning lanes, median, 4 lanes	7/10/2013 4:22 PM
38	Lincoln corridor is, in many ways, a continuation of Mountain. Should be a near seamless transition, especially near the riverside crossing and the RR tracks.	7/10/2013 1:19 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).	7/10/2013 8:26 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...	7/10/2013 7:58 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. .	7/9/2013 8:36 PM
42	I don't care for share-ops but prefer 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	7/4/2013 11:38 AM
43	Mountain accommodates 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 destinations/businesses.	7/3/2013 4:56 PM
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.	7/3/2013 11:45 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.	7/2/2013 5:18 PM
46	I liked that there was space for street parking and separate bid and traffic lanes. The landscaping is very nice and welcoming, without being too modern.	7/2/2013 10:47 AM
47	This street has a safe family friendly feel.	7/2/2013 10:23 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.	7/2/2013 8:25 AM

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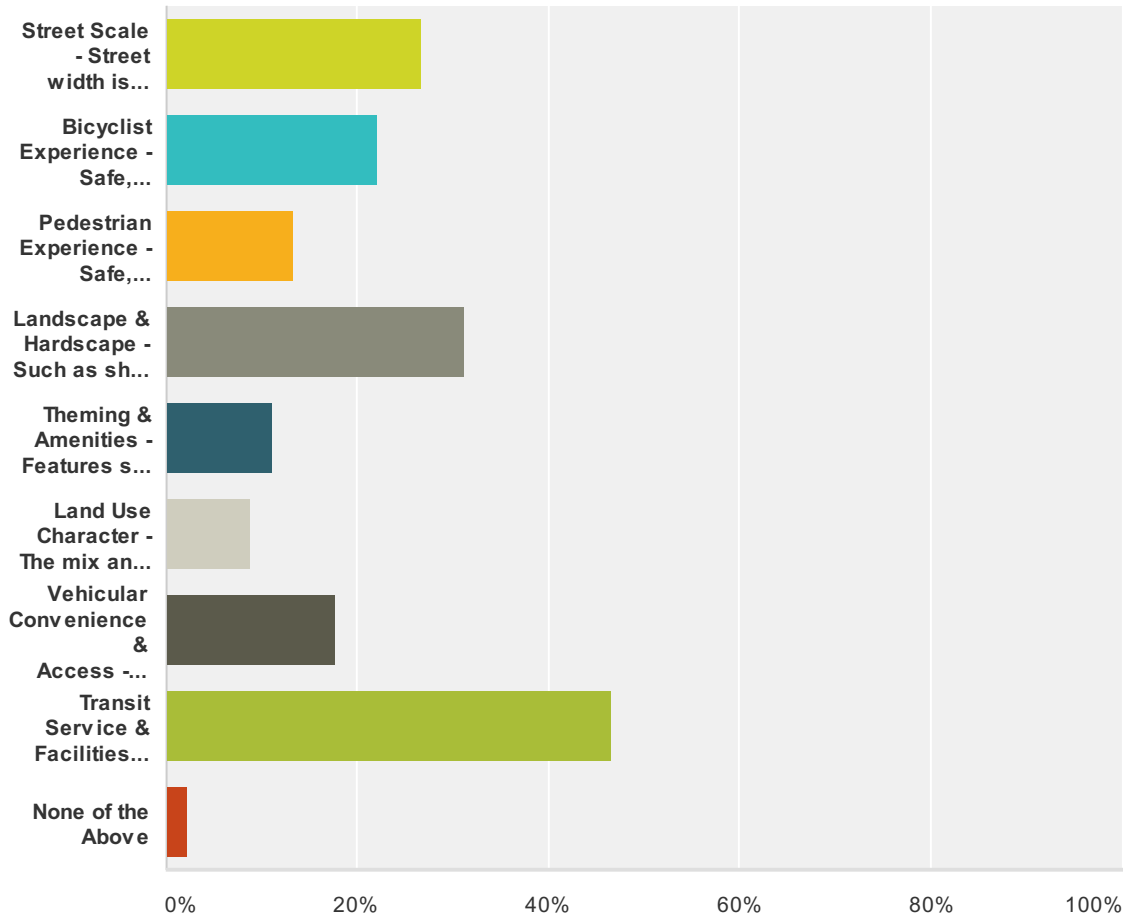
49	It is important to make the Lincoln Corridor accessible to truck and other motorize traffic, and not make it solely dependent on foot or bicycle traffic.	7/1/2013 4:35 PM
50	Large center median with plenty of trees. Mixture of structures along the entire route from houses to commercial tho the whole route is cohesive. A place to want to live work and play.	6/30/2013 12:08 AM
51	I frequently bike, run, and walk mountain avenue and enjoy my experience.	6/29/2013 11:32 AM
52	Designing Lincoln Ave. after an existing street in the arrea soul 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 not go, depending on the mode of transportation.	6/28/2013 5:05 PM
53	two lanes providing good vehicular mobility. Center meridian with trees makes its pleasant to drive down but it is not extravagant, simple grass and spread out trees.	6/28/2013 12:38 PM
54	Small town feel instead of metropolitan concrete jungle feel.	6/28/2013 12:05 PM
55	shade trees on western mountain are nice but take years to grown. Like there isn't lots of other high maintenance landscaping. Mountain struggles with bike versus cars.	6/28/2013 10:17 AM
56	I would like to see a combination of this and the transit of Euclid Ave.	6/28/2013 8:37 AM
57	Broad, landscaped median	6/27/2013 10:03 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.	6/27/2013 8:05 PM
59	There is room for vehicles, bicycles, parking and a large median.	6/27/2013 8:01 PM
60	The landscaped median of the Mountain corridor is my absolute fav! Adds to the small town feel. Gentle, warming, peaceful, and unique.	6/27/2013 5:43 PM
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.	6/27/2013 10:58 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.	6/27/2013 10:42 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.	6/27/2013 10:05 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.	6/27/2013 8:59 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.	6/26/2013 5:33 PM
66	Mountain Ave cannot be beat for beauty - it's wide and has plenty of trees!	6/26/2013 3:05 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	6/26/2013 9:49 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.	6/26/2013 7:36 AM

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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.	6/25/2013 4:23 PM
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!	6/25/2013 4:02 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.	6/25/2013 3:59 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.	6/25/2013 2:26 PM
73	trees, blvd separation, clear and comfortable bike lines, pedestrian friendly, nice overall aesthetics.	6/25/2013 1:06 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.	6/25/2013 12:30 PM
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.	6/25/2013 12:25 PM
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.	6/25/2013 12:05 PM
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.	6/25/2013 7:24 AM
78	Beautifully landscaped. Comfortable for people, bikes, and cars. It is very "human scaled" and friendly feeling.	6/24/2013 2:55 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.	6/24/2013 1:42 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.	6/21/2013 1:46 PM
81	Liked: Mature landscaping. Nice integration of bicycles using available space.	6/20/2013 1:47 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 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?	6/20/2013 10:22 AM
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.	6/19/2013 4:30 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.	6/19/2013 3:41 PM
85	Mountain Ave stands out as an excellent corridor	6/19/2013 8:41 AM

Q6 Euclid Avenue: Which elements made you choose this corridor (choose up to two)?

Answered: 45 Skipped: 379



Answer Choices	Responses
Street Scale - Street width is appropriate for the buildings and land use context.	26.67% 12
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).	22.22% 10
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).	13.33% 6
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.	31.11% 14
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.	11.11% 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).	8.89% 4
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.	17.78% 8
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.	46.67% 21

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None of the Above	2.22%	1
Total Respondents: 45		

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.

Answered: 21 Skipped: 403

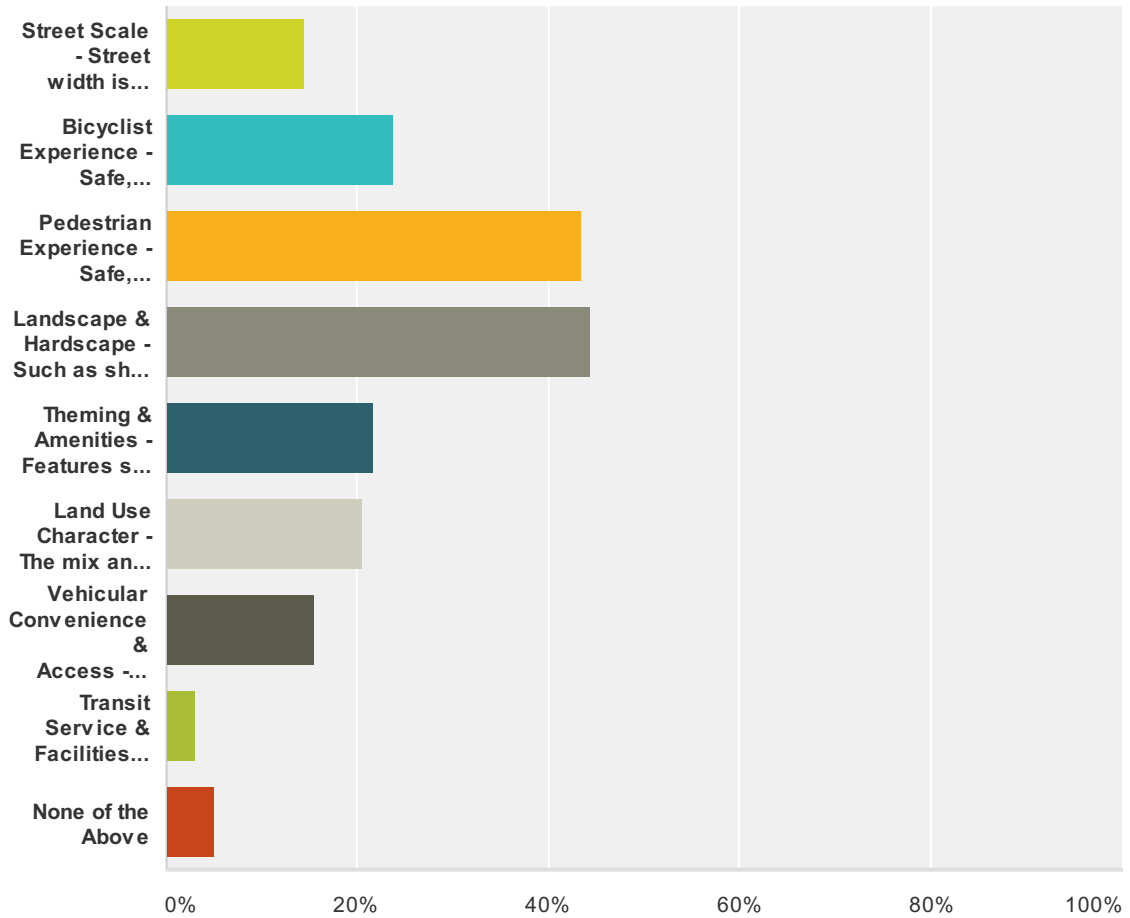
#	Responses	Date
1	this example speaks to the reality of land use along lincoln: residential, industrial, open space, etc. close/ intimate setbacks are not as realistic. what i like is the scale of the street because it reflects what is likely possible. what i dont like is the bicycle and pedestrian 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	7/15/2013 10:38 PM
2	bikers get their own lane, as do the buses. That seems the safest for everyone	7/15/2013 12:31 PM
3	Liked the designated lanes for all sources of transportation. Especially the bus lane.	7/12/2013 6:18 PM
4	Good for everyone	7/11/2013 5:29 PM
5	While this is my second choice, it's rather bland.	7/11/2013 2:12 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.	7/11/2013 12:01 PM
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.	7/10/2013 9:33 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.	7/10/2013 5:36 PM
9	Liked dedicated transit lanes and landscaped medians and parkways. NOT sure Lincoln can accommodate extra travel lanes.	7/10/2013 3:42 PM
10	It is not as "pretty" as some options, but the planning for the bus rapid transit and the economic development that it encouraged is a good example of how the Lincoln corridor does NOT have to be automobile-centric	7/9/2013 7:20 PM
11	Most memorable because of the hardscape, it's barren and uninviting.	7/9/2013 2:52 PM
12	This design seems like it would function well.	7/8/2013 2:16 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.	7/4/2013 11:29 AM

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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.	7/2/2013 2:50 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.	7/2/2013 10:50 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.	7/1/2013 8:45 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.	6/25/2013 1:08 PM
18	?	6/25/2013 8:30 AM
19	In the second photograph there do not appear to be any bike lanes, yet 4 lanes for autos. Pedestrian access seems reasonable.	6/20/2013 1:54 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".	6/20/2013 10:26 AM
21	Like the transit	6/19/2013 9:27 AM

Q8 Lancaster Boulevard: Which elements made you choose this corridor (choose up to two)?

Answered: 97 Skipped: 327



Answer Choices	Responses
Street Scale - Street width is appropriate for the buildings and land use context.	14.43% 14
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).	23.71% 23
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).	43.30% 42
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.	44.33% 43
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.	21.65% 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).	20.62% 20
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.	15.46% 15

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Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.	3.09%	3
None of the Above	5.15%	5
Total Respondents: 97		

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.

Answered: 50 Skipped: 374

#	Responses	Date
1	Use of hardscape and landscape Area is just too new Scale of building is appropriate Medium is used as a divider	7/16/2013 9:57 AM
2	i think this corridor is a terrible	7/15/2013 10:29 PM
3	I like the modern feel of the corridor and it seems to cater to pedestrians and cars.	7/15/2013 4:28 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.	7/15/2013 11:59 AM
5	The ability to use the space in different ways is perfect for Fort Collins.	7/15/2013 11:02 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.)	7/15/2013 10:14 AM
7	Traffic lanes are a minimal part. Also like that it can be closed off for events.	7/14/2013 10:17 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.	7/14/2013 2:04 PM
9	The words 'safe' and 'convenient'	7/13/2013 9:14 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.	7/11/2013 4:30 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.	7/11/2013 12:59 PM
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.	7/11/2013 12:58 PM
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.	7/11/2013 11:51 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 streetscape wouldn't work here.	7/11/2013 11:26 AM
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.	7/11/2013 10:58 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	7/11/2013 10:52 AM

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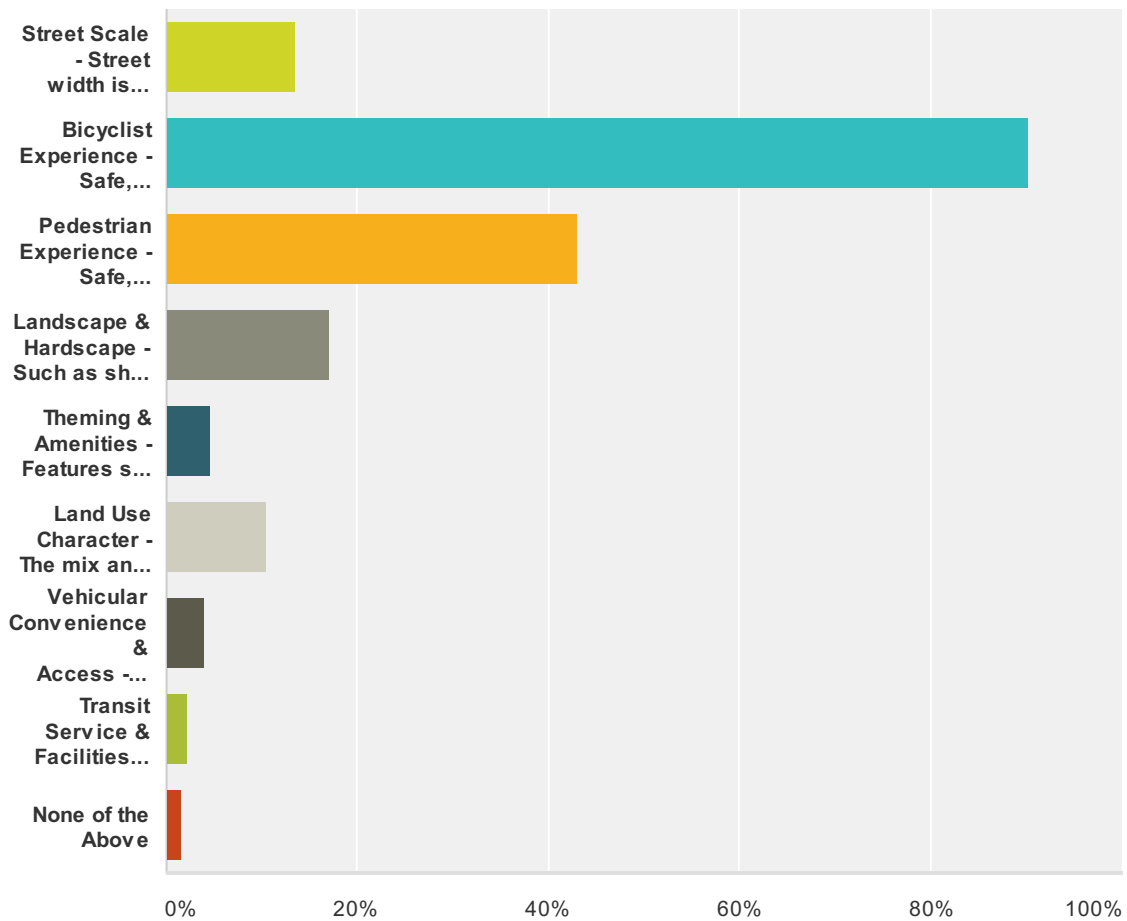
17	I believe this is the example that started with a five-lane highway. I applaud the changes, especially the center parking to help slow everyone down. Like the wide pedestrian crossing painted area but could be nicer. All in all, the entire area is not quite there aesthetically. Doesn't feel friendly 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.	7/10/2013 9:39 PM
18	Not enough green - too much concrete. Still, the layout looks good and it looks like they have some nice public spaces.	7/10/2013 4:26 PM
19	Liked all aspects of street.	7/10/2013 3:42 PM
20	I don't like the one lane vehicle travel in this corridor, but I do like the large pedestrian and biking areas.	7/10/2013 2:30 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"!	7/10/2013 2:12 PM
22	Like a little more green, a little less concrete	7/10/2013 1:41 PM
23	Looks spartan I like sthe scale and theme.	7/10/2013 12:49 PM
24	Needs bike lane!	7/10/2013 11:58 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 bucking the pavement, trash, etc that make it hazardous to ride there. Trees aren'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 if you enjoy walking or riding in an area than you know it's a nice area.	7/10/2013 8:05 AM
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.	7/10/2013 7:56 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.	7/9/2013 7:24 PM
28	Like incorporation of art into infrastructure.	7/9/2013 11:07 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.	7/9/2013 10:58 AM
30	needs more green spaces	7/9/2013 10:44 AM
31	Parallel parking	7/9/2013 10:24 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.	7/8/2013 2:15 PM
33	It looks inviting to walk on. Comfortable, interesting, sunny. It looks very walkable.	7/6/2013 7:19 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.	7/3/2013 11:48 AM

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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.	7/2/2013 5:16 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.	7/2/2013 10:53 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.	7/2/2013 8:24 AM
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	6/30/2013 3:49 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.	6/28/2013 10:15 AM
40	Attached sidewalks Parking in center of street Residential and commercial combine well	6/28/2013 9:36 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.	6/28/2013 9:16 AM
42	From first glance it looks a little confusing and odd, but it seems to have character is worthy of additional exploration.	6/27/2013 8:03 PM
43	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.	6/27/2013 8:03 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	6/27/2013 11:03 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.	6/26/2013 11:14 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	6/26/2013 7:29 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.	6/24/2013 2:46 PM
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.	6/20/2013 2:00 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	6/20/2013 10:12 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.	6/19/2013 9:57 AM

Q10 Norrebrogade: Which elements made you choose this corridor (choose up to 2)?

Answered: 170 Skipped: 254



Answer Choices	Responses
Street Scale - Street width is appropriate for the buildings and land use context.	13.53% 23
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).	90% 153
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).	42.94% 73
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.	17.06% 29
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.	4.71% 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).	10.59% 18
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.	4.12% 7
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.	2.35% 4
None of the Above	1.76% 3

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.

Answered: 101 Skipped: 323

#	Responses	Date
1	Don't like parking on side of road but like clear signage and designation to each use, peds and cyclists.	7/16/2013 5:22 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?	7/16/2013 4:28 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.	7/16/2013 10:52 AM
4	Separation of users Floating parking, both bike and car Different lanes for different speeds Room for cars Changes in pavement height	7/16/2013 9:55 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.	7/16/2013 8:51 AM
6	Parking is limited	7/16/2013 8:45 AM
7	Shopping and residential area leading to the open vista across the bridge.	7/16/2013 8:10 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.	7/15/2013 10:26 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 too hard of a hit).	7/15/2013 7:49 PM
10	Focus on bicycling	7/15/2013 7:42 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.	7/15/2013 7:15 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.	7/15/2013 11:58 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.	7/15/2013 10:12 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.	7/14/2013 4:35 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	7/14/2013 12:42 PM
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.	7/14/2013 11:44 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.	7/13/2013 10:52 PM

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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.	7/12/2013 5:16 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.	7/12/2013 4:58 PM
20	q	7/12/2013 2:53 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.	7/12/2013 1:31 PM
22	I don't see the businesses along Lincoln Corridor being that condensed.	7/12/2013 12:49 PM
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.	7/12/2013 7:36 AM
24	loved the separated bike lanes.	7/12/2013 6:24 AM
25	I think the dedicated raised bike lane separated from traffic is wonderful. We need that here in Ft C.	7/11/2013 10:35 PM
26	on-street parking may be difficult given amount of truck traffic on Lincoln	7/11/2013 6:28 PM
27	Bicycle emphasis is great, especially with future growth and breweries.	7/11/2013 5:28 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.	7/11/2013 3:38 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.	7/11/2013 2:41 PM
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.	7/11/2013 2:38 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.	7/11/2013 2:09 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.	7/11/2013 1:14 PM
33	I also liked this one because bike lanes were separated from automotive traffic which is much safer.	7/11/2013 1:00 PM
34	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.	7/11/2013 1:00 PM
35	Bike friendly Needs more trees	7/11/2013 12:59 PM

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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?	7/11/2013 12:54 PM
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.	7/11/2013 12:48 PM
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.	7/11/2013 11:52 AM
39	n/a	7/11/2013 11:43 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.	7/11/2013 11:26 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.	7/11/2013 11:17 AM
42	makes it easy to get between Old Town Fort Collins and the breweries.	7/11/2013 10:53 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!	7/11/2013 9:30 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.	7/11/2013 9:00 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.	7/11/2013 8:17 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!)	7/11/2013 7:44 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 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.	7/10/2013 9:41 PM
48	Needs more trees	7/10/2013 6:51 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.	7/10/2013 4:52 PM
50	The focus on bicycling is important for the Lincoln Corridor, so I really liked the roomy bike lanes.	7/10/2013 2:29 PM

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51	Seems open for everyone (bike, car, bus, ped) to use safely	7/10/2013 1:42 PM
52	Needs more landscaping to fit Fort Collins	7/10/2013 1:01 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. :)	7/10/2013 12:47 PM
54	The streets seem a little cramped in this one.	7/10/2013 12:43 PM
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.	7/10/2013 6:51 AM
56	I like that non-fossil fuel based modes of transportation were considered and accommodated FIRST in the planning and design	7/9/2013 7:17 PM
57	I love the idea of Lincoln corridor being more bike and pedestrian friendly, because right now it feels bare and not necessarily safe. Stretch from Mountain to Lemay the most critical. Cars are critical but parking doesn't seem to be, great vicinity to the trail with Linkin'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 narrow 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.	7/9/2013 1:27 PM
58	It's all about the bike...my use of Lincoln now and way to get around is mainly on 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.	7/9/2013 1:01 PM
59	The separate bike lanes from the road makes it look safer for all (pedestrians, bikers, and automobiles).	7/9/2013 12:37 PM
60	Mass of buildings a bit out of scale with the Lincoln neighborhood.	7/9/2013 11:59 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.	7/9/2013 10:54 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.	7/6/2013 7:22 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.	7/3/2013 12:03 PM
64	Liked: Mixed incorporation of buildings, auto, pedestrian, landscape. Eye appealing.	7/3/2013 10:07 AM
65	I see the street scale as something unique to a city in Europe. More space for bikes than for cars.	7/2/2013 4:50 PM
66	Evidence-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.	7/2/2013 3:41 PM
67	Don't like the high buildings right up next to road.	7/2/2013 2:15 PM

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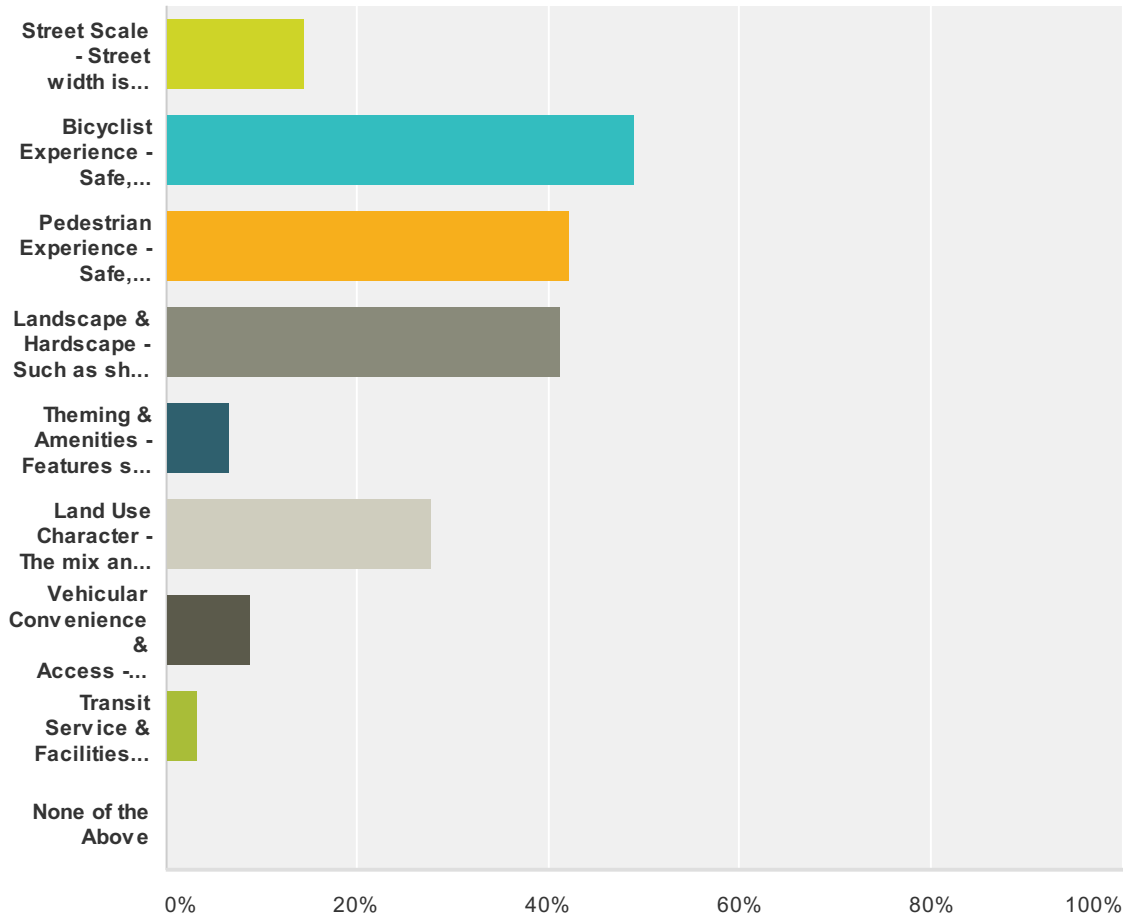
68	Lots of space for cyclists on the bridge area, however it does not seem to be very car and bus friendly. The in-town areas are unattractive and cramped. This is not an area that I would want to drive, bike or bus in as it seems like it is only safe and convenient for pedestrians.	7/2/2013 10:55 AM
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 separated from the vehicle traffic though. I would love to see trees separating the walkway from the street as well as providing much needed shade. I think some wildlife viewing areas for the river would be cool.	7/2/2013 10:21 AM
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.	7/2/2013 8:20 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.	6/30/2013 3:35 PM
72	I like that there is more than one bike lane and also how they differentiate between the two lanes.	6/29/2013 6:34 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.	6/28/2013 3:20 PM
74	Very bicycle and pedestrian friendly, which I'd like to see for Lincoln. A good meld of beauty and function.	6/28/2013 2:22 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	6/28/2013 12:44 PM
76	Bike safety and functional while retaining some natural aspects	6/28/2013 8:22 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.	6/27/2013 10:53 AM
78	I liked the dedicated bike lane that was separated from vehicular traffic.	6/27/2013 10:12 AM
79	Plenty of space for bicycles and pedestrians. Separate bike and pedestrian lanes.	6/26/2013 5:14 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.	6/26/2013 3:04 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 Lincoln.	6/25/2013 4:38 PM
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.	6/25/2013 4:17 PM
83	Wide Bike lanes & bike parking=amazing!	6/25/2013 4:03 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.	6/25/2013 2:21 PM
85	Clear and separate paths for different types of travels.	6/25/2013 1:27 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.	6/25/2013 12:50 PM

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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.	6/25/2013 12:46 PM
88	appears more cramped than the tel aviv example	6/25/2013 12:30 PM
89	Love the bike lanes going both ways, separated from car lanes.	6/25/2013 12:29 PM
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.	6/25/2013 7:22 AM
91	bike and ped friendly, segregated from cars; shaded; good density and heights of buildings	6/24/2013 10:25 PM
92	Lack of landscaping. I hope that Lincoln will have lush landscaping. Just cement and paint. Needs some more attractive barriers, islands, trees.....	6/24/2013 1:40 PM
93	The separation between pedestrian and bicycle usage and the auto lanes improves usage, and provides a median for aesthetic landscaping.	6/21/2013 1:42 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.	6/21/2013 10:46 AM
95	Overall design with physically separate bike and pedestrian lanes feels more like a true multi-modal corridor. It's not an automobile first design.	6/20/2013 1:50 PM
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.	6/20/2013 11:51 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.	6/20/2013 10:31 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.	6/20/2013 5:41 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!	6/19/2013 4:27 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.	6/19/2013 10:00 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.	6/19/2013 9:44 AM

Q12 Rothschild Boulevard: Which elements made you choose this corridor (choose up to 2)?

Answered: 90 Skipped: 334



Answer Choices	Responses
Street Scale - Street width is appropriate for the buildings and land use context.	14.44% 13
Bicyclist Experience - Safe, convenient access and facilities for bicyclists (e.g. bike lanes, bike parking).	48.89% 44
Pedestrian Experience - Safe, convenient access and facilities for pedestrians (e.g. sidewalks, seating, lighting).	42.22% 38
Landscape & Hardscape - Such as shade trees, median treatments, planters, or specialty paving.	41.11% 37
Theming & Amenities - Features such as street lights, flagging, seating that communicate a cohesive identity.	6.67% 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).	27.78% 25
Vehicular Convenience & Access - Mobility for vehicles, parking availability, business access, etc.	8.89% 8
Transit Service & Facilities - Bus service, transit stops, dedicated transit lane, trolley/rail facilities, etc.	3.33% 3

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None of the Above	0%	0
Total Respondents: 90		

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.

Answered: 50 Skipped: 374

#	Responses	Date
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.	7/16/2013 2:26 PM
2	Still concerned with movements to the opposite side of the roadway other than at intersections. The landscaping is critical to this plan.	7/16/2013 8:52 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.	7/15/2013 7:48 PM
4	It appears there are different aspects to each block of the corridor, providing people with many potential destinations throughout.	7/15/2013 11:01 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.	7/15/2013 10:01 AM
6	Any use of pov	7/13/2013 1:02 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.	7/12/2013 6:18 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.	7/12/2013 3:17 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.	7/12/2013 1:55 PM
10	Park like atmosphere in the median looks very interesting.	7/11/2013 10:36 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.	7/11/2013 4:40 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	7/11/2013 1:59 PM
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.	7/11/2013 1:04 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.	7/11/2013 12:58 PM
15	I liked the separate center bike lane.	7/11/2013 11:42 AM
16	No bike presence	7/11/2013 11:31 AM

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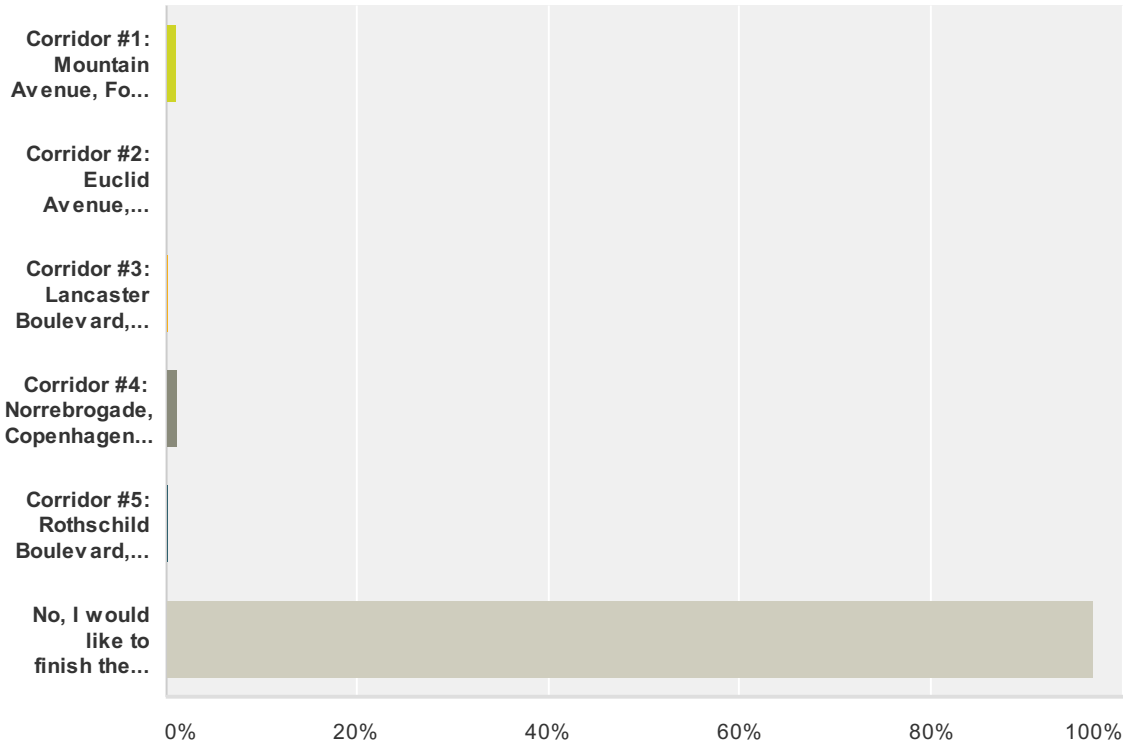
17	I like that the central focus and priority of this corridor seems to be on prioritizing bike & pedestrian traffic. The automobile traffic seems to still be able to move freely despite this change in traditional traffic focus. From using the Lincoln Corridor in the past, I know that many bikes use 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!	7/11/2013 9:39 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.	7/11/2013 7:19 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.	7/10/2013 9:46 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.	7/10/2013 5:33 PM
21	The emphasis seems to be on creating a space, first, for people and second, for cars.	7/10/2013 5:32 PM
22	Dedicated bike lanes in landscaped median. Only one lane of traffic in each direction (not a throughfare). Trees!	7/10/2013 1:17 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 works/looks in areas where there is a long turn lane.	7/10/2013 6:57 AM
24	I liked the multi-use median	7/9/2013 7:24 PM
25	Seemed very busy corridor. Urban feeling. Like use of greenery to create barriers and separate spaces.	7/9/2013 11:06 AM
26	I like the parkways	7/9/2013 10:40 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.	7/2/2013 4:48 PM
28	same elements as the former selection in Denmark	7/2/2013 3:42 PM
29	Extremely safe for bikers and pedestrians. Like the grassy space and trees.	7/2/2013 3:23 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.	7/2/2013 10:57 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.	7/1/2013 2:24 PM
32	Please make bike friendly.	6/30/2013 1:34 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.	6/28/2013 2:25 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.	6/28/2013 10:38 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.	6/28/2013 8:54 AM
36	Love the park feel of the center median, and potential for small businesses.	6/28/2013 8:33 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?	6/26/2013 11:30 AM

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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	6/26/2013 7:23 AM
39	Separation of	6/25/2013 4:39 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 neighborhood attraction instead.	6/25/2013 4:21 PM
41	Love the center landscape alongside shops. Seems to have a very safe walking path away from traffic.	6/25/2013 12:51 PM
42	Good landscaping, comfortable shade for pedestrians, good space for cars without making them the focus.	6/25/2013 12:20 PM
43	Bike separation from traffic is a great thing, however limited access to traffic will be difficult on Lincoln.	6/24/2013 3:00 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.	6/24/2013 2:53 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.	6/24/2013 8:09 AM
46	On-street parking should be considered.	6/20/2013 2:01 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.	6/20/2013 10:37 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.	6/19/2013 4:32 PM
49	good stuff	6/19/2013 10:34 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.	6/19/2013 9:41 AM

Q14 Is there another corridor you would like to explore further? (If you would like to finish the survey, please select the last option).

Answered: 297 Skipped: 127



Answer Choices	Responses
Corridor #1: Mountain Avenue, Fort Collins, CO	1.01% 3
Corridor #2: Euclid Avenue, Cleveland, OH	0% 0
Corridor #3: Lancaster Boulevard, Lancaster, CA	0.34% 1
Corridor #4: Norbrogade, Copenhagen, Denmark	1.35% 4
Corridor #5: Rothschild Boulevard, Tel Aviv, Israel	0.34% 1
No, I would like to finish the survey.	96.97% 288
Total	297

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

Answered: 54 Skipped: 370

#	Responses	Date
1	n/a	7/15/2013 12:32 PM
2	N/A	7/15/2013 11:02 AM
3	Remington Street,	7/12/2013 5:20 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.	7/12/2013 5:00 PM
5	No	7/11/2013 5:29 PM
6	N/A	7/11/2013 2:13 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: http://www.yucatanliving.com/events/bicycles-in-merida.htm	7/11/2013 1:39 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.	7/11/2013 1:09 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	7/11/2013 1:06 PM
10	n/A	7/11/2013 12:59 PM
11	not that I can think of right now, you're already working on North College	7/11/2013 12:41 PM
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!	7/11/2013 12:08 PM
13	https://maps.google.com/maps?hl=en&q=Cours+Général+de+Gaulle,+Dijon,+France&ie=UTF-8 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.	7/11/2013 12:02 PM
14	Not that I've seen, but I'll keep my eye out!	7/11/2013 11:47 AM
15	I really like getting around Portland OR.	7/11/2013 11:35 AM
16	We frequent a lot of mountain towns in Colorado and some of those would be 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.	7/11/2013 11:29 AM
17	None	7/11/2013 11:23 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. :)	7/11/2013 9:45 AM

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19	Lancaster, because of the dedicated bus lane.	7/11/2013 7:44 AM
20	No	7/11/2013 7:23 AM
21	Mason Street? If the tracks were converted to a bike and pedestrian multi-use trail and you added some trees?	7/10/2013 5:38 PM
22	n/a	7/10/2013 4:55 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.	7/10/2013 4:32 PM
24	No.	7/10/2013 3:44 PM
25	Clarendon-balston in Arlington, va	7/10/2013 2:28 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.	7/10/2013 2:23 PM
27	Riverfront or LoHi in Denver, good blend of retail/residential/green space while keeping things in line with the existing population/look	7/10/2013 1:44 PM
28	Bicycle and pedestrian boulevards in other cities, particularly Danish and Dutch cities.	7/10/2013 12:50 PM
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.	7/9/2013 3:40 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.	7/9/2013 1:06 PM
31	can't think of any	7/9/2013 12:03 PM
32	not to my knowledge	7/9/2013 11:08 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?	7/3/2013 12:45 PM
34	not that I know of	7/3/2013 10:08 AM
35	Extend Mountain Ave bike lane east of Howes to Riverside.	7/2/2013 4:52 PM
36	Rome has a river that goes through its city center and incorporates it well.	7/2/2013 10:29 AM
37	None	7/1/2013 4:37 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.	6/28/2013 12:39 PM
39	Mountain is great and that might work if you could extend it down Lincoln to Lemay.	6/28/2013 9:17 AM
40	Tha Plaza in Kansas City, MO	6/28/2013 8:57 AM
41	SANTA BARBARA, CA.	6/27/2013 9:52 PM
42	San Antonio's River Walk, 16th Street Mall in Denver	6/27/2013 8:07 PM
43	no	6/27/2013 5:11 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.	6/27/2013 10:44 AM

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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.	6/27/2013 9:03 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	6/26/2013 10:00 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!	6/26/2013 7:48 AM
48	None that I am aware of	6/25/2013 4:43 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 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	6/25/2013 4:05 PM
50	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: http://4.bp.blogspot.com/_knHmw4EPfhE/Svvp6abg4I/AAAAAAAAABLY/Tmx6Kcn5Zw/s1600/RingstrasseTrams.jpg http://commons.wikimedia.org/wiki/File:Wien_Ringstra%C3%9Fe_zwischen_Rathaus_und_Burgtheater.jpg 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 the 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. http://4.bp.blogspot.com/_WP8Jwp0mfjs/S-6Gn_XQ9iI/AAAAAAAAAsI/juDjEBKhjal/s1600/Imagen_1015.jpg	6/25/2013 12:53 PM
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.	6/24/2013 8:15 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.	6/20/2013 11:10 AM
53	n/a	6/19/2013 4:34 PM
54	No.	6/19/2013 3:49 PM

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

Answered: 155 Skipped: 269

#	Responses	Date
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 backup on Lemay (9th). I can't imagine what traffic will be like when Woodward is up and running.	7/17/2013 7:59 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.	7/16/2013 4:36 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?	7/16/2013 3:42 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.	7/16/2013 2:30 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.	7/16/2013 2:20 PM
6	Right-hand turning lanes everywhere there is an intersection or business entrance	7/16/2013 10:13 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.	7/16/2013 8:56 AM
8	Parking and traffic.	7/16/2013 8:46 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.	7/16/2013 8:33 AM
10	Bridge across poudre is very narrow.	7/16/2013 6:33 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	7/15/2013 10:41 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-development can sustain and boost our natural environment, and thereby boost human quality of life.	7/15/2013 7:53 PM
13	To encourage bicycling, bicycling has to be the easiest and safest way to get between points.	7/15/2013 7:43 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?	7/15/2013 6:02 PM
15	always keep the bikers in mind please!	7/15/2013 12:32 PM
16	Relieving traffic congestion around the railroad tracks from trains passing through should be considered in applicable stretches in the Lincoln Corridor.	7/15/2013 12:10 PM

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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.	7/15/2013 12:01 PM
18	Currently, the area is not visually appealing.	7/15/2013 11:02 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.	7/15/2013 10:16 AM
20	Connect the Poudre trail to the south side of lincoln.	7/14/2013 10:18 PM
21	The access to/from the Poudre River trail should be inviting and attractive and safe.	7/14/2013 4:36 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.	7/14/2013 2:06 PM
23	Business traffic, safety of bicyclists, access to poudre river and the trail	7/14/2013 12:44 PM
24	Vehicle Speeds no greater than 25	7/13/2013 1:05 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.	7/12/2013 5:20 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.	7/12/2013 4:09 PM
27	I am interested in what improvements to the bridge crossing the Poudre are being considered.	7/12/2013 3:22 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 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).	7/12/2013 2:50 PM
29	Need to have space to plow snow into	7/12/2013 12:45 PM
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.	7/11/2013 10:38 PM
31	truck access, safety, security for Woodward campus	7/11/2013 6:29 PM
32	ldk	7/11/2013 5:29 PM
33	Again, bicycle safety along with pedestrian and vehicular traffic mixed in is my main concern.	7/11/2013 3:39 PM
34	Try to prevent what has happened to Canyon Blvd in Boulder !	7/11/2013 2:44 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.	7/11/2013 2:41 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?	7/11/2013 2:18 PM
37	Entrance into and exit out of The Back Porch Cafe and Lambspun. VERY important!	7/11/2013 2:13 PM
38	See previous comments. Redo/modify the Land use plan.	7/11/2013 2:00 PM

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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	7/11/2013 1:39 PM
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.	7/11/2013 1:17 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.	7/11/2013 1:09 PM
42	Maintain shade, spruce up Andersonville, and really work on link between Mountain, across Riverside to Lincoln.	7/11/2013 1:06 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	7/11/2013 12:41 PM
44	1) Heavy bike traffic 2) Heavy vehicle traffic, especially on Lemay 3) Potential high volume events at breweries	7/11/2013 12:32 PM
45	Cost of construction, cost of maintenance, how it integrates with the Buckingham neighborhood, the affects of the RR tracks on traffic flow	7/11/2013 12:23 PM
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.	7/11/2013 12:08 PM
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.	7/11/2013 11:54 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!	7/11/2013 11:47 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 there are cracks because of drought and subsidence? I'd really like to see LID used on a large scale for roads, paths, parking.	7/11/2013 11:35 AM
50	Please ensure proper access for current and future businesses.	7/11/2013 11:31 AM
51	Not at this time.	7/11/2013 11:29 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.	7/11/2013 11:25 AM
53	Yes, Get the Lemay Bypass added and make Woodward help pay for it as port 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.	7/11/2013 11:23 AM

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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 transporation on the street.	7/11/2013 11:19 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.	7/11/2013 9:45 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.	7/11/2013 9:42 AM
57	The traffic signals along Mulberry at Lemay - re-timing of tum signals. Lack of a bike lane on Mulberry.	7/11/2013 8:40 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.	7/11/2013 8:26 AM
59	I see Lincoln as being potentially a more pedestrian based corridor with public transport and bike traffic, reducing car traffic.	7/11/2013 7:44 AM
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!	7/11/2013 7:42 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.	7/11/2013 7:23 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.	7/10/2013 11:17 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.	7/10/2013 9:54 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.	7/10/2013 5:40 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.	7/10/2013 5:38 PM
66	Recycle and trash receptacles. There are areas in old town that could use more of these.	7/10/2013 4:55 PM
67	Specialized, high quality/high frequency transit and bike trail connecting breweries	7/10/2013 4:49 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!	7/10/2013 4:32 PM

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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.	7/10/2013 3:44 PM
70	Strongly recommend accommodating several different types of transportation, including extending the trolley tracks into the area.	7/10/2013 2:23 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.	7/10/2013 1:44 PM
72	Bike lanes and safety a priority on a faster speed limit street	7/10/2013 1:24 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.	7/10/2013 1:22 PM
74	Access from old town, people should be able to access this from Mountain and Linden.	7/10/2013 1:03 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.	7/10/2013 12:50 PM
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!	7/10/2013 8:32 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....	7/10/2013 8:09 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.	7/10/2013 8:02 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.	7/10/2013 7:05 AM
80	Sustainability! Design to maximize peds, bikes, public transpo (future light rail?), 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.	7/9/2013 7:32 PM
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.	7/9/2013 3:40 PM
82	pedestrian experience needs help Parking on street would help buffer pedestrians	7/9/2013 2:11 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.	7/9/2013 1:06 PM
84	Parking will always be an issue, but needs to be addressed.	7/9/2013 12:38 PM

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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.	7/9/2013 12:03 PM
86	Since there are several breweries, bike and pedestrian connections between them should be incorporated into design.	7/9/2013 11:08 AM
87	I would like to know about the plans to expand Lemay Ave. How far north will that expansion be?	7/9/2013 10:43 AM
88	Future expansion plans? Business types?	7/9/2013 10:25 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.	7/8/2013 2:18 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.	7/6/2013 7:23 PM
91	I'd like to see some New Urbanism integrated 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. Ideally these condos would be priced at a level that employees within the corridor could afford.	7/4/2013 11:47 AM
92	To reduce traffic in neighborhood- block off thru traffic on one end of each street.	7/3/2013 10:45 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.	7/3/2013 12:45 PM
94	Growth in the area.	7/3/2013 10:08 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.	7/3/2013 9:09 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.	7/2/2013 5:19 PM
97	Since this is an area where much beer is produced and consumed, making the roads uber-safe for cyclists would be nice.	7/2/2013 4:52 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!	7/2/2013 3:26 PM
99	Add a mural on the grain silo (all sides), done by a local artist (Susan Dailey?)	7/2/2013 2:16 PM
100	There needs to be a dedicated bike lane in this corridor as many people bike to the breweries. 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.	7/2/2013 11:00 AM
101	An small outdoor stage would be neat to have for shakespeare in the park	7/2/2013 10:29 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 this corridor.	7/1/2013 4:37 PM

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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.	7/1/2013 2:38 PM
104	Efficient movement of trucks, transit and other vehicles that need this link between North College, downtown and the airpark area.	7/1/2013 9:04 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.	6/30/2013 4:07 PM
106	Trains!!	6/28/2013 11:59 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.	6/28/2013 5:17 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.	6/28/2013 3:29 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.	6/28/2013 3:11 PM
110	Concerned that Buckingham neighborhood needs be respected and residents given the most input.	6/28/2013 12:07 PM
111	A nice bridge over the river with a bike path, and sidewalk.	6/28/2013 10:38 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.	6/28/2013 10:18 AM
113	Respecting the existing residential neighborhood and its character.	6/28/2013 9:37 AM
114	Make it work for the pedestrians and community. Now it is not very walkable. Change that. Thanks for asking my input.	6/28/2013 9:17 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 great place that should be explored.	6/28/2013 8:57 AM
116	Incorporate the natural areas.	6/28/2013 8:33 AM
117	Dont let vocal minority over rule common sense.	6/28/2013 7:28 AM
118	Riverfront activity	6/27/2013 10:15 PM
119	TIE IN / ACCESS / CONVENIENCE WITH REGARD TO RIVER CORRIDOR.	6/27/2013 9:52 PM
120	Transform the old Trolley System on Mountain, to a working transportation system to connect Lincoln to Old Town better	6/27/2013 8:07 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.	6/27/2013 5:53 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.	6/27/2013 12:20 PM
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.	6/27/2013 12:17 PM
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 traffilight may be appropriate when WG traffic flow is projected.	6/27/2013 11:38 AM

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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.	6/27/2013 10:44 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.	6/26/2013 5:36 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.	6/26/2013 5:20 PM
128	Intersection at riverside to be improved with median, crosswalks and comer treatments,Railroad crossing and bridge need redesign, Truck access should be from Lemay only. Naturalized river treatment - NO SAN ANTONIO	6/26/2013 11:31 AM
129	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 & 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 & right tum 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.	6/26/2013 10:00 AM
130	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.	6/26/2013 9:48 AM
131	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.	6/26/2013 7:48 AM
132	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).	6/25/2013 4:43 PM
133	>I feel that any improvements on Lincoln Ave. are to our advantage. >Please continue to keep bikes and pedestians on the priority list as well as beauty. >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!	6/25/2013 4:10 PM

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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.	6/25/2013 4:05 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	6/25/2013 1:35 PM
136	Street crossings and event traffic.	6/25/2013 1:28 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.	6/25/2013 1:10 PM
138	Safety. More street lights but artistically designed ones.	6/25/2013 12:01 PM
139	Semi and large truck access. THe ability to handle the larger volumes of car traffic that are bound to occur in that area.	6/25/2013 8:35 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.)	6/25/2013 7:26 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.	6/24/2013 3:02 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.	6/24/2013 1:51 PM
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!!!	6/24/2013 8:15 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.	6/21/2013 10:52 AM
145	Assess needed improvements to Lincoln bridge for bike and pedestrian mobility and connections to trail.	6/20/2013 2:03 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.	6/20/2013 1:55 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.	6/20/2013 11:54 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.	6/20/2013 8:25 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.	6/20/2013 5:44 AM
150	Detached, wide sidewalks, please!	6/19/2013 4:46 PM

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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.	6/19/2013 4:34 PM
152	The Sugar Factory history of the Buckingham neighborhood could be 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.	6/19/2013 4:09 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.	6/19/2013 3:49 PM
154	It looks like the Woodward side will be just landscaping, not building activity 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?	6/19/2013 10:02 AM
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.	6/19/2013 9:49 AM

APPENDIX B PHASE II ALTERNATIVES

B-1

**ALTERNATIVE
BUDGETARY COST ESTIMATES**

Lincoln Corridor Plan

Estimate of Conceptual Costs

Alternative 1 - Broad Boulevard



Date Prepared: **October 10, 2013**

Item	Unit Cost	West Quantity	West Extended Cost	Central Quantity	Central Extended Cost	East Quantity	East Extended Cost	SubTotal	Notes
1 Removal of Asphalt Mat	SY	\$3	5,049	\$15,147	4,783	14,349	10,735	\$32,205	12-Inch Depth 10-Inch Depth Cost represents road closure for construction, and removal of existing bridge.
2 Removal of Sidewalk	SY	\$9	612	\$5,508	548	4,932	0	\$0	
3 Aggregate Base Course (Class 6)	CY	\$25	688	\$17,200	600	15,008	1,228	\$30,700	
4 Hot Mix Asphalt (Grade S)(100)(PG 70-28)	TON	\$74	3,367	\$247,475	2,938	215,943	6,009	\$441,662	
5 Curb and Gutter (Section I-B)	LF	\$13	383	\$4,979	292	3,796	3,260	\$42,380	
6 Curb and Gutter (Section II-B)	LF	\$15	2,399	\$35,985	2,459	36,885	4,129	\$61,935	
7 Concrete Sidewalk	SY	\$35	1,833	\$64,155	632	22,120	1,297	\$45,395	
8 Railroad Crossing Upgrades	Each	\$382,000	1	\$382,000				\$382,000	
9 Landscaping	SF	\$7	13,313	\$93,191	15,950	111,650	65,219	\$456,533	
10 Boulevard Walkway	SY	\$72	0	\$0	1,111	79,992	3,360	\$241,920	
11 Poudre Bridge	Each	\$1,879,000	1	\$1,879,000				\$0	
12 Drainage	LS	Variable	1	\$201,000	1	123,000	1	\$244,000	
13 Transit Stops	Each	\$20,000	3	\$60,000	1	20,000	4	\$80,000	
14 Green Bike Lane	SF	\$3.20	3,236	\$10,355	3,832	12,262	6,316	\$20,211	
15 Pedestrian Conflict Zone Crossing Material	SF	\$9	2,617	\$23,553	4,263	38,367	6,203	\$55,827	
Section Total				\$3,039,548		\$698,304		\$1,752,768	
								Total Major Items	\$5,491,000
% of Major Item Cost									
Total Major Items			\$3,039,548		\$698,304		\$1,752,768	\$5,491,000	A
Earthwork	% of A	1.0%		\$31,000		\$7,000		\$18,000	B-1
Lighting	% of A	1.0%		\$31,000		\$7,000		\$18,000	B-2
Utilities	% of A	2.0%		\$61,000		\$14,000		\$36,000	B-3
Environmental	% of A	5.0%		\$152,000		\$35,000		\$88,000	B-4
Miscellaneous	% of A	1.5%		\$46,000		\$11,000		\$27,000	B-5
Mobilization	% of A	8.0%		\$244,000		\$56,000		\$141,000	B-6
Removals / Resets	% of A	2.0%		\$61,000		\$14,000		\$36,000	B-9
Roadway	% of A	1.0%		\$31,000		\$7,000		\$18,000	B-10
Traffic Control / Detour	% of A	2.0%		\$61,000		\$14,000		\$36,000	B-11
Signing / Striping	% of A	1.0%		\$31,000		\$7,000		\$18,000	B-12
Bid Force Accounts	% of A	1.5%		\$46,000		\$11,000		\$27,000	B-13
Total of Bid Construction Items			\$3,835,000		\$882,000		\$2,216,000	\$6,922,000	B
Force Account - Misc.	% of B	2.6%		\$100,000		\$23,000		\$58,000	C-1
Minor Contract Revisions	% of B	4.0%		\$154,000		\$36,000		\$89,000	C-2
Total of Bid Construction Items & Force Account Items			\$4,089,000		\$941,000		\$2,363,000	\$7,379,000	C
Design Engineering	% of C	8.0%		\$328,000		\$76,000		\$190,000	D-1
Construction Engineering	% of C	17.0%		\$696,000		\$160,000		\$402,000	D-2
Total Design & Construction Cost			\$5,113,000		\$1,177,000		\$2,955,000	\$9,225,000	D
Right-of-Way	SF	\$10	490	\$5,000	355	\$4,000		\$0	E-1
Total Project, Design & Construction Cost			\$5,118,000		\$1,181,000		\$2,955,000	\$9,234,000	E
Contingency (Engineering, ROW & Utilities Only)	% of D, E	30.0%		\$309,000		\$72,000		\$178,000	F
Total Project Cost Estimate			\$5,427,000		\$1,253,000		\$3,133,000	\$9,791,000	G

Lincoln Corridor Plan

Estimate of Conceptual Costs

Alternative 2 - Modest Median



Date Prepared: **October 10, 2013**

Item	Unit Cost	West Quantity	West Extended Cost	Central Quantity	Central Extended Cost	East Quantity	East Extended Cost	SubTotal	Notes		
1 Removal of Asphalt Mat	SY	\$3	5,049	15,147	4,783	14,349	10,735	32,205	\$61,701	12-Inch Depth 10-Inch Depth Cost represents road closure for construction, and removal of existing bridge.	
2 Removal of Sidewalk	SY	\$9	612	5,508	548	4,932	0	0	\$10,440		
3 Aggregate Base Course (Class 6)	CY	\$25	754	18,842	512	12,794	1,200	30,003	\$61,639		
4 Hot Mix Asphalt (Grade S)(100)(PG 70-28)	TON	\$74	3,688	271,068	2,505	184,118	5,873	431,666	\$886,852		
5 Curb and Gutter (Section I-B)	LF	\$13	1,712	22,256	1,465	19,045	3,232	42,016	\$83,317		
6 Curb and Gutter (Section II-B)	LF	\$15	2,504	37,560	2,465	36,975	4,114	61,710	\$136,245		
7 Concrete Sidewalk	SY	\$35	2,143	75,005	1,543	54,005	3,966	138,810	\$267,820		
8 Railroad Crossing Upgrades	Each	\$414,000	1	414,000					\$414,000		
9 Landscaping	SF	\$7	19,515	136,605	18,002	126,014	75,130	525,910	\$788,529		
10 Boulevard Walkway	SY	\$72	0	0	0	0	0	0	\$0		
11 Poudre Bridge	Each	\$1,665,000	1	1,665,000				0	\$1,665,000		
12 Drainage	LS	Variable	1	200,000	1	118,000	1	231,000	\$549,000		
13 Transit Stops	Each	\$20,000	3	60,000	1	20,000	4	80,000	\$160,000		
14 Green Bike Lane	SF	\$3.20	3,380	10,816	3,824	12,237	6,852	21,926	\$44,979		
15 Pedestrian Conflict Zone Crossing Material	SF	\$9	2,438	21,942	5,536	49,824	6,504	58,536	\$130,302		
Section Total				\$2,953,749		\$652,293		\$1,653,782			
Total Major Items									\$5,260,000		
% of Major Item Cost											
Total Major Items			\$2,953,749		\$652,293		\$1,653,782		\$5,260,000	A	
Earthwork	% of A	1.0%		\$30,000		\$7,000		\$17,000		\$53,000	B-1
Lighting	% of A	1.0%		\$30,000		\$7,000		\$17,000		\$53,000	B-2
Utilities	% of A	2.0%		\$60,000		\$14,000		\$34,000		\$106,000	B-3
Environmental	% of A	5.0%		\$148,000		\$33,000		\$83,000		\$263,000	B-4
Miscellaneous	% of A	1.5%		\$45,000		\$10,000		\$25,000		\$79,000	B-5
Mobilization	% of A	8.0%		\$237,000		\$53,000		\$133,000		\$421,000	B-6
Removals / Resets	% of A	2.0%		\$60,000		\$14,000		\$34,000		\$106,000	B-9
Roadway	% of A	1.0%		\$30,000		\$7,000		\$17,000		\$53,000	B-10
Traffic Control / Detour	% of A	2.0%		\$60,000		\$14,000		\$34,000		\$106,000	B-11
Signing / Striping	% of A	1.0%		\$30,000		\$7,000		\$17,000		\$53,000	B-12
Bid Force Accounts	% of A	1.5%		\$45,000		\$10,000		\$25,000		\$79,000	B-13
Total of Bid Construction Items				\$3,729,000		\$829,000		\$2,090,000		\$6,632,000	B
Force Account - Misc.	% of B	2.6%		\$97,000		\$22,000		\$55,000		\$173,000	C-1
Minor Contract Revisions	% of B	4.0%		\$150,000		\$34,000		\$84,000		\$266,000	C-2
Total of Bid Construction Items & Force Account Items				\$3,976,000		\$885,000		\$2,229,000		\$7,071,000	C
Design Engineering	% of C	8.0%		\$319,000		\$71,000		\$179,000		\$566,000	D-1
Construction Engineering	% of C	17.0%		\$676,000		\$151,000		\$379,000		\$1,203,000	D-2
Total Design & Construction Cost				\$4,971,000		\$1,107,000		\$2,787,000		\$8,840,000	D
Right-of-Way	SF	\$10	5,890	\$59,000	315	\$4,000		\$0		\$63,000	E-1
Total Project, Design & Construction Cost				\$5,030,000		\$1,111,000		\$2,787,000		\$8,903,000	E
Contingency (Engineering, ROW & Utilities Only)	% of D, E	30.0%		\$317,000		\$68,000		\$168,000		\$550,000	F
Total Project Cost Estimate				\$5,347,000		\$1,179,000		\$2,955,000		\$9,453,000	G

Lincoln Corridor Plan

Estimate of Conceptual Costs

Alternative 3 - Skinny Street



Date Prepared: **October 10, 2013**

Item	Unit Cost	West Quantity	West Extended Cost	Central Quantity	Central Extended Cost	East Quantity	East Extended Cost	SubTotal	Notes		
1 Removal of Asphalt Mat	SY	\$3	5,049	15,147	4,783	14,349	10,735	32,205	\$61,701	12-Inch Depth 10-Inch Depth Cost represents road closure for construction, and removal of existing bridge.	
2 Removal of Sidewalk	SY	\$9	612	5,508	548	4,932		0	\$10,440		
3 Aggregate Base Course (Class 6)	CY	\$25	666	16,650	450	11,253	985	24,617	\$52,520		
4 Hot Mix Asphalt (Grade S)(100)(PG 70-28)	TON	\$74	3,260	239,610	2,203	161,921	4,817	354,050	\$755,581		
5 Curb and Gutter (Section I-B)	LF	\$13	752	9,776	0	0	1,806	23,478	\$33,254		
6 Curb and Gutter (Section II-B)	LF	\$15	2,502	37,530	2,749	41,235	4,269	64,035	\$142,800		
7 Concrete Sidewalk	SY	\$35	2,523	88,305	1,634	57,190	5,908	206,780	\$352,275		
8 Railroad Crossing Upgrades	Each	\$414,000	1	414,000					\$414,000		
9 Landscaping	SF	\$7	22,256	155,792	22,088	154,616	83,061	581,427	\$891,835		
10 Boulevard Walkway	SY	\$72	0	0	0	0	0	0	\$0		
11 Poudre Bridge	Each	\$1,984,000	1	1,984,000				0	\$1,984,000		
12 Drainage	LS	Variable	1	199,000	1	121,000	1	234,000	\$554,000		
13 Transit Stops	Each	\$20,000	3	60,000	1	20,000	4	80,000	\$160,000		
14 Green Bike Lane	SF	\$3.20	3,204	10,253	2,004	6,413	2,880	9,216	\$25,882		
15 Pedestrian Conflict Zone Crossing Material	SF	\$9	2,380	21,420	6,211	55,899	4,640	41,760	\$119,079		
Section Total				\$3,256,991		\$648,808		\$1,651,568			
Total Major Items									\$5,558,000		
% of Major Item Cost											
Total Major Items			\$3,256,991		\$648,808		\$1,651,568		\$5,558,000	A	
Earthwork	% of A	1.0%		\$33,000		\$7,000		\$17,000		\$56,000	B-1
Lighting	% of A	1.0%		\$33,000		\$7,000		\$17,000		\$56,000	B-2
Utilities	% of A	2.0%		\$66,000		\$13,000		\$34,000		\$112,000	B-3
Environmental	% of A	5.0%		\$163,000		\$33,000		\$83,000		\$278,000	B-4
Miscellaneous	% of A	1.5%		\$49,000		\$10,000		\$25,000		\$84,000	B-5
Mobilization	% of A	8.0%		\$261,000		\$52,000		\$133,000		\$445,000	B-6
Removals / Resets	% of A	2.0%		\$66,000		\$13,000		\$34,000		\$112,000	B-9
Roadway	% of A	1.0%		\$33,000		\$7,000		\$17,000		\$56,000	B-10
Traffic Control / Detour	% of A	2.0%		\$66,000		\$13,000		\$34,000		\$112,000	B-11
Signing / Striping	% of A	1.0%		\$33,000		\$7,000		\$17,000		\$56,000	B-12
Bid Force Accounts	% of A	1.5%		\$49,000		\$10,000		\$25,000		\$84,000	B-13
Total of Bid Construction Items			\$4,109,000		\$821,000		\$2,088,000		\$7,009,000	B	
Force Account - Misc.	% of B	2.6%		\$107,000		\$22,000		\$55,000		\$183,000	C-1
Minor Contract Revisions	% of B	4.0%		\$165,000		\$33,000		\$84,000		\$281,000	C-2
Total of Bid Construction Items & Force Account Items			\$4,381,000		\$876,000		\$2,227,000		\$7,473,000	C	
Design Engineering	% of C	8.0%		\$351,000		\$71,000		\$179,000		\$598,000	D-1
Construction Engineering	% of C	17.0%		\$745,000		\$149,000		\$379,000		\$1,271,000	D-2
Total Design & Construction Cost			\$5,477,000		\$1,096,000		\$2,785,000		\$9,342,000	D	
Right-of-Way	SF	\$10	5,890	\$59,000	315	\$4,000		\$0		\$63,000	E-1
Total Project, Design & Construction Cost			\$5,536,000		\$1,100,000		\$2,785,000		\$9,405,000	E	
Contingency (Engineering, ROW & Utilities Only)	% of D, E	30.0%		\$347,000		\$68,000		\$168,000		\$580,000	F
Total Project Cost Estimate			\$5,883,000		\$1,168,000		\$2,953,000		\$9,985,000	G	

APPENDIX B PHASE II ALTERNATIVES

B-2

RAIL TROLLEY ANALYSIS

Lincoln Corridor Rail Trolley Analysis

Although not a part of the Preferred Plan, a rail trolley along the Lincoln Corridor may be considered in the future.

The initial concept for the rail trolley was a bi-directional streetcar with a single trolley running back and forth along a single set of tracks. A longer route similar to the proposed Downtown Circulator was also considered but dismissed due to high costs and impacts. It is assumed that the trolley would run in its own guideway on Lincoln Avenue (e.g., either in the median or in the south side parkway) to minimize impacts on traffic operations. In general it is assumed that rail would need a 17' clear zone with a larger footprint needed for stations. The trolley's average speed (including stops) would likely be ~13 mph, which is similar to bus operations. One option would include a trolley running on Lincoln Avenue from Lemay Avenue to Mathews Street, which is about one mile.

A preliminary assessment of a potential rail trolley in the Lincoln Corridor identified several potential technical challenges that would need to be addressed:

Railroad Crossings

Depending upon the route, connecting the Lincoln Corridor to the downtown could require crossing three railroad lines: the Great Western spur near Willow Street, the UPRR spur adjacent to Riverside, and the BNSF mainline on Mason Street. While an at-grade rail crossing of the Great Western spur may be feasible, a grade-separated crossing would likely be required of the UPRR spur and/or BNSF mainline.

Incorporating such crossings would require complying with both railroad and PUC regulations.

While a rail trolley should act like a normal vehicle when a train approaches (i.e., when the gates go down, the trolley would stop just like a normal passenger car or other vehicle), the approval of a perpendicular crossing may take some time to accomplish. If the City wishes to pursue the rail trolley line, discussions with the railroad company representatives should begin during the preliminary and final design of the corridor so that the trolley line can be properly accommodated during the design process.

Rail Maintenance Facility

A separate facility is also required for rail maintenance. To reach the existing trolley barn on Howes Street extensive additional rail work would be required. Alternatively, the City would need to construct and connect to a new rail maintenance facility.

Rail Trolley Footprint

Current understanding is that 17' of horizontal space would be required to provide room for the tracks and trolley and to provide longitudinal clear space on either side of the trolley from other infrastructure such as curbs and gutters, trees, structures, etc. Obtaining 17' of space along the Lincoln Corridor would require either the elimination or narrowing of landscape buffers, sidewalk, median width, on-street parking, etc. that would impact the current infrastructure and amenities of the corridor.

ROW

Existing ROW along the project corridor varies. At certain locations along the corridor, sidewalks, and transit facilities already are placed directly adjacent to existing and proposed ROW lines. Depending upon the priorities for currently proposed infrastructure and how they may be modified, reduced, or relocated, additional ROW might be required along the corridor to implement a trolley system.

Lincoln Bridge

As the project corridor may require additional ROW to accommodate space for the trolley, the width of the proposed bridge structure would also need to expand to accommodate the trolley line while still including vehicle travel lanes, bike lanes, and pedestrian amenities.

Downtown Impacts

Extending rail to Mathews Street or beyond would require the removal of existing median parking on Mountain Avenue, and there would likely be other parking and ROW impacts on affected streets.

Lack of Flexibility

Implementing a rail line would make route reconfiguration in response to land use changes and future demands difficult and expensive.

Cost

Capital/construction costs for rail trolley vary tremendously by city and are generally much higher than bus. Some of the key capital elements include:

- Vehicles
- Track Work
- Signaling
- Electrical
- Utilities
- Stations
- Engineering
- Maintenance Facility

The project team obtained a recent RTD study that identified streetcar case studies that ranged from \$8M to \$20M per track-mile, not including the maintenance facility (typically about \$5M) or any related ROW acquisition (likely needed in the West and Central sections of the Lincoln corridor to accommodate rail). While there are examples around the country of streetcar projects that have been implemented for lower costs (e.g., Kenosha, WI), these projects are acknowledged by industry professionals as outliers. Given the preliminary nature of the project team's assessments and the number of unknowns and challenges identified above, the project team expects that our costs would be on the higher end of the range.

Operations & Maintenance (O&M) costs are typically higher for rail than for bus due to the more technical nature and specialization of skills associated with rail. A comparison of bus versus streetcar O&M costs for eight cities comparable to Fort Collins showed streetcar O&M costs ranging from 0 to 98% higher than bus (median: ~30%).

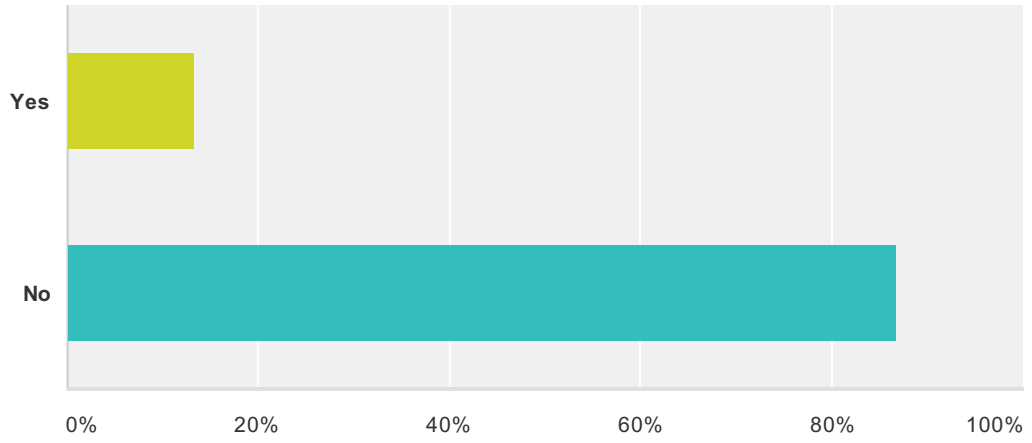
APPENDIX B PHASE II ALTERNATIVES

B-3

**PHASE II
ONLINE SURVEY RESULTS**

Q1 Do you live in the Lincoln Corridor Plan area (shown on the map above)?

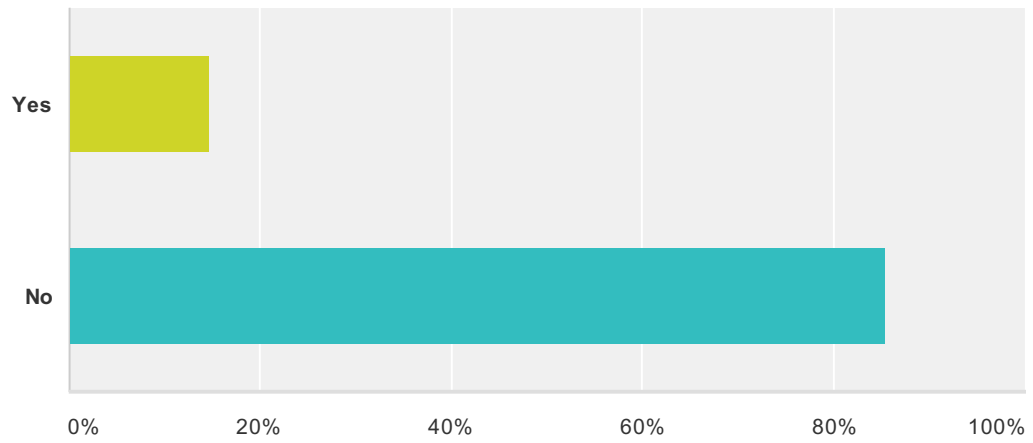
Answered: 202 Skipped: 2



Answer Choices	Responses
Yes	13.37% 27
No	86.63% 175
Total	202

Q2 Do you own a business or work in the Lincoln Corridor Plan area (shown on the map above)?

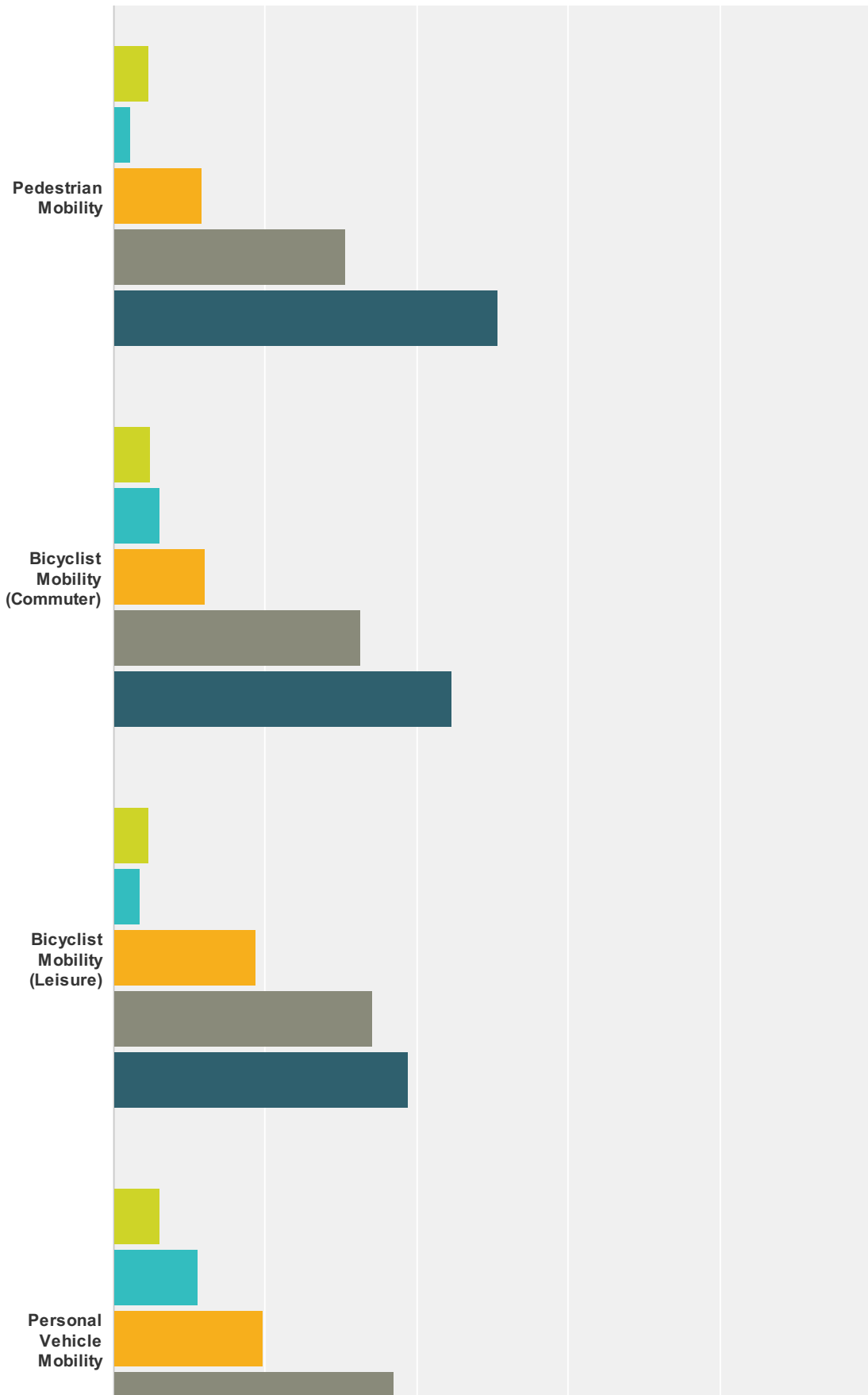
Answered: 203 Skipped: 1



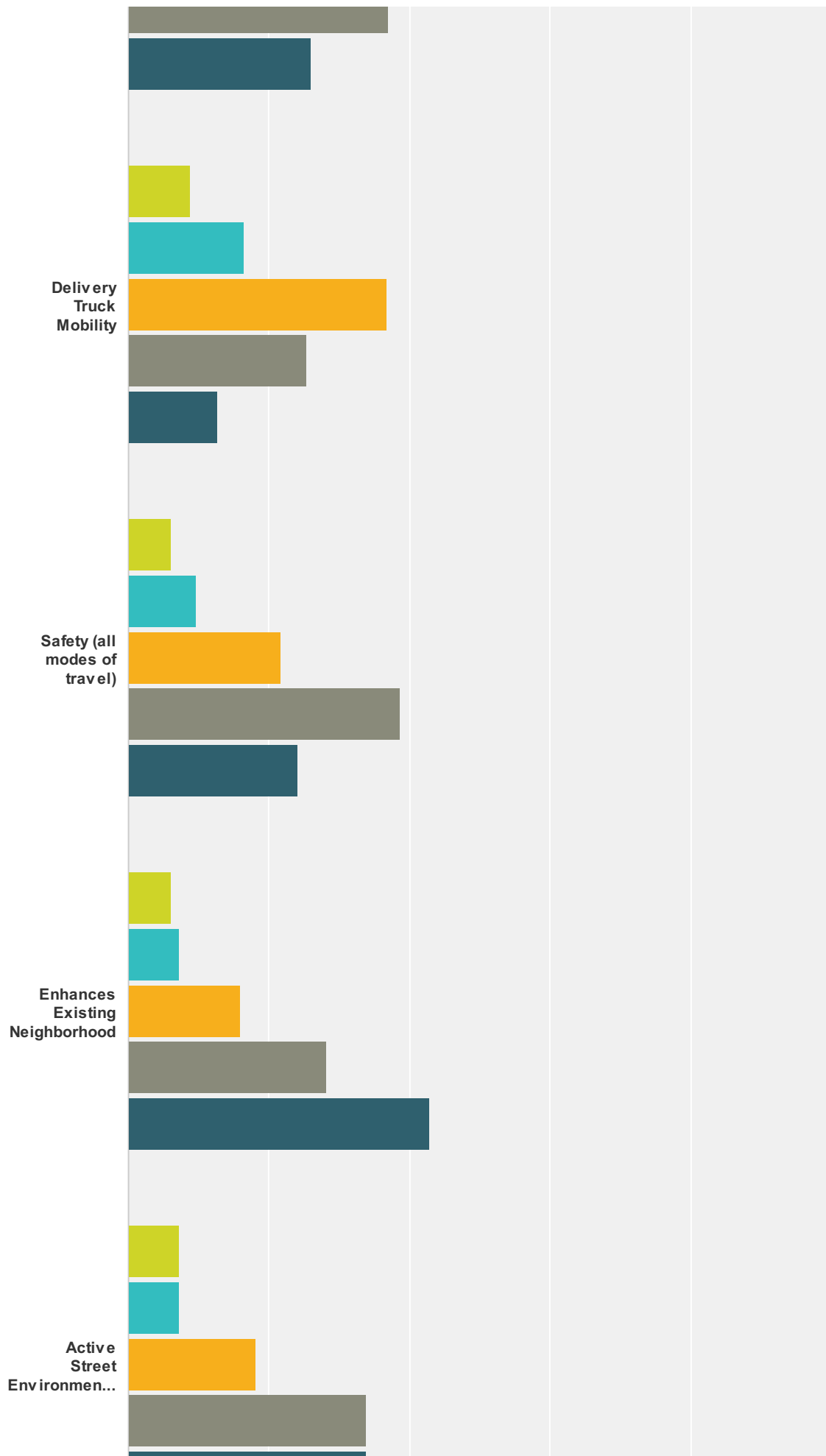
Answer Choices	Responses
Yes	14.78% 30
No	85.22% 173
Total	203

Q3 Rate the strength of Alternative 1 (Broad Boulevard) using the form below.

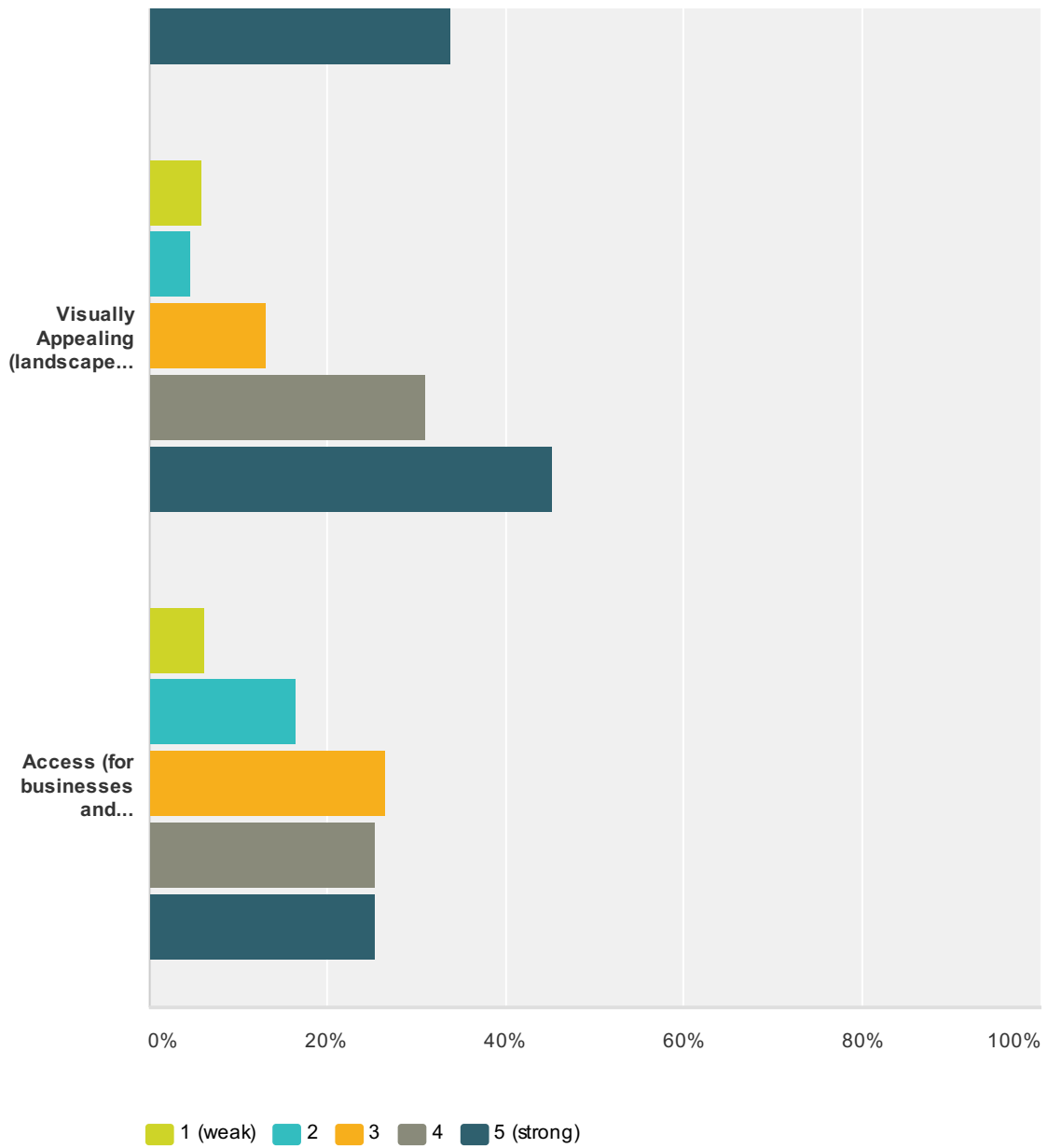
Answered: 86 Skipped: 118



Lincoln Corridor Plan - Alternatives Evaluation



Lincoln Corridor Plan - Alternatives Evaluation



	1 (weak)	2	3	4	5 (strong)	Total
Pedestrian Mobility	4.71% 4	2.35% 2	11.76% 10	30.59% 26	50.59% 43	85
Bicyclist Mobility (Commuter)	4.82% 4	6.02% 5	12.05% 10	32.53% 27	44.58% 37	83
Bicyclist Mobility (Leisure)	4.71% 4	3.53% 3	18.82% 16	34.12% 29	38.82% 33	85
Personal Vehicle Mobility	6.17% 5	11.11% 9	19.75% 16	37.04% 30	25.93% 21	81
Delivery Truck Mobility	8.86% 7	16.46% 13	36.71% 29	25.32% 20	12.66% 10	79
Safety (all modes of travel)	6.02% 5	9.64% 8	21.69% 18	38.55% 32	24.10% 20	83
Enhances Existing Neighborhood	6.10% 5	7.32% 6	15.85% 13	28.05% 23	42.68% 35	82

Active Street Environment (an exciting place to be)

Lincoln Corridor Plan - Alternatives Evaluation

Active Street Environment (an exciting place to be)	11.25%	11.25%	13.01%	30.19%	33.19%	
	6	6	15	28	28	83
Visually Appealing (landscape enhancements)	5.95%	4.76%	13.10%	30.95%	45.24%	
	5	4	11	26	38	84
Access (for businesses and neighborhood)	6.33%	16.46%	26.58%	25.32%	25.32%	
	5	13	21	20	20	79

#	Additional Comments on Alternative 1	Date
1	Too much paving, not enough landscaping. But I like the north-side plaza on the Lincoln bridge.	10/4/2013 9:15 PM
2	Would like design changed to reduce the occurrence of cyclists being "doored" by cars. Like idea of improved alley access to residences as well as greater buffer betw/ homes & street. Will there still be trees interspersed or in pockets, w/ "Future Angled Parking" in median at Odell's? Consider connecting Lincoln bike & ped baths to separate WIDE sidewalk/shared path for peds & cyclists on west side of Lemay, running north and south. Connect it to Poudre River Trail. Like the enhancements to the bridge for pedestrians. Cannot speak to Delivery Truck Mobility. Please address cyclist safety while crossing railroad tracks heading northwest on Willow (and lack of bike lane as well), particularly on the Ranch-Feed Way side. Consider similar treatment for bike land jog as was recently completed (Oct., 2013) to north Mason near Chery. Please address the need for cyclists heading south on Lincoln, then Mountain, to turn left/south towards library on Peterson. Currently cars parked in center of Mountain create a blind spot for cyclists. (I believe removing a couple of parking spaces would do wonders.) Also could use better traffic markings or median on roadway for these left turns. Cyclist traffic will surely increase on Lincoln/Mountain so need to address the ability to turn safely on to Peterson. Am concerned about increased truck traffic (with respect to pedestrian and cyclist safety). Should bike lane be moved next to pedestrian area (with tree/green space next to Lincoln Street proper)? Would like to see exceptionally safe pedestrian crossing of Lincoln at appropriate intervals (e.g. with long, walk signals, and a safe place to wait at median to finish crossing). Lastly, is consideration being given to pedestrians and cyclists having access to stop and enjoy the median area?	10/4/2013 6:11 PM
3	> Not sure about delivery truck mobility (need to ask them directly) > Trees and ped facilities will be great improvement > Make sure there is an adequate amount of street furniture (esp. places to sit) > Bus stops need to be much more than just a sign > Maybe some kiosks for neighborhood messaging > Include some street art or intersection corners w/art (like Running Man on Mason & Maple)	10/4/2013 2:54 PM
4	Median parking is undesirable.	10/4/2013 10:48 AM
5	Shared path on North side of street makes a LOT of sense for bike & ped travelers connecting between Odells & New Belgium, or Odells & Poudre Trail, or Odells & Old Town - especially helpful by putting these east-bound travelers already on the North side of the road, so don't have to turn left across busy traffic. (Yes, I'm a bicyclist who frequents Odells! and NB, and the Poudre Trail!)	10/3/2013 11:23 PM
6	I'm sold on this plan, anywhere you want to put parking along the median (similar to College between Olive & Maple) I support. I love parking like that downtown! It adds so much parking and ease of access to businesses on both sides of the street.	10/3/2013 8:05 PM
7	This is terrible. Looks like the pedestrians and cars are sharing the same road! And squeezing in a bike path between two car paths? Who will be the first one hit returning from a brewery? It's awful!	10/3/2013 6:24 PM
8	Having cars crossing over the bike lane in order to access parking concerns me. I know that's how it is in many parts of town where there's parking next to bike lanes, but I find it problematic both because cars are trying to parallel park (which is hard enough for some people) while using the bike lane to do so and because there's often not enough space between the open car door and the bike lane leading to the possibility of bikers getting doored.	10/3/2013 6:18 PM
9	I feel like the on-street parking and bus pullout lanes could conflict with bicyclists and present safety issues. Pedestrian safety seems excellent, though. I like how the shared path meets the Poudre Trail, but I wonder if the "mixing zone" would create conflicts between bicyclists moving in various directions, from bike lanes to the paths and vice versa.	10/3/2013 5:13 PM

Lincoln Corridor Plan - Alternatives Evaluation

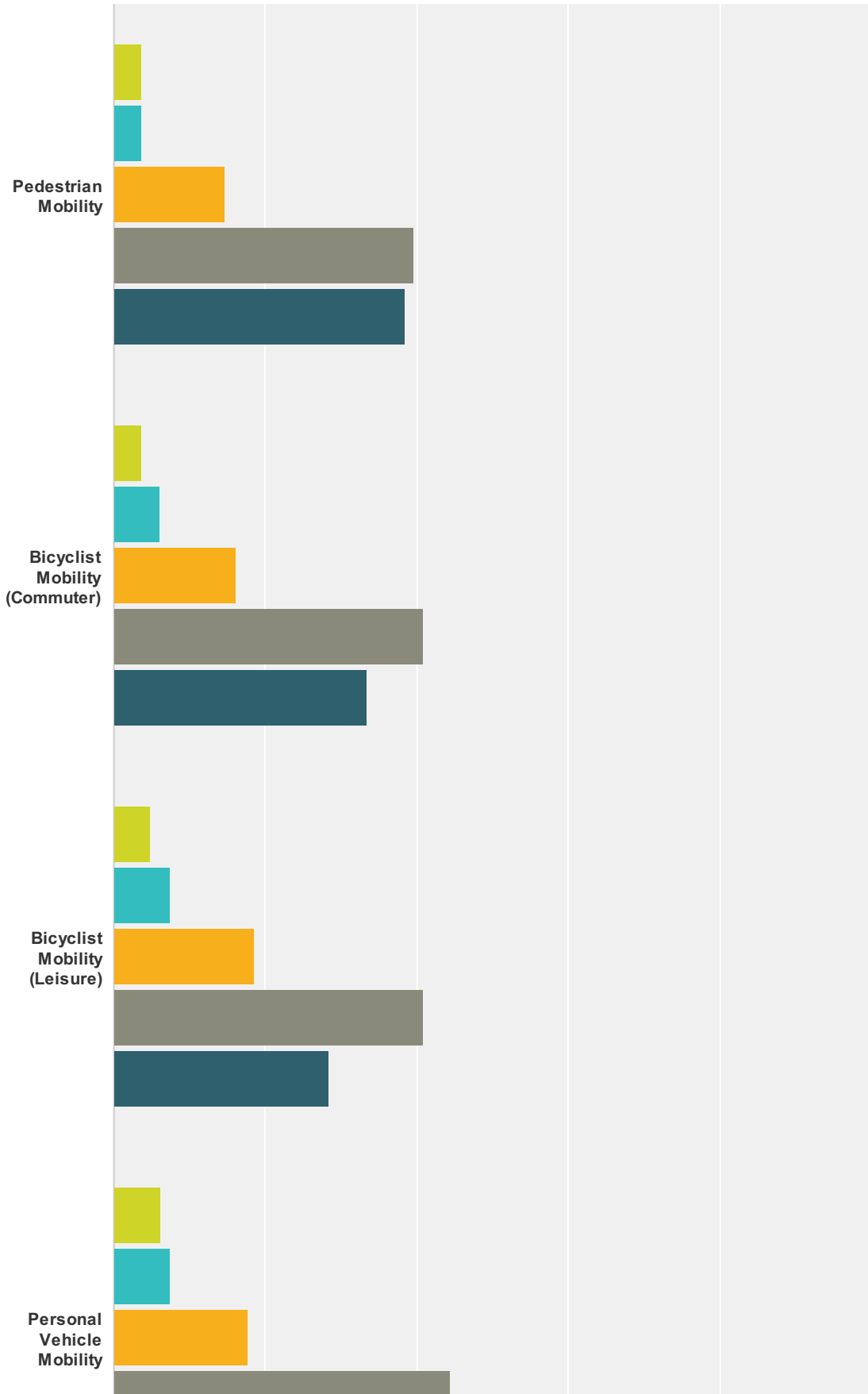
10	If a bicycle path could be included for commuters, i.e. a direct pathway through the corridor that is to the south of Lincoln, that would be ideal for folks riding to Prospect Park, Lemay Ave, or E. Mulberry. Otherwise, I see a lot of slowing down for both cyclists, motorists and pedestrians with the mixed use in addition to the bicycle lane being between parked cars and highway traffic. Again, this additional commuter lane should be separate, to the south. If cyclists using the lane want to merge with the northern pedestrian access ways, they will be able to connect at pedestrian crossings. In addition, I imagine Woodward will have thousands of employees and I hope that at least half of them will be cycling commuters, so they will need some direct access as well.	10/3/2013 5:06 PM
11	business and street access looks good. Need definition of residential access on Lincoln and conflict w/ driveway & pedestrian/bicycle. Looks tricky and if there are not currently garages or existing driveways can they be required to park on Lincoln to reduce the number to crossings of bike and pedestrian? Will certainly improve the street in front of the residential.	10/3/2013 4:21 PM
12	The super wide median is only possible for a short stretch. Suggest making more narrow in the east segment to allow for more flexibility on the edges of the street for parking or other features. Don't think there is enough angled parking in middle of street in front of breweries to make it worthwhile, and Woodward does not need it. Move on-street bike lane to the outside of parking areas and buffer. Make a great alley for the residents, pay to modify their drives and garages, and provide some landscape buffer between the path and their front yards. This would greatly improve their properties.	10/2/2013 10:29 AM
13	is this option removing driveway access to homes located on Lincoln?	10/1/2013 2:07 PM
14	The single design is better for given the neighborhood	10/1/2013 12:27 PM
15	I hope that alternatives to access to the homes between 1st and 3rd Streets can be made and that the home owners will be fairly compensated for their land and inconvenience this looks to cause. Don't feel this has to be this wide. This plan is way too Grand Streets for me!	10/1/2013 10:31 AM
16	I think not having medians would make it easier for semi tractor trailers to maneuver.	10/1/2013 8:36 AM
17	Bridge option is the lowest of the three. I personally like 3 as best bridge, then 2 then 1.	10/1/2013 7:54 AM
18	I worry about the bikes in the "door zone;" this is an opportunity to educate cars and bikes. Love the bridge!	9/30/2013 3:21 PM
19	i'm in a wheelchair and i don't like sharing a walk way with a bicyclists. even if i could walk i don't want to share a walk way with a cyclist. i live 1 block from Old Town and i see idiots everyday on College Ave. riding their bikes illegally. Your dismount signs don't stop a majority of people from riding on the sidewalk. This bridge will be busier then the new Linden Street (and will continue to get busier everyday as the businesses increase toward LeMay) which has a shared path over the bridge. The more traffic the worse it will be for pedestrians. I would consider a new bridge specifically for bike traffic across the Poudre.	9/30/2013 1:27 PM
20	The shared path works well on the north side to allow pedestrian connections along breweries. I like parallel parking along houses from 1st to 3rd. It would be better to detach the sidewalk along the houses from 1st to 3rd - more residential street/sidewalk pattern. 12' shared path could narrow between 1st and 3rd to transition to the more standard sidewalk widths near bridge and to west near Jefferson. Enhanced bridge is good in all alternatives.	9/30/2013 11:04 AM
21	Provide extensive reworking of ally for residents. Could do with LESS green space on South side of the road.	9/30/2013 8:36 AM
22	access to some businesses on the east end seems a problem. access to Buckingham neighborhood houses facing Lincoln ave seems a bigger problem. Could be hard to provide alley access and lighting, parking, sidewalks and gates to those home. Could be hard to provide Lincoln ave access to those homes, are there any chance of sharing driveway access. Are there any willing sellers?	9/29/2013 10:32 PM
23	Seems expensive and creates congestion.	9/28/2013 9:24 PM
24	Not necessary in downtown area.p	9/28/2013 3:06 PM
25	Until the City take in all property to Timberline I don't like the idea of FOCO tax payers footing the bill to enhance the gateway for the businesses outside of the city limits. So I'm against any money being spent on such project until such times that the City annexes all these areas.	9/28/2013 11:03 AM

Lincoln Corridor Plan - Alternatives Evaluation

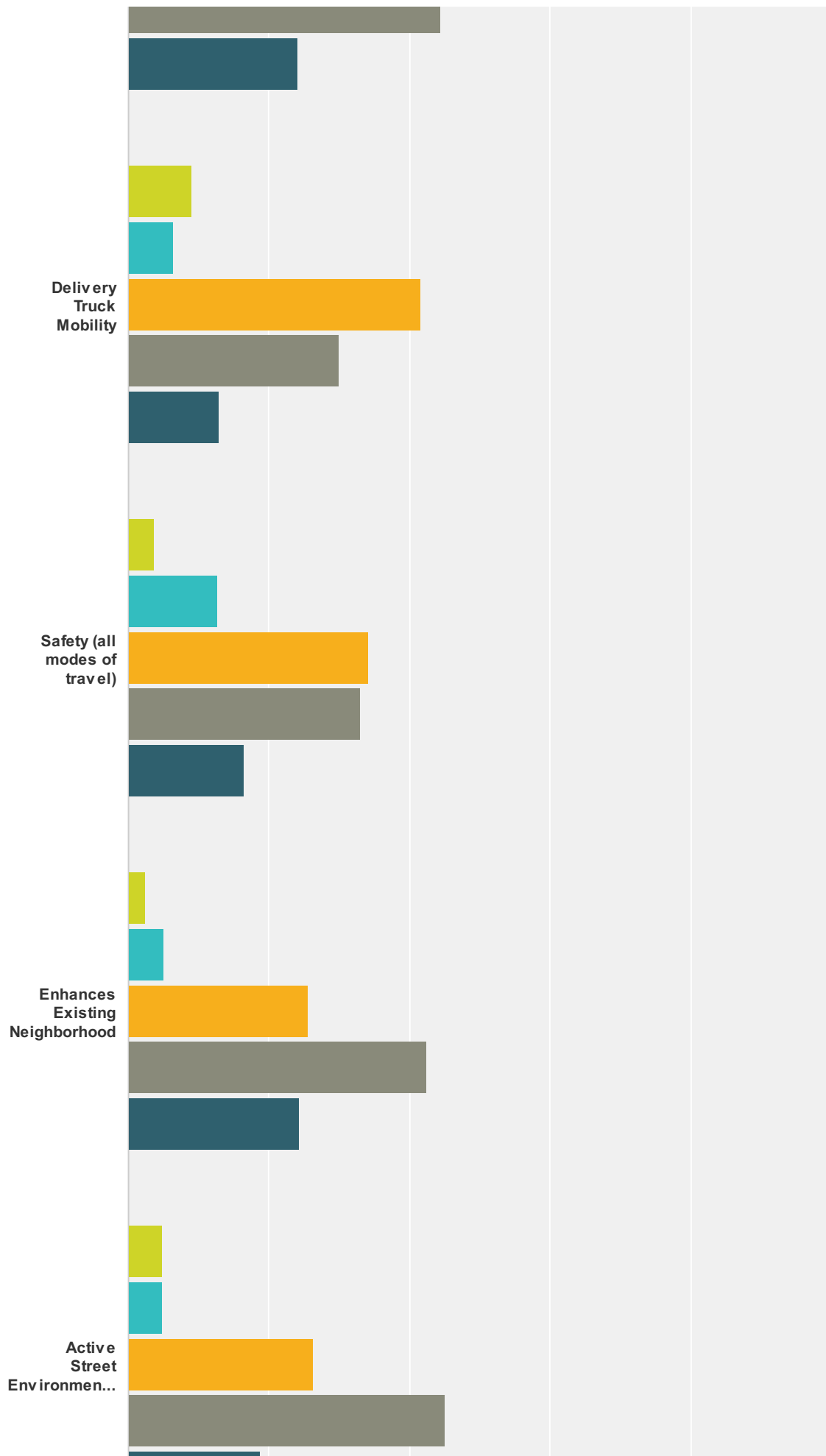
26	It is too much cement and you are stealing property from the homeowners between first and third streets. Also you are once again wasting money on landscaping in that area when I can't even get the city to plant some god damn crabapple trees along the parkway in my 30 year old Fort Collins neighborhood. Why don't you focus on existing citizens instead of trying to appease big corporations. Woodward.	9/28/2013 8:27 AM
27	I think that this is most appealing proposal. I don't think on-street parking should be a priority (there isn't much there now right?). Whatever is done should include ON STREET bicycle access. Putting bicycles onto separated paths reinforces the false assumption that bicycles don't belong on city streets. I think it confuses motorists when there are some areas where bicycles are either not allowed (like south college) or are separated from motor vehicle traffic and other places where bicycles should be using the same lanes as cars.	9/28/2013 7:53 AM
28	A bike lane on the bridge is so needed and overdue. Very happy to see this proposal!	9/27/2013 5:16 PM
29	It seems like this would create a nice environment, but the way I understand it, it would make it difficult for bike commuters to travel.	9/27/2013 10:37 AM
30	Don't like this one. Not as attractive as #2 or 3. Don't like wide streets. Don't think that on-street parking is necessary since people have driveways and doesn't look as nice with less landscaping. Also this set up is more dangerous for bikers since cars are parked on one side and driving on other side. Think that the current trend of people to drive over the speed limit on Lincoln will persist with this design. Isn't in line with the rest of Old Town, so makes Buckingham still feel like it is "out of town".	9/26/2013 1:05 PM
31	We really think it is quite beautiful, but believe the parking in front of 1st-3rd streets will be taken by Brewery goers, park users and when we have large events downtown.	9/26/2013 12:46 PM
32	I love the idea of having a large pedestrian and leisure bike walkway on the north side of the street, and I think I would take away some of the proposed large median and use the space for gathering spots on the north side of the street.	9/21/2013 7:52 PM

Q4 Rate the strength of Alternative 2 (Modest Median) using the form below.

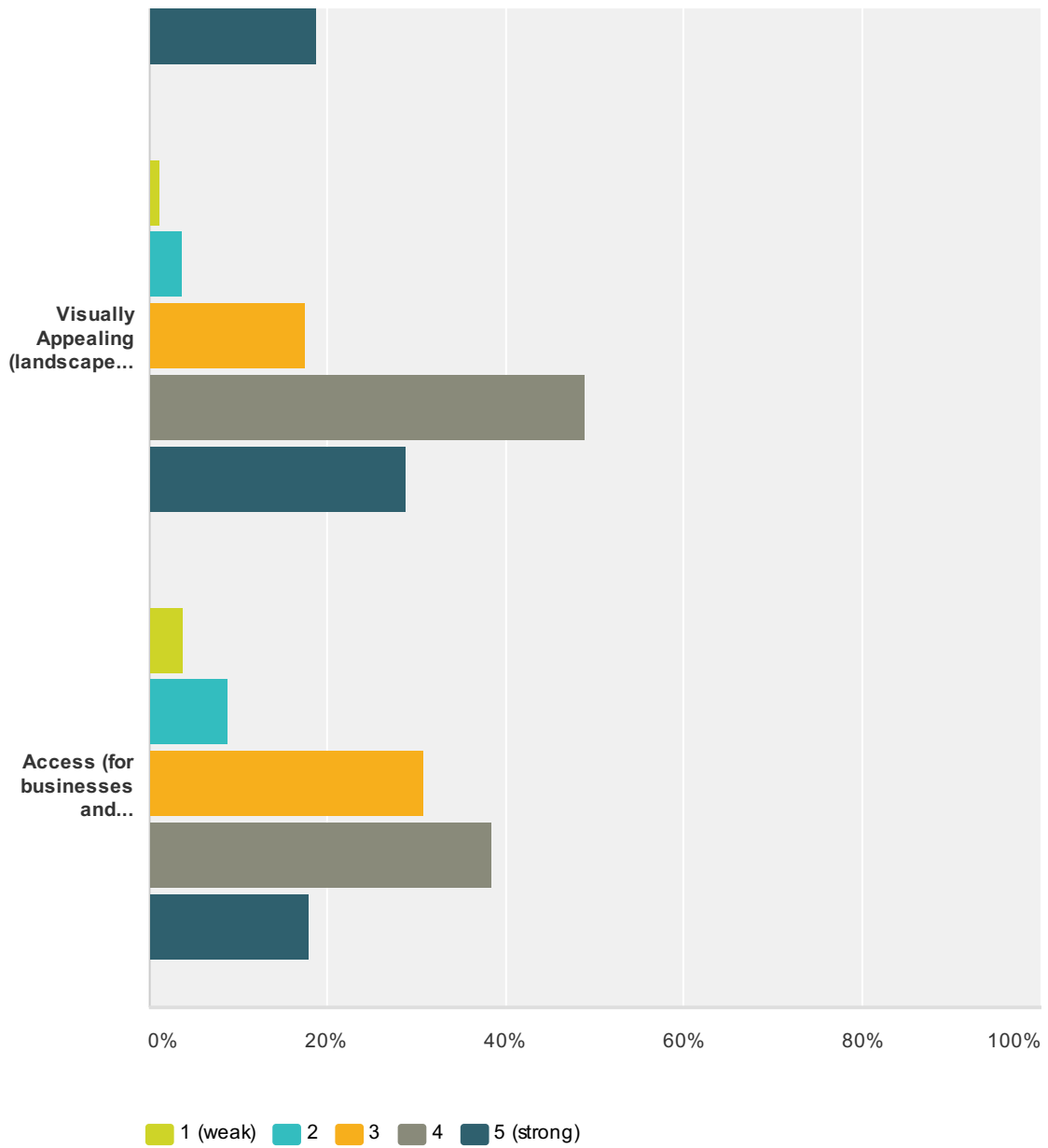
Answered: 82 Skipped: 122



Lincoln Corridor Plan - Alternatives Evaluation



Lincoln Corridor Plan - Alternatives Evaluation



	1 (weak)	2	3	4	5 (strong)	Total
Pedestrian Mobility	3.70% 3	3.70% 3	14.81% 12	39.51% 32	38.27% 31	81
Bicyclist Mobility (Commuter)	3.70% 3	6.17% 5	16.05% 13	40.74% 33	33.33% 27	81
Bicyclist Mobility (Leisure)	4.94% 4	7.41% 6	18.52% 15	40.74% 33	28.40% 23	81
Personal Vehicle Mobility	6.33% 5	7.59% 6	17.72% 14	44.30% 35	24.05% 19	79
Delivery Truck Mobility	9.09% 7	6.49% 5	41.56% 32	29.87% 23	12.99% 10	77
Safety (all modes of travel)	3.80% 3	12.66% 10	34.18% 27	32.91% 26	16.46% 13	79
Enhances Existing Neighborhood	2.56% 2	5.13% 4	25.64% 20	42.31% 33	24.36% 19	78

Active Street Environment (an exciting place to be)

5% 5% 26.25% 45% 18.75%

Lincoln Corridor Plan - Alternatives Evaluation

Active Street Environment (an existing place to be)	0%	5%	10.25%	15%	19.75%	
	4	4	21	36	15	80
Visually Appealing (landscape enhancements)	1.25%	3.75%	17.50%	48.75%	28.75%	80
	1	3	14	39	23	
Access (for businesses and neighborhood)	3.85%	8.97%	30.77%	38.46%	17.95%	78
	3	7	24	30	14	

#	Additional Comments on Alternative 2	Date
1	I like this option the best, but I wish the plaza on the Lincoln Bridge was on the north side instead of the south side. I also am concerned about the median at the corner of Lincoln & 1st. Many people (especially Buckingham Park users) turn left from Eastbound Lincoln onto 1st street. I hope the median would end before the intersection in order to give a short left turn lane. This would prevent traffic from backing up onto Lincoln. It is difficult to see this intersection well in the schematics since it is the border of your "zones"	10/4/2013 9:15 PM
2	Please note comments for Alternative 1 which may also apply to Alternative 2. Some of the lower ratings pertain to the Ped/Cyclist Shared Path being on the south side. I believe accommodating the breweries and the residential nature of the north side makes more sense and is safer (for those sampling at the breweries). Employees of Woodward Governor can cross to the right side and/or have the option of walking on the new and improved Poudre River Trail. With respect of angled vs. parallel parking: Please consider which is safest for cyclists and that option gets my vote (e.g., re. visibility & speed of drivers to enter and exit a parallel versus an angled parking spot). I think homeowners will want on-street parking if not for themselves, then for their visitors. Regardless, to encourage homeowners to park via the alley, please consider: Paving the alley, adding lighting for safety, concrete pad areas for garbage & recycling, retrofitting existing garages for alley access, demolishing driveways to Lincoln Street (with replanting), and providing carports for those with no garage or existing parking structure. Cycling on Willow Street to NW will increase and will need safe crossing at railroad tracks (e.g., 90 degree). Bike lanes would be important, too. As for the bridge enhancements, I would prefer them on the north side since I am also stating a preference for the shared bike/ped path to be on the north side of Lincoln. Would like to see exceptionally safe and easy-to-use pedestrian crossings on Lincoln. Consider easy access (at a couple of points) for pedestrians and cyclists to enjoy the median area.	10/4/2013 6:11 PM
3	> Use very, very sparingly—in areas where there are numerous conflicts (autos/bikes/peds) > They are expensive to maintain and if not, are ugly > If not designed and used well, they can become barriers.	10/4/2013 2:54 PM
4	Shared path on South side - initially seems dis-advantageous to me from a bike/ped perspective. But thinking a bit more, could provide better safety for bike/peds, and better traffic flow on north side (west-bound vehicles). I'm assuming here that the "busier" businesses are on the north side of this road (from my own personal perspective/experience: Odells, FC Brewery, & neighborhood cut-through to New Belgium!). Also, it looks like this option takes away the north-side connection with Poudre Trail - I think I don't like this, especially for pedestrians who can walk on north side of street but couldn't access trail except by crossing the street.	10/3/2013 11:23 PM
5	Quite often I drive from my house (500 9th Street) to Old Town—or to Brewery Row. The beauty of it now, is I can ride on the sidewalk (past the prairie dog field to Fort Collins Brewery) and take a right turn, and continue effortlessly down Brewery Row (Odells). This plan is the most safe way for bikes, and not have to cut across any car paths to get to the breweries.	10/3/2013 6:24 PM
6	I think the driveways in the residential neighborhood is, overall, safer for bicyclists. People know to look for pedestrians and bicyclists when they're pulling into and out of a driveway and pulling into a driveway is not as complicated as parallel parking so motorists have more bandwidth to allocate to safety issues. However, I don't know if the neighbors are interested in adding driveways where they might not exist at present. I also don't like the diagonal parking with a bike lane right behind it. That's setting bicyclists up for accidents as it's much harder to see an oncoming bike that's riding close to nearby parked cars. Either bikes should be in the motorist lane at that point to make them more visible or the bike lane should be in front of the parked cars instead of behind it.	10/3/2013 6:18 PM
7	I don't like the path on the south side. I think a shared path makes more sense on the north side where people need better access to the neighborhood and business, whereas on the south side it's just Woodward, which would have limited access anyway. I don't like diagonal parking with bike lanes on the outside - it presents major safety issues for fast moving commuter bicyclists. I also don't like how the driveway access at the neighborhood could affect pedestrian and bicyclist safety. There's too much mixing of modes - not enough separation.	10/3/2013 5:13 PM

Lincoln Corridor Plan - Alternatives Evaluation

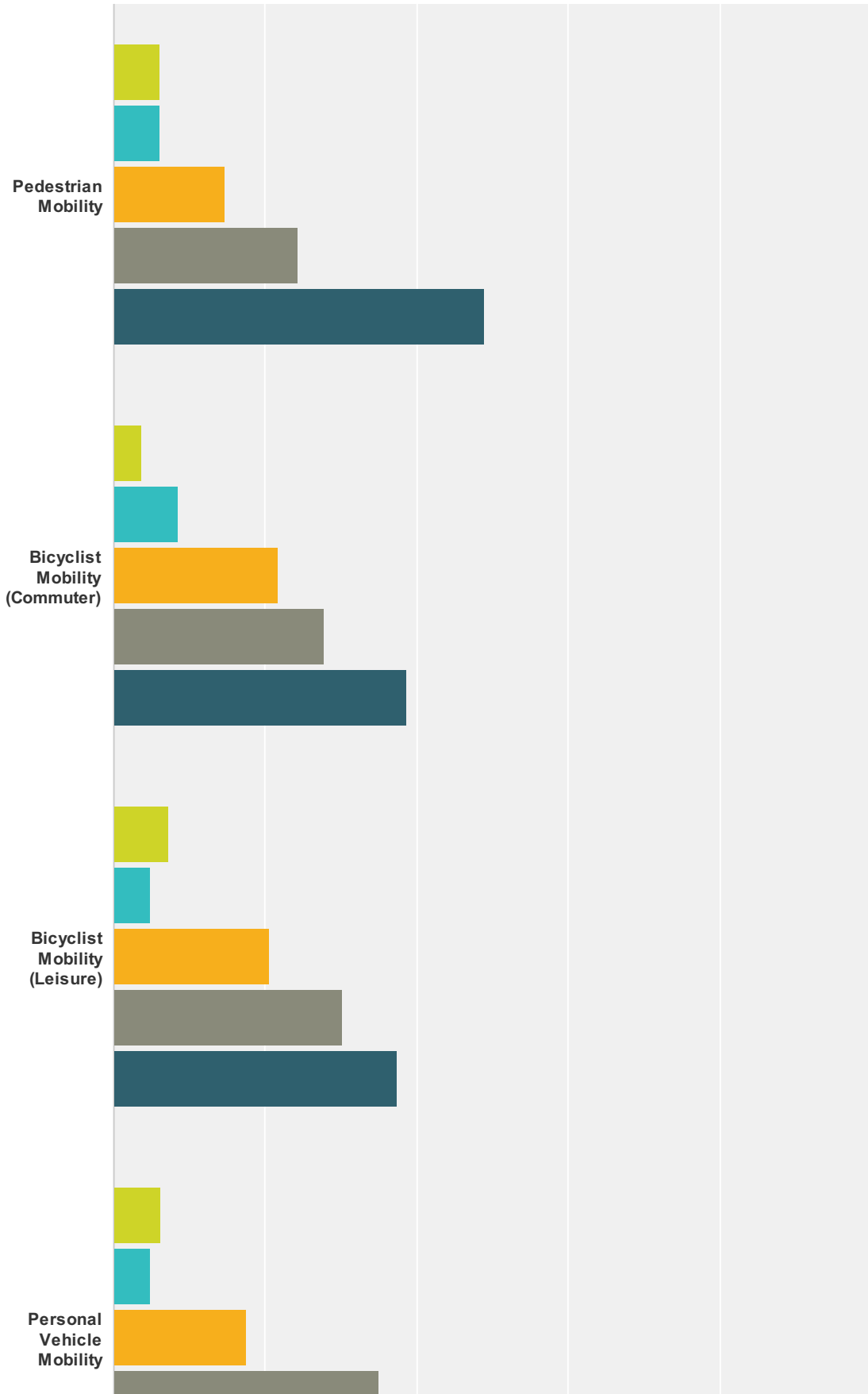
8	Pedestrian mobility might get jammed! What will the speed limit be?	10/3/2013 5:06 PM
9	Seems cluttered with the median. It's not a busy enough street to need ones. Bigger bike lane is better.	10/3/2013 4:46 PM
10	Seems to not address parking for the existing residential on Lincoln. The shared access is difficult to determine which side of the street without context for the Woodward Campus. Right now the brewery side (North) would make more sense for shared access but that could be different with Woodward layout.	10/3/2013 4:21 PM
11	Don't like the residential driveway parking in the right of way - it is unsafe. Don't think you can cut off so many business accesses without solving delivery access in another way. Change diagonal parking to parallel if it is to occur at all, and move bike lane to front of parking and behind the bus stop to improve safety. Median width is nice to east. Would shift whole centerline to the south some so that don't have such a broad landscape area on the south side - would benefit from more on the north side next to Fort Collins Brewery, for a bioswale. Median is nice in front of residences, but leisure bicyclist path is on the wrong side of the street.	10/2/2013 10:29 AM
12	parking for Buckingham residents on Lincoln will need to reverse cross ped and bike lanes to access flow of traffic - safety issue	10/1/2013 2:07 PM
13	The skinny design is best given the neighborhood	10/1/2013 12:27 PM
14	This is a good alternative! People who want the beer experience will go there regardless of maybe being a bit harder to access. They will figure it out! This is much better treatment of home owners on Lincoln between 1st and 3rd Streets.	10/1/2013 10:31 AM
15	Medians make it harder for large trucks getting in and out of businesses.	10/1/2013 8:36 AM
16	Bridge option is the lowest of the three. I personally like 3 as best bridge, then 2 then 1. Separating the bike lane is the safest option when available.	10/1/2013 7:54 AM
17	I like the shared path on the south side of the street. I worry about cars reversing inot traffic. Love the bridge!	9/30/2013 3:21 PM
18	The off-street bike lane does not seem effective. Commuter cyclists prefer to mix with/alongside traffic. Parallel parkers and transit users must cross this off-street bike lane to reach their destination or the sidewalk. On the south side of the street, the appearance is of duplicate sidewalks. Additional driveway length on houses from 1st to 3rd provides residential parking, but does not resolve difficulty backing out into traffic on an arterial street. Enhanced bridge is good in all alternatives.	9/30/2013 11:04 AM
19	This alternative is not as safe as #1 because of the driveways the come out on Lincoln. Not enough viability for drivers backing up and too much traffic to allow for safe backing into Lincoln. Could do with LESS green space on South side of the road.	9/30/2013 8:36 AM
20	much better access than broad blvd plan. Better access by foot/bicycle to future Woodward campus. Listing 40% of the trees and green space in the east section as "Future Parking" is a problem for me. This is in the heart of a multimodal corridor, with 2 commuter bike lanes, a sidewalk, a shared path and bus routes and you are planning up paving newly planted trees and greenspace for on-street parking. That is not acceptable.	9/29/2013 10:32 PM
21	Better than boulevard.	9/28/2013 9:24 PM
22	Best choice.	9/28/2013 3:06 PM
23	Too many driveway cuts between 1st and 3rd. Access should be shifted to the alley.	9/28/2013 11:28 AM
24	Until the City take in all property to Timberline I don't like the idea of FOCO tax payers footing the bill to enhance the gateway for the businesses outside of the city limits. So I'm against any money being spent on such project until such times that the City annexes all these areas.	9/28/2013 11:03 AM
25	Yes! There we go. Being modest is always a good thing. People appreciate it. Then maybe the city will have some change left over to plant those trees that my neighborhood has been waiting 30 years for.	9/28/2013 8:27 AM
26	So rank order of preferences is 1, 2, 3 (I would no support Alt 3 at all)	9/28/2013 7:53 AM

Lincoln Corridor Plan - Alternatives Evaluation

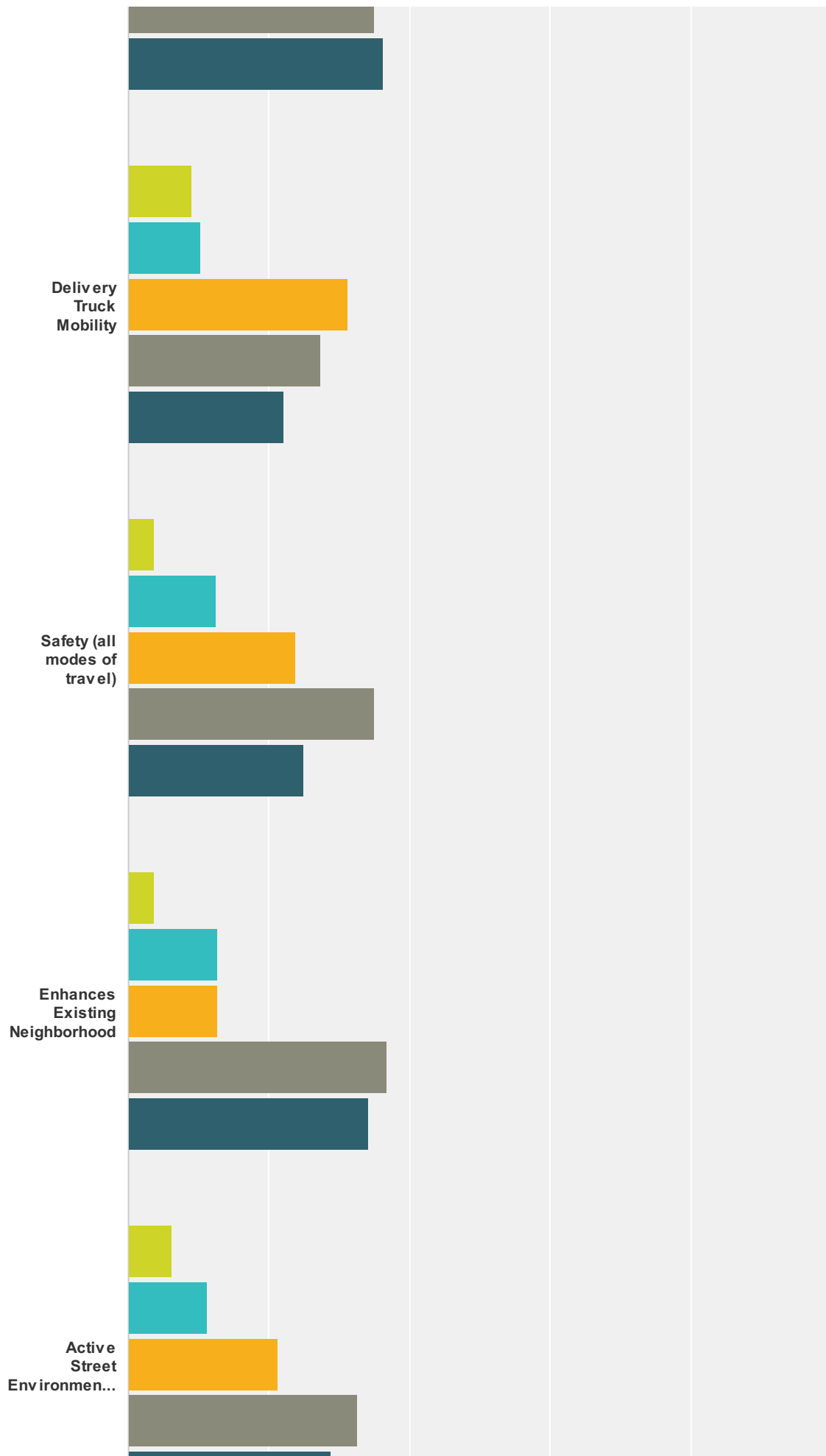
27	<p>This is my favorite. I think it will calm down speeds on Lincoln, increasing safety for bicyclists and keep people calm and happy. This design is in-line with the rest of Old Town's street design and will essentially make this area feel like it is Old Town, which it really isn't now. It is inclusive, attractive and a great idea. The trees in the middle median will help cool down the street. One thing the overall view shows medians with trees, but the 3D shows no median from 1st to 3rd, wondering if alternative 3 and 2's 3D images maybe were switched?</p>	9/26/2013 1:05 PM
28	<p>Best option for the casual brewery cyclists. They are here already, and having bike lanes removed from traffic is a great idea for their safety. The beauty and interactivity of the corridor is compromised somewhat. We do feel though that this would allow for traffic to flow faster, but might necessitate the construction of pedestrian crossings or (dreadfully) a traffic light to stop traffic, so bicyclists and pedestrians emerging from the trees on the side are seen and stopped for. We feel that the traveling safety is better, but crossing safety is worse.</p>	9/26/2013 12:46 PM
29	<p>I love the idea of no on-street parking. I really liked this plan, but I would instead like to see the shared pedestrian/leisure bike path to the north of the street.</p>	9/21/2013 7:52 PM

Q5 Rate the strength of Alternative 3 (Skinny Street) using the form below.

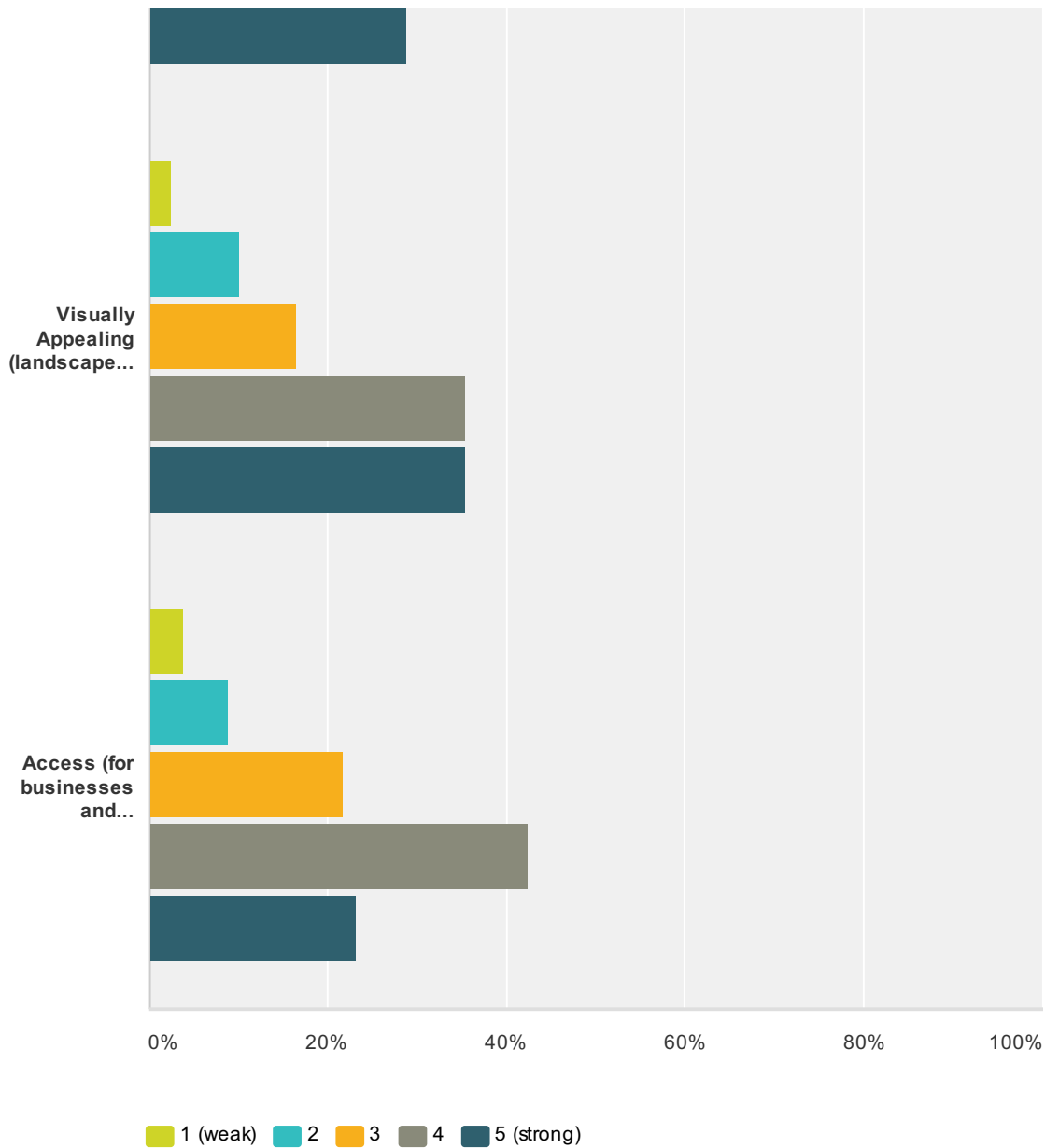
Answered: 83 Skipped: 121



Lincoln Corridor Plan - Alternatives Evaluation



Lincoln Corridor Plan - Alternatives Evaluation



	1 (weak)	2	3	4	5 (strong)	Total
Pedestrian Mobility	6.10% 5	6.10% 5	14.63% 12	24.39% 20	48.78% 40	82
Bicyclist Mobility (Commuter)	3.61% 3	8.43% 7	21.69% 18	27.71% 23	38.55% 32	83
Bicyclist Mobility (Leisure)	7.23% 6	4.82% 4	20.48% 17	30.12% 25	37.35% 31	83
Personal Vehicle Mobility	6.25% 5	5% 4	17.50% 14	35% 28	36.25% 29	80
Delivery Truck Mobility	9.09% 7	10.39% 8	31.17% 24	27.27% 21	22.08% 17	77
Safety (all modes of travel)	3.75% 3	12.50% 10	23.75% 19	35% 28	25% 20	80
Enhances Existing Neighborhood	3.80% 3	12.66% 10	12.66% 10	36.71% 29	34.18% 27	79

Active Street Environment (an exciting place to be)

6.25% 11.25% 21.25% 32.50% 28.75%

Lincoln Corridor Plan - Alternatives Evaluation

Active Street Environment (an existing place to be)	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	
	5	9	17	26	23	80
Visually Appealing (landscape enhancements)	2.53% 2	10.13% 8	16.46% 13	35.44% 28	35.44% 28	79
Access (for businesses and neighborhood)	3.85% 3	8.97% 7	21.79% 17	42.31% 33	23.08% 18	78

#	Additional Comments on Alternative 3	Date
1	This seems like cars are given priority as are the parking needs of the homeowners, resulting in less safety for pedestrians and cyclists, as well as a less attractive cityscape. The highlight of this option would be the proposed enhancements to both sides of the Lincoln Street bridge. Am not seeing the parallel parking mentioned for the north side. The off-street bike lanes (to north and south) are an interesting concept but not sure about the bus loading zone and also the bike lanes not being continuously off-street. Will cars be aware of the changes to the bike lane location?	10/4/2013 6:11 PM
2	I am concerned that this design breaks up the green area into the most "strips". I question whether watering and maintenance would be as easy with this design and the street wouldn't look as nice over time. I do like how bikes are separated from the road way because (let's be honest), some people are biking along this street after drinking a fair amount of beer.	10/4/2013 5:55 PM
3	> This might be a great compromise/alternative > Provides lots of flexibility > Very important to ensure business access (customers; suppliers)	10/4/2013 2:54 PM
4	Turning lane adds safety and eases congestion.	10/4/2013 10:48 AM
5	I would like to see a bike boulevard concept where bike lanes are separated from traffic. I would also like to see a non-vehicle pedestrian/bike mall on certain days (Sunday mornings for instance). Would be a great pilot project to try.	10/4/2013 9:53 AM
6	The Poudre Trail is no longer blue in the first graphic for this option, as it is (in whole in option-1, and in the remaining to-be-used parts in option-2). Is this an oversight? Or is the trail going away with this option??? This option looks/feels more congested than the first two plans. It kind of seems like a cleaned-up version of the existing road-way, with separate bike & ped paths. If you're going to spend \$\$ on an "improvement" to Lincoln, this feels like a half-hearted option.	10/3/2013 11:23 PM
7	Don't like the way the drive ways back directly into the bike lanes. Doesn't seem to be enough time for the driver to react to a possible biker in the path,. This probably the cheapest version, isn't it? I do like the bike paths on "brewery row", not sharing the space with cars or people.	10/3/2013 6:24 PM
8	I think that in general the bike lanes are safer in this version EXCEPT there's a serious problem as bikes approach Lemay where they're spilled out into the street and cars will very likely not expect to suddenly have a bike appear in front of them. That's a serious flaw. Looking back I'm realizing this same flaw exists in version #1. It seems like each plan has some aspects that are safe for bikes and other aspects that kick up red flags. I wonder if the safest plan wouldn't be to do a version of #3 where the bikes are well separated for most of the time, but further from the intersection the bikes should merge into a bike lane that's on the edge of the road so that motorists aren't suddenly surprised by bicyclists popping up in front of them right at the intersection.	10/3/2013 6:18 PM
9	I love the separated bike lanes - this is definitely the safest alternative for pedestrians and bicyclists. I also like the bridge overlooks. I wonder how bikes will turn left from the south bike lane to get to businesses on the north side? Maybe the bike lanes need to come back on-street next to the vehicle travel lanes at intersections to make it easier for bikes to cross. I really like where the parking and bus stops are located, buffering the bike lanes. It seems like a good balance between driveway access at the neighborhood and safety, as visibility seems better.	10/3/2013 5:13 PM
10	I guess I just don't understand the sidewalk south of Lincoln. It says multi-use but realistically, it can be difficult and dangerous to get bikes and peds in the same sidewalk. One thing about this feature that I LIKE is the BIOSWALE!	10/3/2013 5:06 PM
11	Love the gap between the street and the walking. Most appropriate design considering the current load of traffic that goes down this street currently.	10/3/2013 4:46 PM
12	Best solution yet as it separates all travel possibilities, ped, bike and vehicle. Safest solution for all three as well and appears to have more landscaped areas than other two solutions.	10/3/2013 4:21 PM

Lincoln Corridor Plan - Alternatives Evaluation

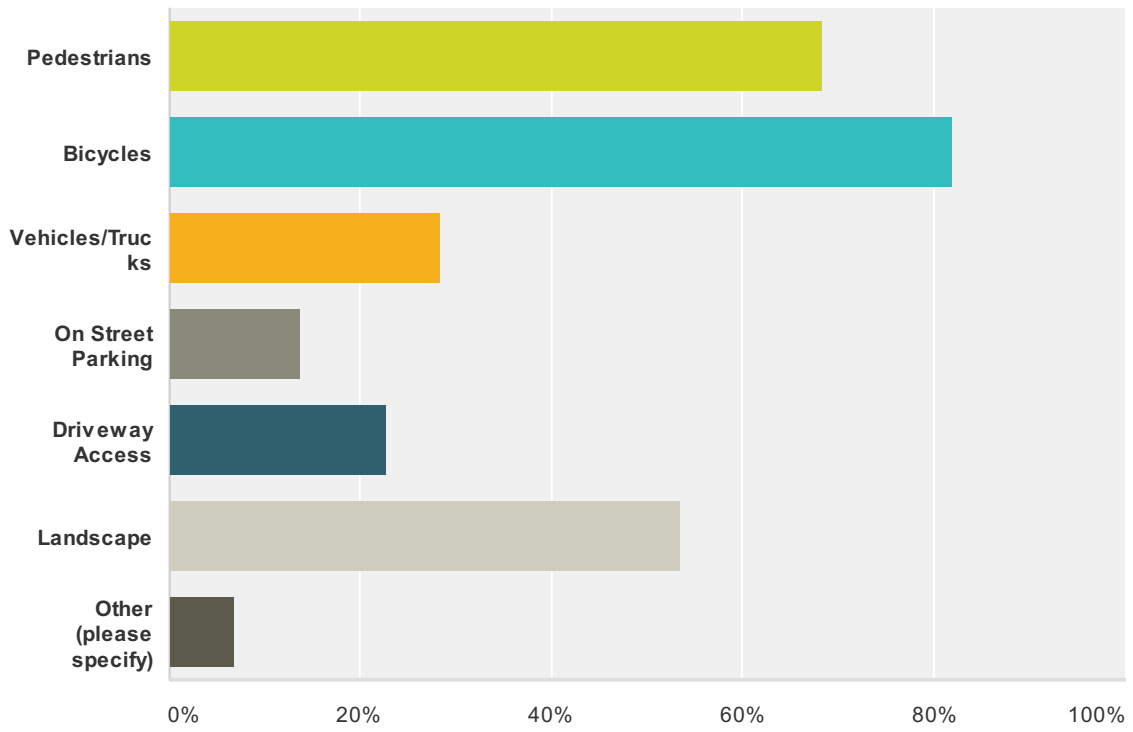
13	There are parts of this alternative that I really like. I like the idea of having the most narrow street possible because it is only a two lane road. It is not like it is four lanes, with two in each direction, which would warrant a planted median. There are adequate medians on the east segment to break up the expanse of pavement, and even if these had to go away to accommodate longer turn lanes, they could be paved with special pavement to make the road appear more narrow. Parallel or diagonal parking could occur on either side of the street, and keeping it a narrow road allows for that flexibility as land uses change over the years, and decades, and centuries. Do not like the parking on drives in the right of way - terribly unsafe for the amount of walkers and bicyclists. No route for the leisure bicyclist except on bike lanes - needs to be on the north side. Makes eastbound to the breweries have to cross the road to get to every destination on the north side of the road. Do not like the attached walk in front of the houses. Could combine some aspects of the walk on alternative 1 with this alternative - then the score for active street environment would be 5 instead of 3.	10/2/2013 10:29 AM
14	I like the idea of getting bikes off the main part of road on bridge crossing river. I like skinny street to discourage autos wanting to short cut. I would like this street to favor peds and cyclists (plus necessary local biz use) over non resident auto use. Keep speed limit way down, to under 25 maybe even 20 mph to enhance leisurely recreational use of the street.	10/1/2013 2:07 PM
15	Overall, no design is best, because you will ruin the neighborhood and affect affordability of the Buckingham residents. It seems that the city want to run us Mexicans out of Fort Collins. This has happen in Old Town. They use designs as a way to run folks and this has been happening for years.	10/1/2013 12:27 PM
16	My favorite by far. The only thing that could enhance this is to add some sort of train/cable car/public transit(non bus).	10/1/2013 10:43 AM
17	Aren't businesses required to provide parking on their sites? This is the best alternative for Buckingham homes on Lincoln. Would do this only if funds don't allow Alternative #2 - Modest Median.	10/1/2013 10:31 AM
18	I like the ability for left turns	10/1/2013 10:31 AM
19	I like it, especially new bike lanes and connection to Poudre River trail.	10/1/2013 8:41 AM
20	The central flat view doesn't appear to have a median while the central 3D view does. I think center raised or landscape medians take away mobility options.	10/1/2013 8:36 AM
21	Bridge option is the lowest of the three. I personally like 3 as best bridge, then 2 then 1.	10/1/2013 7:54 AM
22	Favorite bridge! Distance from residence the best. I worry about cars reversing into traffic.	9/30/2013 3:21 PM
23	only complaint is the combination pedestrian and bicycle lane across the river.	9/30/2013 1:27 PM
24	Diagonal parking on an arterial street seems like a tough combination. Backing out from a space in traffic and visibility to bike lanes is difficult and less safe than the parallel parking alternative. Shared path is more effective on the south side as a pedestrian connection to breweries and other future uses. Woodward campus would not need or utilize this larger shared path. Enhanced bridge is good in all alternatives.	9/30/2013 11:04 AM
25	Safety is still an issue with the driveways. Maybe create circular driveways so that people could pull through instead of having to back out into traffic/pedestrians. Could do with LESS green space on South side of the road.	9/30/2013 8:36 AM
26	Nice bridge design, hopefully there will be summer water flows. The central median appears smaller in the narrow streets option. I worry that this will be hard to maintain healthy trees there, and that it will be sacrificed later for turn lanes.	9/29/2013 10:32 PM
27	Better than now, but prefer Modest Median.	9/28/2013 9:24 PM
28	Too many driveway cuts. Streetscape should focus on the pedestrian and bicycle experience over the automobile.	9/28/2013 11:28 AM
29	Until the City take in all property to Timberline I don't like the idea of FOCO tax payers footing the bill to enhance the gateway for the businesses outside of the city limits. So I'm against any money being spent on such project until such times that the City annexes all these areas.	9/28/2013 11:03 AM
30	This would be a second choice.	9/28/2013 8:27 AM

Lincoln Corridor Plan - Alternatives Evaluation

31	Off-street bike lanes only reinforce the notion that bicycles don't belong on the streets. While it may make this particular part of town seem "bicycle friendly" it makes other parts of town less so since motorists' misperception of bicycles' rights is already so skewed. I have no idea how to rate these other aspects. (For any of these options). I say a resounding NO to Alt 3 however.	9/28/2013 7:53 AM
32	1st to 3rd no median on plan, median on 3D?	9/27/2013 9:19 PM
33	I'm a bit confused because the overall picture shows no medians from 1st to 3rd and the 3D shows a median with trees? Looking at the 3D picture, I like the separate bicycle path. I think this is probably the best option given business needs, the need to keep drunk bicyclists safe as they travel to and from the brewery, move traffic and keep pedestrians safe. Although I'm not so into the turn lanes, they will keep traffic moving. The limited medians will hopefully keep people from going too fast on Lincoln, which they currently tend to do. This is a good option.	9/26/2013 1:05 PM
34	We are a little concerned about the pedestrian crossing at the end of 3rd street, but as long as Drivers are not visually blocked from seeing pedestrians, it should be okay. My wife and I like this option the best. We feel the double overlook will make a nice gathering point for people, and that the area between 1st and 3rd streets is only going to be used by residents, saving them hassle. (Plus, unlike option 1, the cars are not as easy targets for thieves or people crashing into them.) Also, the off street bike lanes across the bridge will help for larger downtown events, and the general flow of traffic during the summer months.	9/26/2013 12:46 PM
35	I love this option, but I kind of miss the special large gathering spot on one side of the bridge (on the north in the broad boulevard concept, south on the modest median concept). I am very excited about having very separated commuter bike lanes.	9/21/2013 7:52 PM

Q6 What aspects described in the alternatives do you believe are most important (choose 3)?

Answered: 88 Skipped: 116



Answer Choices	Responses
Pedestrians	68.18% 60
Bicycles	81.82% 72
Vehicles/Trucks	28.41% 25
On Street Parking	13.64% 12
Driveway Access	22.73% 20
Landscape	53.41% 47
Other (please specify)	6.82% 6
Total Respondents: 88	

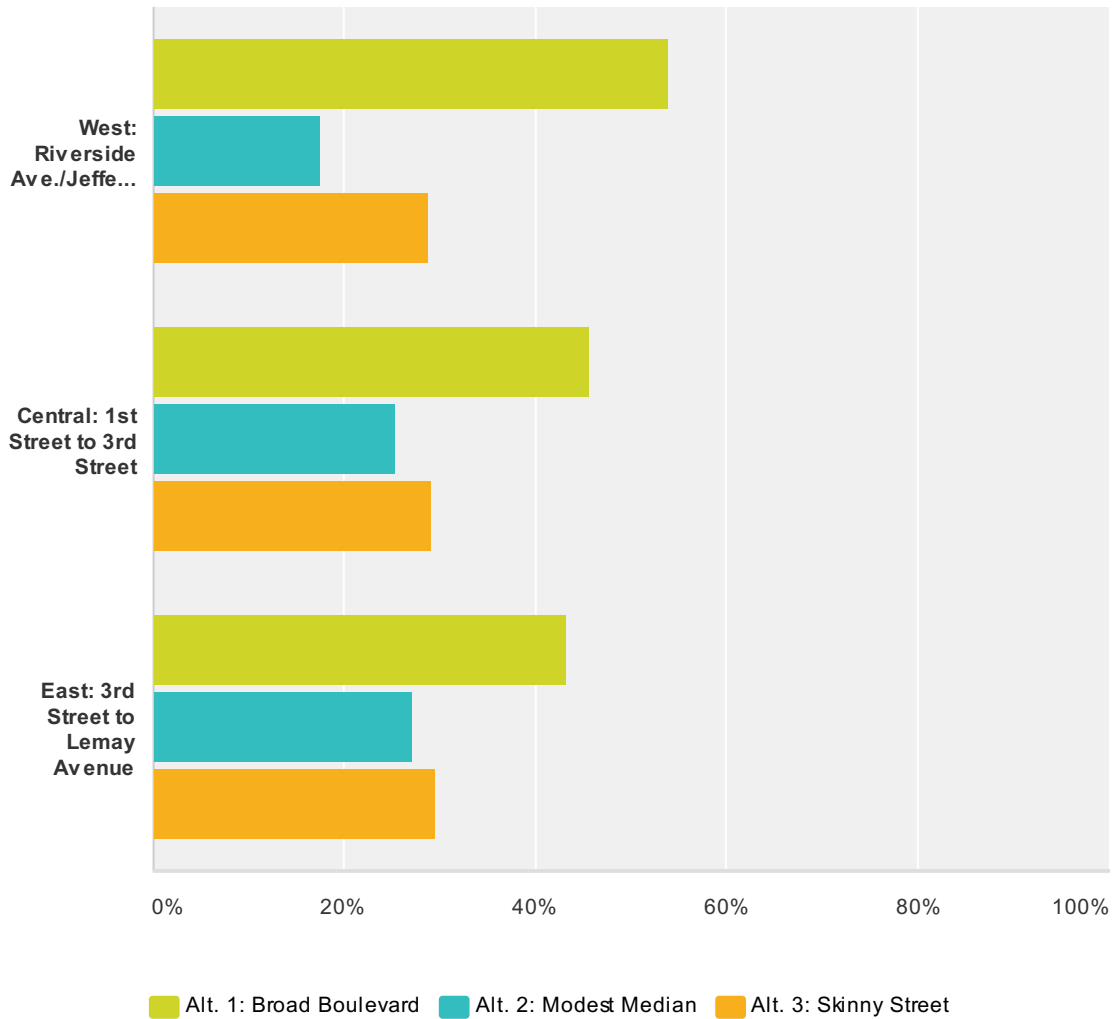
#	Other (please specify)	Date
1	flexibility for change over time	10/2/2013 10:35 AM
2	Businesses need to be enhanced. Mobility for customers, employees and vendors. It is primarily and industrial area. I think this is an opportunity to do some good things for the residential area and businesses already there.	10/1/2013 8:50 AM
3	taxpayers money	9/28/2013 11:04 AM
4	Not spending a ridiculous amount of money.	9/28/2013 8:31 AM
5	safety, cars and bicycles do not mix well	9/27/2013 10:19 PM

Lincoln Corridor Plan - Alternatives Evaluation

6	Brining Buckingham into Fort Collins. People often think I live outside of town. It is time for Buckingham to really get over the past and become part of Fort Collins. Visually making it an extension of Old Town will enhance this area and make people realize that this neighborhood is part of Fort Collins.	9/26/2013 1:17 PM
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Q7 Which is your preferred alternative for each segment?

Answered: 81 Skipped: 123



	Alt. 1: Broad Boulevard	Alt. 2: Modest Median	Alt. 3: Skinny Street	Total
West: Riverside Ave./Jefferson St. to 1st St. (including Lincoln Bridge)	53.75% 43	17.50% 14	28.75% 23	80
Central: 1st Street to 3rd Street	45.57% 36	25.32% 20	29.11% 23	79
East: 3rd Street to Lemay Avenue	43.21% 35	27.16% 22	29.63% 24	81

Q8 Why do you prefer these alternatives?

Answered: 59 Skipped: 145

#	Responses	Date
1	I would like to see the flow from old town kept as clear and inviting as possible. It makes sense to change back to a more modest approach as you get nearer to Lemay Ave.	10/4/2013 11:16 PM
2	I like the plaza on the Lincoln Bridge on the north-side rather than the south side. And I prefer no median (on the west side) at the Lincoln- First intersection, to allow for a safer left turn from eastbound Lincoln onto First street. I like the modest median for the central zone because it allows for the most landscaping and I think that the wider medians will help with traffic calming in this residential zone. I also prefer no on-street parking for the central zone. I like the modest median for the east zone because it allows for the most landscaping and places pedestrians further from traffic in this business district.	10/4/2013 9:20 PM
3	Very difficult to choose one as a preference; however: West: Alt. 2, Modest Median, due to median and trees in median for this section. Central: Alt. 1 Broad Boulevard, due to shared path to north. East: Not sure. Would choose Alt. 3, Skinny Street, if better situation for cyclists riding through bus rider waiting area). Also my preferred alternative would be dependent on which parking spot is best for cyclist safety, diagonal or parallel parking. Should bike path be next to sidewalk with a strong differentiation between the two? In case there is not the opportunity later in this survey, thank you for providing a survey to the public along with the workshops. And thank you for giving this level of attention to the Lincoln Street area. Great job!	10/4/2013 6:26 PM
4	I think separating the bicycles from the traffic makes sense for this beer tourism part of Fort Collins. I also think that home owners would want to access their homes from both sides of the street.	10/4/2013 5:56 PM
5	Seem to be the most workable for the area. Need to anticipate (draw on the plans) what build out will look like, particularly for Woodward site.	10/4/2013 2:55 PM
6	Not entirely sure which options were best without spending more time looking through. Preference overall is attention to bike and pedestrian paths so that they are 1) enjoyable and 2) efficient. Currently this corridor lacks access for bicyclists. Should have bike lanes that are separated from the street by landscaping if possible. Limit on-street parking as all breweries etc. have parking lots. Also prefer narrower traffic lanes to slow vehicles.	10/4/2013 11:45 AM
7	Eliminates excessive landscape expense and maintenance (water usage); allows for better vehicle traffic flow due to turning lane.	10/4/2013 10:50 AM
8	As much safety and comfort for alternative transport (peds & bikes) as possible. A walk/bike boulevard from Old Town to breweries for example, on certain days, would be GREAT.	10/4/2013 9:54 AM
9	Best alternatives for bikes/peds: Travel options on both sides of roadway, AND the shared-path on NORTH side of roadway makes a lot of sense to me. (see my comment on previous page Option-1 comment-box.)	10/3/2013 11:26 PM
10	Median parking! On-street bike lanes.	10/3/2013 8:45 PM
11	Easy access from bike paths to the breweries. Most direct route. No fighting traffic or people.	10/3/2013 6:26 PM
12	I think all three plans are fine for pedestrians and motorists. My biggest concern is for bicyclists not running into pedestrians, not getting doored by people getting out of parked cars, not surprising motorists as they pop out in front of them at the intersection of Lincoln and Lemay, and not being backed into by parallel parked cars that simply can't see them because they're riding so close to nearby parked cars. While I don't see glaring safety concerns for either pedestrians nor motorists, it seems like there are still glaring issues for bicyclists. And given that we might have lots and lots of beer drinking bicyclists along this street, I think we need to make the bike situations easy enough that a drunken dummie can follow it and it won't negatively affect the bicyclist, nearby bicyclists, nor passing motorists.	10/3/2013 6:22 PM
13	Looks like more room overall	10/3/2013 6:03 PM

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14	Alt 3 has a good separation of uses, nice landscaping on either side of the street, and seems like it would be the most pleasant travel experience for all modes. Alternative 1 was nice in the central portion because of how it interfaces with the neighborhood and limits driveway access. I would feel very safe using Alternative 3 if I was biking with kids or a friend that isn't as confident on a bike.	10/3/2013 5:16 PM
15	Well, the modest median slows down traffic going through the neighborhood of Buckingham, where there is a park. The Broad Boulevard is best for Riverside Ave/Jefferson St. because it is the most accommodating for the urban scene. That's the part really close to old town and near Odell Brewery which can be really busy even during the week... especially in the summer time. The last segment should just be conducive to the flow of traffic. I could see that part by Lemay getting really jammed during rush hour and nobody wants that. In fact, there shouldn't be a median at that part of the street. Sometimes medians cause elderly drivers to drive the wrong way down the street. Also, it eliminates a ton of business to Fort Collins brewery because you won't be able to turn left into their parking lot at all!	10/3/2013 5:13 PM
16	Bikes are the future. Plus if we want to include the neighborhoods in the community we need a place that feels safe to walk.	10/3/2013 4:49 PM
17	separation of uses = less conflict. Peds, bikes and vehicles are all separated which makes for the safest scenario.	10/3/2013 4:22 PM
18	Good pedestrian route along the length of the street - off-street yet wide enough from the bridge through to Lemay. Separate bike lanes that are adequate across the length of Lincoln including bridge bike lane distinct from motor vehicles and with pedestrian areas on both sides of the street. Good through-traffic vehicle lanes for delivery/commuter/visitor autos and trucks.	10/3/2013 1:43 PM
19	The skinny street still allows for deliveries and vehicular traffic. It has great landscaping and allows for really good bike and pedestrian traffic. I like the active lifestyle design because it will really enhance the area and get more people to actually spend time and money on the corridor. A circulator type public transportation option could also reduce traffic by providing free transportation from downtown along Lincoln Ave.	10/3/2013 12:51 PM
20	1. close residential drives, improve alleys, detach walks, and provide modest landscape buffer in front of houses. 2. multi purpose path (peds and leisure bicyclists) on north side, which could become an exciting use zone with amenities. 3. center roadway and reduce landscape area next to Woodward. They already are going to have a generous landscape setback - don't need more. 4. consolidate accesses to businesses over time, when a coordinated approach to deliveries, etc. can be developed between them. 5. if it occurs, put parking on the edge of the roadway, with buffered bike lanes between parking and ped walks.	10/2/2013 10:35 AM
21	Waste of taxpayer dollars. Clean all the areas up, add attractive landscape and call it good.	10/1/2013 5:23 PM
22	This for the best of protecting the neighborhood and its residents.	10/1/2013 12:36 PM
23	Anytime you can keep cars and bikes separated, it makes for a safer, more enjoyable commute for riders and drivers. Plus it reinforces that alternative methods of transportation (other than single car) are important enough to the city that they actually plan it into the development of its streets/parks/open spaces.	10/1/2013 10:47 AM
24	full movements or nice along this stretch. Separate bike lanes and walk path would be key to given volumes of these types of trips along this stretch. on street parking does not seem that critical for these businesses. bridge improvements and landscaping will make this a really nice visual corridor.	10/1/2013 10:35 AM
25	It seems to have least amount of structure and landscape in the middle of the road. All of the alternatives are beautiful and much more pedestrian and bike friendly. I think those items plus safety will be enhanced regardless. My big concern is that residential and business convenience and access will suffer.	10/1/2013 8:50 AM
26	The bridge is the best option in alt 3. It has the better views and will support a growing community the longest. The combination of the breweries, Woodward, residence and other businesses warrants high traffic. I am biased towards biking, walking and running since I commute to work on my bike and do more with my bike so alt 2 is better for that vision. Alt 1 has the best parking option for residents, but the other two support enough for residents while using alt 2 encourages people to bike or walk to the breweries and gravity 1020 so that options outweighs alt 1 in my opinion.	10/1/2013 7:54 AM
27	I like limiting the access along the road to help make it safer.	10/1/2013 12:20 AM
28	Safety of all modes; clear enhancement	9/30/2013 6:58 PM
29	The overlook for the bridge sounds great. The access and look of alternative #2 appeals to me.	9/30/2013 6:13 PM

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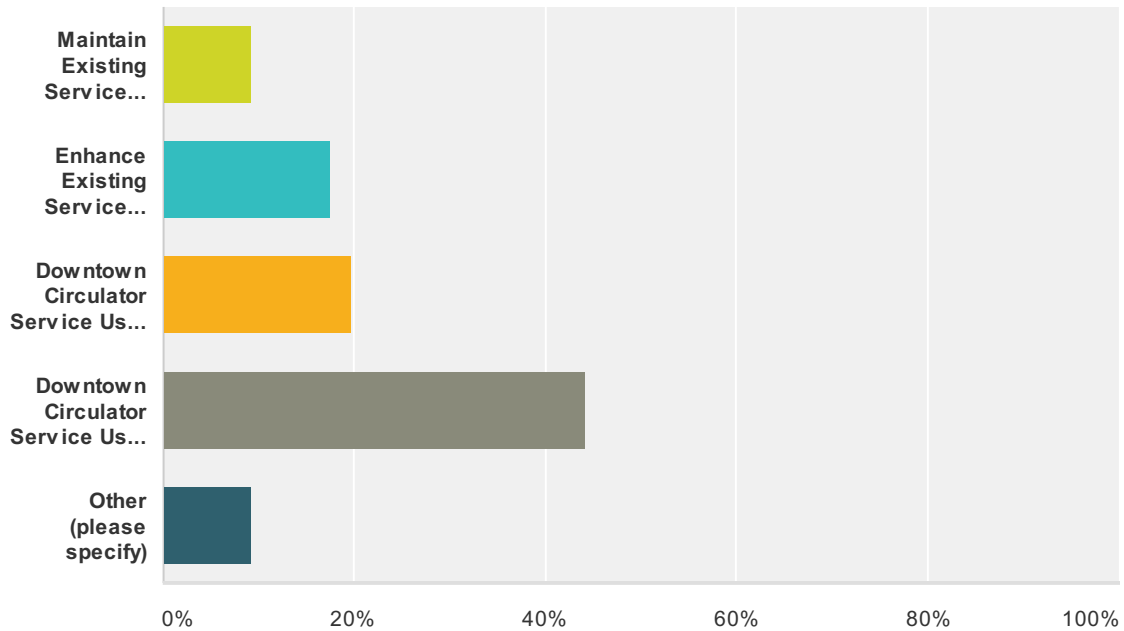
30	1. Maximum flexibility for future growth expansion 2. Aesthetics (landscaping, better pedestrian and bicycle traffic flow) 3. Better landscaping	9/30/2013 5:10 PM
31	Riverside still has a lot of traffic, so it would be nice to allow the flow of motorized vehicles, the skinny street for 1st to 3rd because that is more residential than the other two streets, the skinny design will slow motorized traffic, Modest median for 3rd to Lemay as there is more motorized traffic but we still want to give bicyclists and pedestrians a safer choice .	9/30/2013 3:23 PM
32	I prefer the Skinny St for West and Central because: I love that bridge, I like the resident's parking and I like the distance from the resident's home. I prefer Modest Median for East because: I like the shared path on the south side.	9/30/2013 3:21 PM
33	most landscaped median, closest to the bold vision	9/30/2013 3:12 PM
34	1.) On street bike lanes are important to prevent difficult merging for commuter cyclists attempting to turn into the breweries or at Lemay 2.) Large, mixed use path on north side (brewery side) is important for brewery traffic - both pedestrian and casual cyclists 3.) Lots of trees! While we are discussing commuter cyclists - when can we get a trail connection from the Maple Hill area to Old Town - Country Club is dangerous!	9/30/2013 2:16 PM
35	i really don't have an alternative. all of them look fine. my only concern are the pedestrians, cyclists and the landscaping. please separate the pedestrians and cyclists by building a separate bridge across the river. the traffic will only increase in this area. i really dislike walking with a bike whizzing past me. Also, please continue the motif of Old Town in this area as you have on Linden Street.	9/30/2013 1:31 PM
36	Shared path on north side, on-street bike lanes, on-street parking, reduced access points.	9/30/2013 11:09 AM
37	West: I like having nice areas on both side so the bridge and plenty of room for all necessary modes of transportation. Central: I like having the driveways not attached to Lincoln but this could be a real problem for the people living there since most of them appear to use the front drive way. This option would be extensive re-working of the alleyway. The other option would be to make circular driveways off Lincoln for people as this would allow them to drive through and not back out into traffic & pedestrians & cyclists. East: I like having the bike lane next to traffic but would prefer it separate in a green belt - or 1st on North a sidewalk - then bike lane - then green belt - then road - then on South side I don't think you need as much green belt- maybe just planters- then a bike lane - then the sidewalk. this still separates but could allow more green belt on North side for houses and businesses.	9/30/2013 8:42 AM
38	West - trees, no street parking on south Central - residential access with visibility crossing bike lane and sidewalk East - Bridge	9/29/2013 10:33 PM
39	Of the options, this one appeared to bring street activity closest to the businesses' frontage the most. The single traffic lane with the wide median would allow pedestrians to cross most easily, keeping bikes close to traffic, rather than on a separate path will help keep drivers aware of their presence, promoting safety.	9/28/2013 5:44 PM
40	The wide choice would be great for the east segment, but overkill elsewhere.	9/28/2013 3:08 PM
41	Build for the future rather than cutting corners for the present! Pedestrian, bike, and vehicle access must be balanced but should encourage more bicycle and pedestrian traffic. This area could become a unique "small town within a bigger city" and that should be fostered as much as possible.	9/28/2013 1:41 PM
42	The broad boulevard is the most aesthetically pleasing and appears to be the most ped/bike friendly.	9/28/2013 11:29 AM
43	none of the above until annexation has been completed.	9/28/2013 11:04 AM
44	They seem to cost the least amount of money. Plus that area isn't that busy with cars. I would like to see statistics on bike/ped and car accidents in that area. I also believe that the only two reasons the city wants to "beautify" this area is because it sees big tax revenue from Odell and that it likes to bend over for Corporations like Woodward.	9/28/2013 8:31 AM
45	Mostly for safe walking and safety to bikers	9/28/2013 8:19 AM
46	Better access for bicycles	9/28/2013 7:54 AM
47	They appear to be both functional and elegant	9/28/2013 7:00 AM

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48	Lots of landscaping and ability to bike and walk along the area. Parking is important too but pedestrian safety is important to enhance the bike/walk culture of our city. The safer people feel the more they will use the area.	9/28/2013 12:22 AM
49	better traffic flow, except the alt 3 has better safety for bicycles	9/27/2013 10:19 PM
50	narrow street and median provides most room for pedestrian environment on street edges. I like left turn lanes into businesses to North. Limited impact on access to residences.	9/27/2013 9:26 PM
51	It brings a upgrade to what ia a rundown section of town. This improvement will raise the values of the homes and encourage upgrading and improvements.	9/27/2013 6:19 PM
52	I'm not sure if I understand the drawings correctly, but it seems like the skinny street is providing the most protection for bikes and pedestrians. Along the bridge I think its important for bikes to be most protected as that bridge is very hard to navigate on bike currently, so I like that there are less lanes for cars and a more protected way for bikes and ped.	9/27/2013 10:38 AM
53	First off I really think that maybe 2 and 3's 3d pictures were switched? So that is a bit confusing if that is what is going on. I prefer the modest median because it still gives access to all the streets and businesses, but also calms the feel of the street. It makes it feel nice. The median with trees fits with the rest of Old Town and essentially brings the breweries on Lincoln as well as Buckingham into Old Town mentally. This is a safe option that also allows business as usual to be conducted along Lincoln. As a home owner, person who commutes by bicycle, I love it. I also am always a bit concerned for tipsy people on bikes or maybe who are driving by after visiting the breweries. I think the feel of this design will make it safer for these people. Pedestrians are safe now, with the temporary sidewalk and will continue to be so after the sidewalks are made into permeate ones. The lost parking is probably not what people who live on Lincoln are accustom to, having lived with ample room in front of their houses, but really, things change and since everyone has a driveway, I think they can adapt to the new design, although, of course they won't be happy since something is being taken away from them. But since that land is not part of their property, that is just how it goes sometimes. It is for the better overall good. I could understand if their land was being taken from them, but it isn't their land. If I lived right off of Lincoln, I'd still opt for option 2. People can make additional parking in the back of their property with alley access. That is what I've done at my house, I just made a parking spot that is accessed by the alley, not a big deal.	9/26/2013 1:17 PM
54	Provides better access for homeowners between 1st and 3rd, a double overlook on the poudre, a beautiful median from 3rd to lemay st., and nice spacing for the different lanes of traffic.	9/26/2013 12:49 PM
55	they all lend some asset to each section of the street. I think it is most important to take care of the residents of the area and give them something that will enhance their quality of life.	9/26/2013 8:49 AM
56	The walking spaces that they provide and vehicle access.	9/25/2013 11:20 PM
57	It allows the different flows of traffic to be in separate to increase the safety of each group (pedestrian, bicyclist, motor). All of the alternatives were visually appealing but a lot of bicyclist use Lincoln as a way to avoid the busy (which means more unsafe) Mulberry Street. I would say the Lincoln corridor shouldn't be about the cars that use that area but about everyone else that does. With all the breweries down there it gets a lot of green traffic. The Skinny Street provides safety for those green travelers.	9/25/2013 8:32 PM
58	Best for all who will use it. Separates street from the houses on Lincoln.	9/22/2013 8:48 AM
59	I would like the area to have a "boardwalk" feel. I think that having a large gathering spot on the bridge is cool, and I like to see it on the north side of the bridge. I like to walk with the landscaping all around me. I think Mountain avenue is really pretty, but I think I would like it more if the landscaping wasn't mostly in a central median. I feel separated from it, and I would like to be able to walk by and touch the trees. I also really like the idea of separating the commuters (cars and commuter bikes) as much a possible from the pedestrians and leisurely bikers.	9/21/2013 7:58 PM

Q9 Which public transit option do you prefer?

Answered: 86 Skipped: 118



Answer Choices	Responses
Maintain Existing Service (Route 5 - 60 minute frequency; Route 14 – 60 minute frequency; 30 Minute combined service; connecting service to MAX)	9.30% 8
Enhance Existing Service (Increase frequencies on existing routes that are currently serving Lincoln; 15 Minute combined service connecting to MAX)	17.44% 15
Downtown Circulator Service Using Standard Bus (Shuttle – 10 minute frequency connecting to MAX)	19.77% 17
Downtown Circulator Service Using Custom Vehicle (e.g., rubber-tired trolley) (Shuttle – 10 minute frequency connecting to MAX)	44.19% 38
Other (please specify)	9.30% 8
Total	86

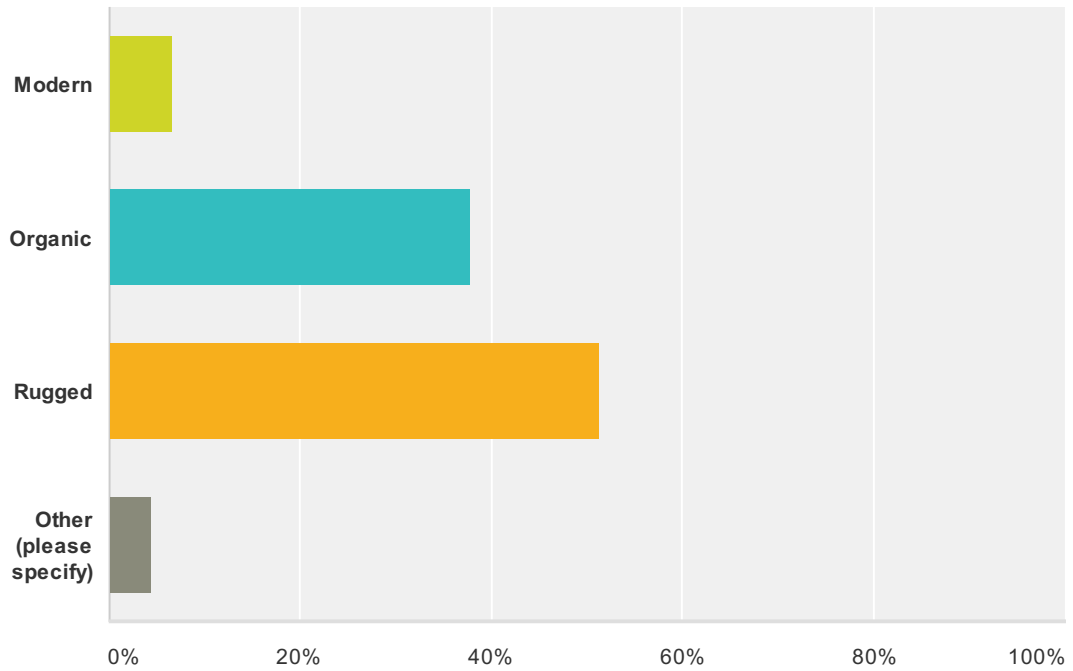
#	Other (please specify)	Date
1	Nothing goes to Front Range College?	10/3/2013 6:26 PM
2	Obviously the more frequent the better, but I think 15 minutes is fine. I usually either drive or bike so I wouldn't use public transit. Don't feel like I can speak to this.	10/3/2013 6:23 PM
3	A combination of Enhanced Existing (higher frequency) plus downtown circulator during peak traffic times (prefer low emission custom vehicle)	10/3/2013 1:44 PM
4	none work for me	10/1/2013 5:24 PM
5	maintain route 5 and 14 plus shuttle. Cute shuttle for tourist value	10/1/2013 2:10 PM
6	Do not use public transport	9/28/2013 8:20 AM

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7	don't care	9/28/2013 7:54 AM
8	No opinion	9/27/2013 6:19 PM

Q10 Which streetscape amenities concept do you prefer?

Answered: 90 Skipped: 114



Answer Choices	Responses
Modern	6.67% 6
Organic	37.78% 34
Rugged	51.11% 46
Other (please specify)	4.44% 4
Total	90

#	Other (please specify)	Date
1	combo rugged with organic	10/1/2013 2:14 PM
2	leverage off the history of the area, neighborhood. Lets save some money.	10/1/2013 12:38 PM
3	Blend in more historical amenities, please!	10/1/2013 10:34 AM
4	I would combine a mix of all as it looks best blending the mix use of the area.	9/22/2013 8:50 AM

Q11 Why did you choose this streetscape amenities concept?

Answered: 71 Skipped: 133

#	Responses	Date
1	The Colorado and Fort Collins atmosphere fits perfectly with a rugged, outdoor lifestyle. Let's not overdue it.	10/4/2013 11:18 PM
2	I think rugged fits best with the neighborhood since it is more than a century old and still preserves natural open space.	10/4/2013 9:24 PM
3	"Modern" seems too urban for the current look and feel of Fort Collins. A little formal, too? "Rugged" seems to scream "We are in Colorado!" which is NOT needed. Too much of a good thing. A little too generic or perfect (i.e., Stepford Wives) or iconic? Seems like something I would see on Highway 25. "Organic" is a nice option and may be less trendy (so, good for longevity of appeal). Somehow this one seems to suit the personality of Fort Collins for me.	10/4/2013 6:33 PM
4	I think it best matches some of the style of the current buildings.	10/4/2013 5:58 PM
5	Rugged is most similar to the brewery character.	10/4/2013 5:27 PM
6	I think it could/should be a real mixture with some elements that reflect the natural environment (and I don't necessarily call that "rugged") e.g., wood, rocks, indigenous landscaping.	10/4/2013 2:58 PM
7	I like the bike racks and lighting depicted. Interesting design and artistic feeling (combines well with the breweries, etc.). Second choice is modern	10/4/2013 11:48 AM
8	To preserve our pioneer heritage and use natural landscape materials and colors.	10/4/2013 10:55 AM
9	At first, I really liked them all! Then, I was drawn more to the Organic - it feels "watery", which seems appropriate right next to the Poudre River. If you're coming to this section of town from Old Town, then you've had to cross the river. A close second would be the Rugged - it feels "western", "Colorado".	10/3/2013 11:31 PM
10	I think it fits in with the rest of the city - and it's looked good in the places where it's implement. The "rugged" look fits my image of "The Colorado Look" - truthfully, I like all three. But the "rugged" look seems the best mesh with the rest of the look of the city (for example, the Harmony/College crossing seems to implement the "rugged" look.	10/3/2013 9:16 PM
11	Love the lighting!!! . All the features blend with the natural environment!!!, yet retain both modern and rugged flavor.	10/3/2013 6:28 PM
12	I like the organic best because one of the positives about our breweries (which are important parts of this area) is their penchant for being environmentally conscious. I think the organic idea really resonates with that. However, I also like the rugged look. It would enhance the riverside nature of this area. Rugged and organic are similar concepts that could probably be neatly merged to make a nature/environmental theme. The modern doesn't fit for this area AT ALL.	10/3/2013 6:27 PM
13	I like the look of the other two better but the bike racks on those suck.	10/3/2013 6:05 PM
14	Style is timeless and doesn't clash. Everyone feels comfortable there Second choice would be organic because it has some artistic flare. That would be for the art in public places board to review!	10/3/2013 5:17 PM
15	Organic seems most relective of Fort Collins' down to earth, connected-to-the-land culture.	10/3/2013 5:17 PM
16	Most eye appeal. It's not a park and outdoors focused area that would take rugged.	10/3/2013 4:52 PM
17	Most closely fits with the aesthetic of downtown Fort Collins, similar to the latest Mitchell Block design.	10/3/2013 4:25 PM
18	I feel this represents the area as well as linking to other parts of the city. Our outdoor lifestyle and focus is reflected in the wood and stone fixtures. Also, I prefer to use native materials as much as possible such as: flagstone, reclaimed wood (possibly beetle kill wood or local barn wood), etc.	10/3/2013 1:46 PM

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19	The rugged and organic look is already used all over Colorado and Fort Collins. A clean modern, urban design would give the area a unique look. It would also give the impression of a prosperous, progressive, growing area.	10/3/2013 12:55 PM
20	Cuz I dislike modern!	10/2/2013 3:34 PM
21	The organic has a contemporary feel without being too stark. Rugged is way overdone in Fort Collins, and Lincoln Street and North College are examples of how it can go amok. Way too heavy, and way too many objects in the streetscape on those streets. Can use stone and metal, but use them in more graceful, subtle ways than has been done on past city projects.	10/2/2013 10:38 AM
22	I liked both the Organic and Rugged each for their own merits. I could only choose 1 so Organic it is given the modern feel w/o compromising the Old Town image.	10/1/2013 9:22 PM
23	best looking that conforms to our environment.	10/1/2013 5:24 PM
24	I think this goes best with the streetscape amenities that Fort Collins already has.	10/1/2013 2:48 PM
25	Combo ties together history, architecture, and character of Fort Collins. White marble statues don't work in Fort Collins!!	10/1/2013 2:14 PM
26	Best fit for the area	10/1/2013 1:18 PM
27	Not leverage of the history of the neighborhood, history of area, hispanic, russian and germany history and settlers etc.	10/1/2013 12:38 PM
28	I just feel it is more inline with the soul of our city.	10/1/2013 10:49 AM
29	rugged seems to match the river corridor feel. organic would be a close second choice.	10/1/2013 10:37 AM
30	It fits the area.	10/1/2013 10:34 AM
31	The owner of Ranchway said that's what he liked. He has to look at it every day.	10/1/2013 9:14 AM
32	The current businesses, the the exception of a few, along with the current houses warrants the "rugged" look along this corridor. Anything else would clash in my opinion. On their own and perhaps in other areas like Fossil Creek, Mid Town or Harmony the first two options would work. Also, the College Ave. corridor leading to north College after the river is already following a more rugged look. Additionally, the rugged option allows for the use of using local stone and metal work from local artists and designers which is a more sustainable approach. These materials have a better chance of being repurposed rather than recycled as seen with the more hard plastic and metal-scapes.	10/1/2013 7:54 AM
33	It matches the existing buildings best.	10/1/2013 12:21 AM
34	personal taste	9/30/2013 7:00 PM
35	Rugged looks like Fort Collins. The Modern looks like it could be messed up to easy and not represent fort collins properly. Organic is a close second for me.	9/30/2013 6:17 PM
36	Best fit with existing buildings architecture; e.g., Odell's, Fort Collins brewery and incubator	9/30/2013 5:13 PM
37	Because that part of town has several green areas/parks. The rugged is more in keeping to the countryside feel of that area. Your bike racks, all of them are lovely but useless. Find some bike racks that allow easy locking (so that placement of bicycle allows locking to frame and not to wheel), a way to lean your bike for those who do not have a kick stand and is set up to allow more than 2 or 3 bicycles at a time without causing a mess.	9/30/2013 3:28 PM
38	I feel like it's a classic style. I would be concerned that the modern style might seem dated in 5-20 years. I don't mind the rugged either-maybe a blend of organic and rugged... kind of sums up Colorado for me.	9/30/2013 3:25 PM
39	It screams Colorado	9/30/2013 3:24 PM
40	Reflects the river district	9/30/2013 3:23 PM
41	it matches the Colorado rustic character	9/30/2013 3:13 PM
42	It is the most "Fort Collins"	9/30/2013 2:18 PM
43	if you can't keep the motif of Old Town, please use the motif of the Old West. sandstone, river rock what they used to use 200 hundred year ago. you want to maintain the brand.	9/30/2013 1:35 PM

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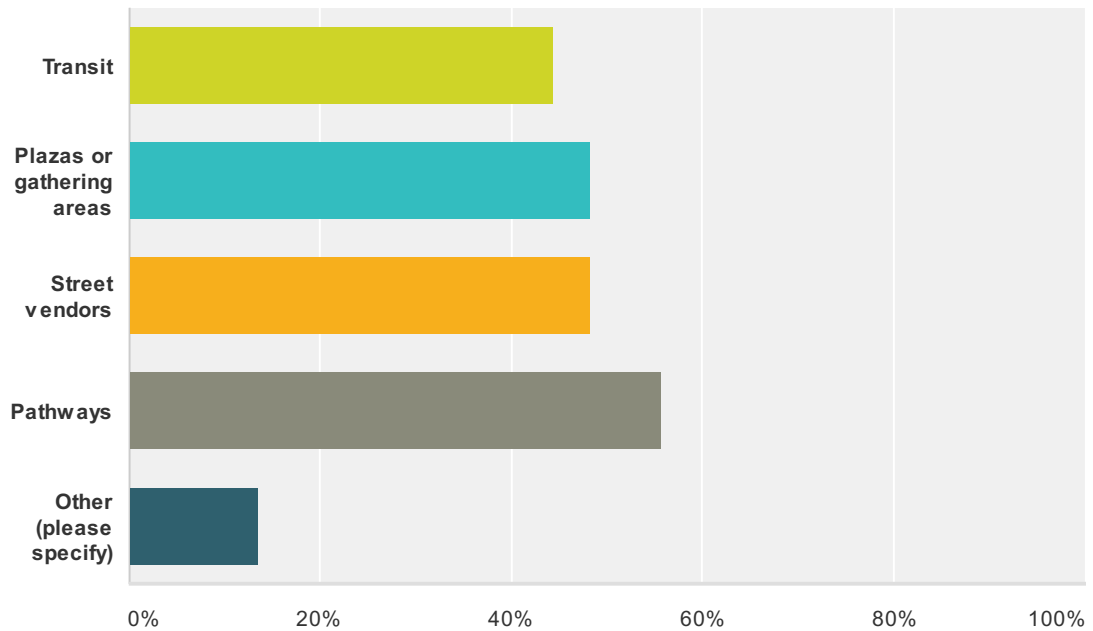
44	Includes a mix of contemporary and rugged materials to reflect the eclectic character of this corridor. Lincoln in this area will always contain a mix of many styles (historic residential, rugged breweries, agricultural influences, and high-tech contemporary coming with Woodward manufacturing).	9/30/2013 11:12 AM
45	fit in with other new building in the area	9/30/2013 10:23 AM
46	I work at CSU and I've had enough of the rock I think with all the green areas we have the modern is a nice contrast to the outdoors. My 2nd choice is the Organic. I'm an avid recycle so this makes sense too.	9/30/2013 8:44 AM
47	fits with an older style small town environment	9/29/2013 10:36 PM
48	Best matches the existing character of the businesses along this stretch.	9/28/2013 5:48 PM
49	It's the least ugly choice. I would prefer something more industrial.	9/28/2013 3:11 PM
50	Fits with the character of the area - especially proximity to the river corridor.	9/28/2013 1:42 PM
51	The streetscape amenities should consist of materials/designs that recognize that historic context of the area, while also creating a unique identity for the corridor. The rugged concept is overdone in northern Colorado, and will likely result in a bland, mall-like visual experience.	9/28/2013 11:33 AM
52	They fit the natural river landscape	9/28/2013 8:21 AM
53	It's the most visually appealing to me.	9/28/2013 7:55 AM
54	It is who we are	9/28/2013 7:02 AM
55	The materials mimic the river area and the existing downtown area. The two areas should be still be able to be defined together as an extension of downtown rather than a new and separate space to play off the culture and attractiveness of the existing old town.	9/28/2013 12:24 AM
56	it fits better with Colorado	9/27/2013 10:20 PM
57	custom, crafted amenities would create a unique look to the district. Employ local artists and crafts people	9/27/2013 9:28 PM
58	It most closely fits Old Town concept.	9/27/2013 6:21 PM
59	I love modern, but think that organic fits in best with FC culture	9/27/2013 5:17 PM
60	I think it fits better with the rest of Fort Collins and the current landscape.	9/27/2013 10:40 AM
61	Fits in most with surrounding environment	9/26/2013 7:53 PM
62	It fits in somewhat with the design of the Odell and Fort Collins Brewery and fits better with the personality of Buckingham neighborhood. We aren't fancy, but we do like nice things. The rugged concept is utilitarian, not pretentious and comfortable. The other two concepts don't fit with who we are, the breweries or even really Old Town. The rugged is more in line with Old Town.	9/26/2013 1:22 PM
63	This is more of a green area of the city. Yet still close to downtown. Modern is too downtown, rugged is for larger spaces. And curves are appealing.	9/26/2013 12:53 PM
64	Its the most fitting for the city of fort collins and most visually appealing (to me)	9/26/2013 8:52 AM
65	Well I would choose a mix between organic and rugged. It is similar to the characteristics of the downtown area right now	9/26/2013 8:50 AM
66	I like the smooth curves	9/25/2013 11:24 PM
67	I feel like the downtown has more of the rugged but I've noticed around town that some areas (like at college & harmony) has more of the Organic feel. Though downtown is more rugged there is some of the organic feel in the square. Honestly I think you could combine the two to make it look classy.	9/25/2013 8:38 PM
68	The rugged amenities fit the character of Fort Collins within the context of its history and it's place along the front range. Although it is a progressive city with "modern" and "organic" aspects to it, the city itself needs to celebrate its heritage, culture, and landscape with the streetscape. The rugged features will also help users of this corridor identify it as a new space. While the rugged features connect with the greater downtown Fort Collins feel, they are separate enough to provide a new atmosphere and give this corridor the recognition it deserves.	9/25/2013 4:56 PM
69	Consistent with other development	9/22/2013 9:30 PM

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70	We need to blend the look of the breweries, Woodward, Buckingham neighborhoods, the park and the new bridge.	9/22/2013 8:50 AM
71	I think it fits in more with the character of Fort Collins. Socially, we seem to be interested in enjoying and taking care of the natural world. We run, we hike, we recycle. By placing natural materials all around us, even in distinctly man-made objects, I think it visually connects us to something we find important. I also think it has more lasting visual appeal. Natural materials are classic. They aren't going to look dated in ten or twenty years.	9/21/2013 8:02 PM

Q12 Would you support incorporating the following within a central median? (select all that apply)

Answered: 81 Skipped: 123



Answer Choices	Responses
Transit	44.44% 36
Plazas or gathering areas	48.15% 39
Street vendors	48.15% 39
Pathways	55.56% 45
Other (please specify)	13.58% 11
Total Respondents: 81	

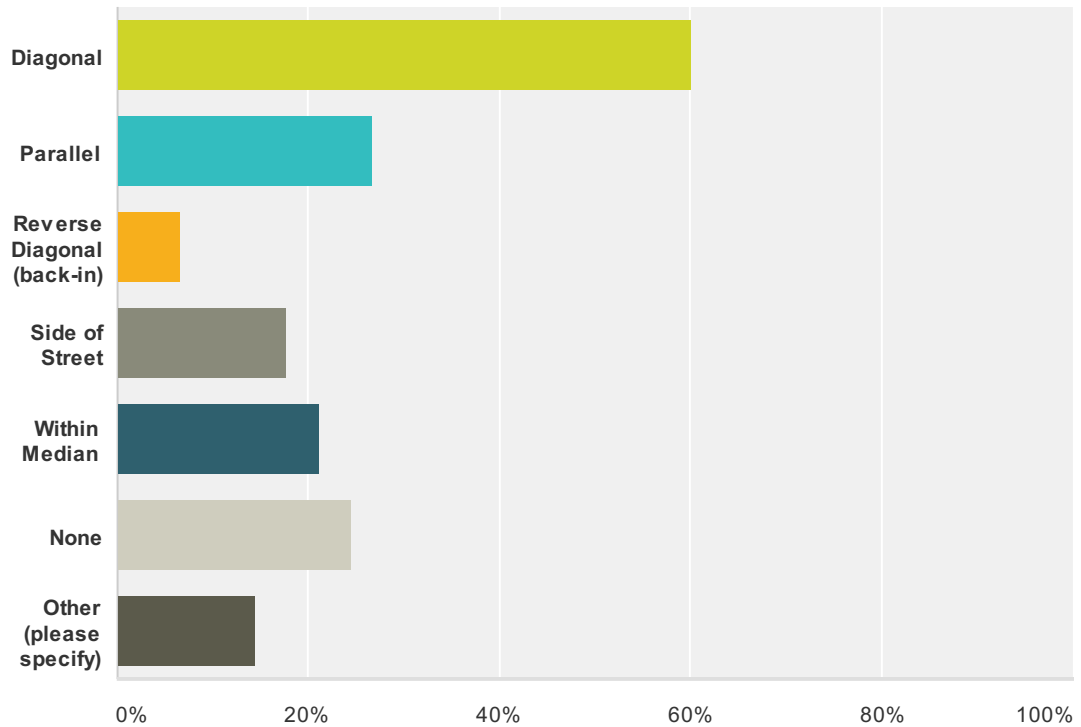
#	Other (please specify)	Date
1	Food vendors and musicians and fountains could be amazing!	10/4/2013 6:35 PM
2	do not do a central median, other than landscaping.	10/4/2013 5:29 PM
3	no - waste of median space in this street until there is a reason to hang out in the middle of the street. That won't happen for a very long time, if ever. People would rather hang out away from traffic.	10/2/2013 10:40 AM
4	none in middle of street, just grass and trees	10/1/2013 2:15 PM
5	Nothing, not needed, This is not Mountain Ave.	10/1/2013 12:38 PM
6	No central median	10/1/2013 9:15 AM
7	None of the above	9/30/2013 5:13 PM
8	None. I think all this should be on the sides.	9/30/2013 8:45 AM
9	trees, greenspace	9/29/2013 10:38 PM

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10	not parking!	9/28/2013 3:12 PM
11	I'm confused by this question, where would the central median be that would have any of these on Lincoln?	9/26/2013 1:23 PM

Q13 Which type(s) of on-street parking do you prefer? (select all that apply)

Answered: 90 Skipped: 114



Answer Choices	Responses	Count
Diagonal	60%	54
Parallel	26.67%	24
Reverse Diagonal (back-in)	6.67%	6
Side of Street	17.78%	16
Within Median	21.11%	19
None	24.44%	22
Other (please specify)	14.44%	13
Total Respondents: 90		

#	Other (please specify)	Date
1	Whichever slows traffic down and also is safest for cyclists. Am curious about Reverse Diagonal. Have seen pictures.	10/4/2013 6:35 PM
2	Intermittant or nodes of diagonal parking--not solid diagonal parking on the entire street length	10/4/2013 2:59 PM
3	anything BUT parallel parking!!	10/3/2013 6:29 PM
4	diagonal is my preference but on street parking seems to get in the way of the bikers and slows traffic on main line road. plus is it really needed here?	10/1/2013 10:39 AM
5	None, except between 1st and 3rd Streets.	10/1/2013 10:35 AM
6	No median	10/1/2013 9:15 AM

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7	large under/above ground parking structures in the vicinity promoting more pedestrian and bike use into these areas.	10/1/2013 7:54 AM
8	floating as in earlier designs.	9/30/2013 8:45 AM
9	not within median	9/29/2013 10:38 PM
10	Any one that the city doesn't charge for would be great	9/28/2013 8:33 AM
11	But please note that I don't think on-street parking needs to be a high priority. Also I would support back-in diagonal in all the places in the city where we currently have head-in diagonal	9/28/2013 7:56 AM
12	as long as bikes are protected from cars backing out or from being doored.	9/27/2013 10:41 AM
13	Bike racks	9/22/2013 9:30 PM

Q14 What other related projects should be considered as part of the study?

Answered: 36 Skipped: 168

#	Responses	Date
1	Willow Street bike lanes and safe (e.g., 90 degree) crossing at the railroad tracks at Ranch-Way Feeds. Improvements to the street for cyclists when heading south/west on Mountain: A safe left/south turn onto Petersen to head to the Old Town Poudre Library. Connecting Lincoln Street cyclist paths to cyclists paths on Lemay. More signage when bikes are merging with traffic. More signage (e.g., under the "Bikes Merging" sign) that says "Allow 3 Ft. to pass cyclist. It's the law" or something to that effect ("3-ft. space required to pass cyclist.) Thanks!	10/4/2013 6:41 PM
2	> small plazas with seating and "furniture" that kids can play on > spaces for a few carts and vendors (food and local crafts) > strong presence for public art and "educational" art (information about the community; neighborhood; Poudre River; bike and walking maps; etc.)	10/4/2013 3:03 PM
3	street fairs, festivals and would be nice to have the Tour de Fat return to it's home! Water fountains and bike stations, to fill up your tires as you fill up your belly at the breweries!	10/3/2013 6:32 PM
4	It looks like the neighborhood that includes the Museo de Los Tres Colonias is included in this zone? What's going to be happening over there? How will they be affected? The ability of kids to cross Lemay at that point is abysmal. Safety issues need to be taken into account over there to enable residents to walk and bike around their own neighborhood more safely, especially when traversing to amenities across Lemay.	10/3/2013 6:30 PM
5	I like that you are considering incorporating the Lincoln bridge into the aesthetic and community oriented feel of the new Lincoln corridor design. What about purchasing a small bit of land for a park of music venue? Perhaps this can be sponsored by Woodward. Please think LONG TERM future.	10/3/2013 5:19 PM
6	How the branding and experience on Lincoln relates to the River District. Between the River District, Old Town, and Lincoln the theming should be cohesive but distinctive. Similar materials, wayfinding, etc.	10/3/2013 5:19 PM
7	Not aware of any other related projects being proposed within this area.	10/3/2013 4:29 PM
8	Extension of upgraded Lincoln Corridor across Lemay and through to connection with Mulberry.	10/3/2013 1:47 PM
9	A large focus should be on pedestrian and cyclist experience. It creates a comfortable environment that is even enjoyed by motorists also. It is probably the one aspect that will really attract people to the corridor. Also a rubber tire trolley would be a great service to get people up and down the corridor. It probably has to be a free service to make it effective and fast at getting people on and off. This would also attract a lot of people to the corridor.	10/3/2013 12:58 PM
10	Implementing a truck delivery route on Buckingham to Odells and Fort Collins Brewery to eliminate some trucks from Lincoln and make safer for pedestrians and bicyclists. Constructing a path on 3rd or through Odells for the bicyclists going between New Belgium and eastern breweries. Improving the alley parallel to Lincoln in Buckingham.	10/2/2013 10:42 AM
11	Traffic Impacts on Lemay/ 9th Street between Lincoln and Vine. Safe Trail/ Natural Area access for all neighborhoods in the area, including Andersonville and Via Lopez.	10/1/2013 9:29 PM
12	I liked the idea I read in the Coloradoan editorial about extending the Trolley car/track all the way down Mountain/Lincoln to Lemay. That would definitely move the trolley from novelty to actual relevance. Plus it would be a great way to embrace Fort Collins history while providing a great way for the Lincoln corridor to access downtown without adding the additional congestion cars bring to the equation.	10/1/2013 10:57 AM
13	river corridor enhancement from lincoln to linden.	10/1/2013 10:40 AM
14	I think it would be good to have enough traffic data regarding deliveries, vehicle size, current routes taken by vehicle type and function, etc in the surrounding area (Mulberry to Vine; College to Summit view). I'm not talking necessarily in depth but have a good understanding of current patterns and how they might be impacted by a changed design.	10/1/2013 9:28 AM

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15	-Developing the Oxbo field into a year round festival grounds/botanical garden complete with underground maintenance tunnels and natural amphitheaters. -Developing the river corridor and creating a kayak park and cleaning up the river. Also creating more of a river walk on the high side of the Poudre (Willow St.) with restaurants and shopping....ala Estes Park -Making Jefferson St. Park(aka bum park) a real place that people other than the homeless want to hangout in...so move the Mission out of town and place a below/slightly above st./mix use parking structure in its place. The park can support street vendors, play areas, benches, mini festivals/ activities. Another possible revenue source for renting to parties, etc....OTAC could use it too for cross fit/ out door training areas in the mornings. -Another trolley track installation around the old town areas, possibly incorporated near or in the Linden and Lincoln corridors.	10/1/2013 8:14 AM
16	How to incorporate Art in Public Places artists into the projects. The bridge should be wide enough so that spaces for congregating are not over-whelmed by the smell of vehicle exhaust.	10/1/2013 12:26 AM
17	Not sure what is a concern in the area. I live on the other side of Fort Collins	9/30/2013 6:21 PM
18	Trains interrupting traffic flow, on vine, lemay and lincoln.	9/30/2013 6:00 PM
19	Willow Street, the new Vine	9/30/2013 3:25 PM
20	Lenmay overpass over rr tracks	9/30/2013 3:15 PM
21	Safe cycling connections for northeastern Fort Collins residents (Maple Hill, Brightwater Landing, etc) - especially now with the new Woodward facility. The existing choices are to head south on Timberline and west on Lincoln or Vine which is out of the way or head west on Country Club to Lemay - County Club lacks a bike lane or a sufficient shoulder and is not safe. While there are many bike-friendly drivers in the area, there are also several individuals that are not. Speaking on behalf of all of the commuters from the area, we would appreciate a dedicated path from the area or a widening of Country Club Drive (joint project with the county). Please give this some level of consideration. Thank you.	9/30/2013 2:24 PM
22	i can't stress strongly enough the need to separate pedestrians and cyclists. across the river build a bridge specifically for the bikes and let the pedestrians walk across the bridge. keep them separate at all times. i don't like a cyclist going 25mph whizzing past. as i said there will be many times the traffic on this route as on the new Linden Street bridge which has a shared path across the bridge.	9/30/2013 1:41 PM
23	Are they planning to re-do sidewalks in the Buckingham area? Someone mentioned this at some point. Also what are they doing with the huge area North of Buckingham Park. Why not put a music venue there?	9/30/2013 8:49 AM
24	Better signage for and celebration of beer tourism. Signs pointing directions to breweries and brew pubs.	9/28/2013 3:16 PM
25	Creating urban design guidelines for the corridor would be useful for the eventual redevelopment of the under-utilized properties. The design guidelines should include build-to lines instead of minimum setbacks to enhance the pedestrian experience along the corridor. The guidelines should emphasis designs that will encourage peds/bicyclists to linger in the corridor, as opposed to moving through the corridor as quickly as possible to reach their destination.	9/28/2013 11:37 AM
26	Not informed on other related projects	9/28/2013 8:33 AM
27	Revitalization of Buckingham neighborhood as a whole and revitalization of willow st to further extend vital space of downtown and a pleasant connection from linden to Lincoln	9/28/2013 12:28 AM
28	Riverside intersection	9/27/2013 9:29 PM
29	Enhancement of facilities at Buckingham park. Dog park, mature landscaping, soft and hardscapes.	9/26/2013 7:55 PM
30	I think that the Riverside project and this project should be considered together.	9/26/2013 1:24 PM
31	Please consider xeriscaping with regards to the construction of the corridor. Not having to irrigate will save on that precious resource and generally reduces the need to manually tend the flora as well, saving that recurring cost. This reduces our personal tax burden as well, freeing money for other advancements within our fine town. By xeriscaping, we are afforded the opportunity to showcase native Colorado plant species that don't look the Kentucky bluegrass/strip-mall/business park model the rest of the United States uses, for their click-n-drop cities. CSU has a wonderful horticulture school that could be of great benefit in helping the city find plants with which it could design the Lincoln corridor in a better sustained way. Fort Collins has been a front runner with thoughtful changes for healthy living, and I believe this is yet another feather we can put in our cap.	9/26/2013 1:11 PM

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32	I can't Think of any.	9/25/2013 11:28 PM
33	16th street denver	9/25/2013 8:39 PM
34	Fort Collins alley project Poudre River conservation North Fort Collins expansion	9/25/2013 4:58 PM
35	Adding some historic info banners or markers, clean up the river path, clean up Buckingham Park	9/22/2013 8:52 AM
36	There's a little park just to the north west of the bridge. If that were updated a bit, I think it would also enhance the entire area.	9/21/2013 8:06 PM

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Q15 What other comments do you have regarding this study?

Answered: 31 Skipped: 173

#	Responses	Date
1	I am pleased that the city is wanting so much input from residents. I am thrilled that there will be any improvements to this area. We have lived long enough without sidewalks!	10/4/2013 9:26 PM
2	Thanks for allowing for public input!	10/4/2013 6:41 PM
3	Will be exciting to transform an ordinary street into something that functions well for transportation modes and can be a real draw with interest and scale for people.	10/4/2013 3:03 PM
4	Chance to think outside the box and close this corridor to traffic at certain times would be a great experiment. I think it is time to try it.	10/4/2013 9:57 AM
5	Thanks for the opportunity to review these options & provide input!	10/3/2013 11:33 PM
6	I ride this route regular to Old Town. Some of the lighting is terrible or non existent. Debris from business or manufacturing business spill out onto bike lanes are a hazard for riding.	10/3/2013 6:32 PM
7	I think sensitivity to the residents should be paramount. I don't live in that neighborhood, but I walk by it now and then. I feel like changes to Lincoln should enhance this neighborhood and the lives of the people living here without putting any undue burdens on them.	10/3/2013 6:30 PM
8	There will be tons of traffic. I am concerned its going to be jammed.	10/3/2013 5:19 PM
9	Larger bike lanes will allow the traffic down and make more people want to walk and bike there.	10/3/2013 4:55 PM
10	How will this transition on the east side of Lemay, is there a buffer planned for the east side of the intersection? Would help to buffer the multi-family to the industrial area by extending this design to the east side of the multi-family and have on street bike lane on Lincoln all the way to Timberline.	10/3/2013 4:29 PM
11	THanks for letting us have input!	10/2/2013 3:34 PM
12	Awesome.	10/2/2013 10:42 AM
13	I like it.	10/1/2013 10:40 AM
14	I appreciate that based on the input session I went to, you are working from the businesses and neighborhood backwards towards the final design. I believe that is the right approach. The neighborhood needs to feel safe and like a neighborhood. The businesses need to be able to grow and succeed. The business community members that were there the night I was there seemed supportive of the improvements and sensitive to the neighborhood. The design team seems willing to listen and be sensitive to the important role of truck and auto access and mobility. I am counting on your outreach and openness being genuine. Please continue to give the businesses and residents of that area a primary and active role in driving the final outcomes.	10/1/2013 9:28 AM
15	Keep up the good work! Keep making Fort Collins a great place to live and work! Having awesome breweries, high tech businesses, and a large University as well as quirky yet practical features like a functioning trolley make the town a great place to live but also a fun place to visit. Staying bike friendly and creating and improving corridors like this one keep making Fort Collins the great place it is, so THANK YOU! Chris.McCullough@me.com	10/1/2013 8:14 AM
16	I think it is a good start. Those people that complain about historical families and access to their property from Lincoln are just confusing the issue as there is only one or two of the 11 properties that has not changed hands/families in the last 15 or fewer years.	10/1/2013 12:26 AM
17	Make the area accessible to pedestrians. Adding street vendors is an awesome idea. Since there is a park in the area that would be great for any events that happen there. Please remember to keep the existing houses intact. Don't take all their yard and parking for this project. Give them alternatives if you take something they have. Good Luck.	9/30/2013 6:21 PM
18	Concern about only 1 lane of vehicle traffic in each direction with probable significant increase in vehicular traffic (cars and especially delivery trucks as well as increased transit traffic	9/30/2013 5:16 PM

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19	Do this and Willow street at the same time, would have to save some money, and it would make it all work right the 1st time	9/30/2013 3:25 PM
20	I think we need to think long term, and choose option 1 since it has the most bold vision, and once this vision is set we can work towards it even if it takes a long time to achieve.	9/30/2013 3:15 PM
21	Thank you for your attention to this area.	9/30/2013 2:24 PM
22	i not really concerned with the other aspects as i won't be visiting this area unless i'm walking. preserve this area. great time to see development before it is forced on you. please the keep western motif as i love the old buildings made of sandstone and river rock	9/30/2013 1:41 PM
23	Thanks for letting us give our input. And just so you know I don't think Betty Aragon speaks for everyone in the neighborhood. :) I know this for a fact that many people are not happy with her "Vision" for the neighborhood not with the way she alienates people who are not going along with her "vision." It's a bit annoying. And I think we should bring back the Tour de Fat to New Belgium where it should start and end!	9/30/2013 8:49 AM
24	MAX hours need to be extended to at least midnight. This would also get more drunks off our streets.	9/28/2013 11:08 AM
25	The illustrations were difficult to appreciate. Please consider that foot traffic has increased dramatically with the breweries attracting people from all over the world. I live on 1st street and I see people walking on the "street" from one brewery to the other. They do not walk on the side walk because it is too narrow. The same can occur on Lincoln if you build narrow sidewalks.	9/28/2013 8:33 AM
26	Roundabout for Riverside & Lincoln...pull it together in one nice flowing package that keeps/forces 287 traffic out of downtown. Make the pain real for those choosing to go through Old Town when they could stay on I-25	9/28/2013 7:04 AM
27	It is a long needed improvement.	9/27/2013 6:22 PM
28	I love that Lincoln will be made better and look more like a neighborhood street and less like a highway. Thank you Fort Collins.	9/26/2013 1:24 PM
29	Thank you for making citizen contribution easy. It is a sign of good government, and deserves thanks. So, thank you, it is much appreciated!	9/26/2013 1:11 PM
30	It was very nice, I really liked the graphics.	9/25/2013 11:28 PM
31	Don't worry about the budget, go big or go home. The identity and progression of Fort Collins is important enough to its citizens. Only the best design should be implemented.	9/25/2013 4:58 PM

Q16 Please enter your contact information below if you would like to be added to the Lincoln Corridor mailing list.

Answered: 25 Skipped: 179

Answer Choices	Responses	
Name:	96%	24
Company:	40%	10
Address:	84%	21
Address 2:	4%	1
City/Town:	80%	20
State:	84%	21
ZIP:	84%	21
Country:	56.00%	14
Email Address:	92%	23
Phone Number:	60%	15

#	Name:	Date
1	Doug Kempel	10/4/2013 11:21 PM
2	Mariah Brooks	10/3/2013 8:49 PM
3	Lisa Lee	10/3/2013 6:32 PM
4	Meg Dunn	10/3/2013 6:31 PM
5	Alexa Barratt	10/3/2013 5:20 PM
6	Matt Brooksmith	10/3/2013 4:30 PM
7	Tim Cochran	10/3/2013 1:48 PM
8	Jerry Gavaldon	10/1/2013 12:39 PM
9	Kevin Jones	10/1/2013 9:29 AM
10	Chris McCullough	10/1/2013 8:15 AM
11	York, The Red Lion	10/1/2013 12:26 AM
12	Tre' Grisby	9/30/2013 6:21 PM
13	Don Vehlhaber	9/30/2013 5:16 PM
14	Meg Graham	9/30/2013 3:29 PM
15	Zack	9/30/2013 2:25 PM
16	chris macwaters	9/29/2013 10:39 PM
17	Brett Walker	9/28/2013 11:38 AM
18	conrad walters	9/28/2013 11:09 AM
19	Alicia Ramirez	9/28/2013 8:35 AM
20	M	9/28/2013 8:33 AM

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21	Kelly Burwell	9/27/2013 10:41 AM
22	Theadora B'ey	9/26/2013 1:25 PM
23	Charles Klamm	9/26/2013 1:12 PM
24	Klara Rossouw	9/26/2013 8:51 AM
#	Company:	Date
1	In-Situ Inc.	10/4/2013 11:21 PM
2	Gaia Essentia Ltd	10/3/2013 8:49 PM
3	POOTH	10/3/2013 6:31 PM
4	The Neenan Co.	10/3/2013 4:30 PM
5	Horse & Dragon Brewing Company LLC	10/3/2013 1:48 PM
6	Fort Collins Area Chamber of Commerce	10/1/2013 9:29 AM
7	Mr.	10/1/2013 12:26 AM
8	Spirae Inc	9/30/2013 3:29 PM
9	Fort Collins Housing Authority	9/30/2013 2:25 PM
10	CSU	9/26/2013 8:51 AM
#	Address:	Date
1	221 E. Lincoln Ave	10/4/2013 11:21 PM
2	PO Box 164	10/3/2013 8:49 PM
3	500 9th Street	10/3/2013 6:32 PM
4	720 W. Oak St.	10/3/2013 6:31 PM
5	110 Frey Ave	10/3/2013 5:20 PM
6	421 Pearl St.	10/3/2013 4:30 PM
7	124 Racquette Drive	10/3/2013 1:48 PM
8	1252 Solstice Lane	10/1/2013 12:39 PM
9	225 S Meldrum St	10/1/2013 9:29 AM
10	320 Smith	10/1/2013 8:15 AM
11	2001 Creekwood Drive	10/1/2013 12:26 AM
12	6405 Constellation Dr	9/30/2013 6:21 PM
13	2208 Brightwater Drive	9/30/2013 5:16 PM
14	243 N College Ave	9/30/2013 3:29 PM
15	2509 Forecastle Drive	9/30/2013 2:25 PM
16	211 n sherwood st	9/29/2013 10:39 PM
17	522 S College Ave Apt 7	9/28/2013 11:38 AM
18	925 columbia road	9/28/2013 11:09 AM
19	134 1st Street	9/28/2013 8:35 AM
20	125 3rd St	9/26/2013 1:25 PM
21	209 3rd St	9/26/2013 1:12 PM
#	Address 2:	Date
1	#521	9/28/2013 11:09 AM
#	City/Town:	Date

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1	Fort Collins	10/4/2013 11:21 PM
2	Fort Collins	10/3/2013 8:49 PM
3	Fort Collins	10/3/2013 6:32 PM
4	Fort Collins	10/3/2013 6:31 PM
5	Fort Collins	10/3/2013 5:20 PM
6	FTC	10/3/2013 4:30 PM
7	Fort Collins	10/3/2013 1:48 PM
8	Fort Collins	10/1/2013 12:39 PM
9	Fort Collins	10/1/2013 9:29 AM
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11	Fort Collins	10/1/2013 12:26 AM
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13	Fort Collins	9/30/2013 5:16 PM
14	Fort Collinc	9/30/2013 3:29 PM
15	Fort Collins	9/30/2013 2:25 PM
16	ft collins	9/29/2013 10:39 PM
17	Fort Collins	9/28/2013 11:38 AM
18	fort collins	9/28/2013 11:09 AM
19	Ft Collins	9/28/2013 8:35 AM
20	Fort Collins	9/26/2013 1:25 PM
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5	CO	10/3/2013 5:20 PM
6	CO	10/3/2013 4:30 PM
7	CO	10/3/2013 1:48 PM
8	CO	10/1/2013 12:39 PM
9	CO	10/1/2013 9:29 AM
10	CO	10/1/2013 8:15 AM
11	CO	10/1/2013 12:26 AM
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13	CO	9/30/2013 5:16 PM
14	CO	9/30/2013 3:29 PM
15	CO	9/30/2013 2:25 PM
16	CO	9/29/2013 10:39 PM
17	CO	9/28/2013 11:38 AM
18	CO	9/28/2013 11:09 AM
19	CO	9/28/2013 8:35 AM

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20	CO	9/26/2013 1:25 PM
21	CO	9/26/2013 1:12 PM
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6	80521	10/3/2013 4:30 PM
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13	80524	9/30/2013 5:16 PM
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16	80521	9/29/2013 10:39 PM
17	80524	9/28/2013 11:38 AM
18	80525	9/28/2013 11:09 AM
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4	United States	10/3/2013 6:31 PM
5	usa	10/3/2013 5:20 PM
6	USA	10/3/2013 4:30 PM
7	United States	10/3/2013 1:48 PM
8	United States	10/1/2013 12:26 AM
9	United States	9/30/2013 5:16 PM
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11	usa	9/29/2013 10:39 PM
12	larimer	9/28/2013 11:09 AM
13	USA	9/28/2013 8:35 AM
14	USA	9/26/2013 1:25 PM
#	Email Address:	Date

Lincoln Corridor Plan - Alternatives Evaluation

1	dkempel@yahoo.com	10/4/2013 11:21 PM
2	mariah.nctmb@gmail.com	10/3/2013 8:49 PM
3	asilfred@yahoo.com	10/3/2013 6:32 PM
4	barefootmeg@gmail.com	10/3/2013 6:31 PM
5	alexabarratt@gmail.com	10/3/2013 5:20 PM
6	matt.brooksmith@neenan.com	10/3/2013 4:30 PM
7	timco@horseanddragonbrewing.com	10/3/2013 1:48 PM
8	jjg1973@aol.com	10/1/2013 12:39 PM
9	kjones@fcchamber.org	10/1/2013 9:29 AM
10	chris.mccullough@me.com	10/1/2013 8:15 AM
11	redyork@gmail.com	10/1/2013 12:26 AM
12	trewaters@hotmail.com	9/30/2013 6:21 PM
13	dvehlhaber@q.com	9/30/2013 5:16 PM
14	mgraham@spirae.com	9/30/2013 3:29 PM
15	zlang@fcgov.com	9/30/2013 2:25 PM
16	captainplanet2b@yahoo.com	9/29/2013 10:39 PM
17	super.mondia@gmail.com	9/28/2013 3:22 PM
18	qbwalker@gmail.com	9/28/2013 11:38 AM
19	conradwalters@comcast.net	9/28/2013 11:09 AM
20	alicramir@aol.com	9/28/2013 8:35 AM
21	kelly.burwell@gmail.com	9/27/2013 10:41 AM
22	ravensquawk@gmail.com	9/26/2013 1:25 PM
23	klararossouw@gmail.com	9/26/2013 8:51 AM
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5	9709801216	10/3/2013 1:48 PM
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APPENDIX B PHASE II ALTERNATIVES

B-4

**ALTERNATIVES
EVALUATION SUMMARY**

Lincoln Corridor Alternatives Evaluation Summary
10/18/2013

Performance Criteria

The alternatives are being evaluated to determine how they perform based on a set of five objectives. These objectives emerged from the project goals and vision statement. For each of the objectives, key criteria have been developed that support each objective:

- Objective 1 - Improve Multi-Modal Mobility
- Objective 2 - Improve Safety
- Objective 3 - Create Active Street Environment
- Objective 4 - Enhance Appearance
- Objective 5 - Incorporate Sustainable Street Design Practices

These five objectives are organized into an evaluation chart. The evaluation chart includes a "Base Alternative", which includes both the existing condition, and the minor arterial street standards. These provide a baseline by which the alternatives can be compared. The chart provides a rating of poor, fair or good for each corridor segment (east, central, west):

A "poor" rating indicates that the alternative performs below average, with a minor issue or condition. A "fair" rating indicates that the alternative performs average. A "good" rating indicates that the alternative performs well, and in most cases exceeds the performance of the minor arterial standard street.

Objective 1 - Improves Multi-Modal Mobility

Accommodates Traffic Flow - *Triple Bottom Line Category: Social/Economic*

Good	A good rating was applied to street segments that provide left turn lanes, reducing delay for through traffic movements. This includes the Willow Street intersection in the west segments, and turn lanes into businesses in the east segments. A good rating was also applied to the Modest Median Central segment because it does not allow left turns to residences, which could delay through traffic.
Fair	A fair rating was assigned to the remaining street sections that do not provide left turn lanes. No turn lanes are provided on Lincoln today, so the level of service remains the same.
Poor	None

Pedestrian Comfort and Convenience - *Triple Bottom Line Category: Social*

Good	Good ratings were applied to street segments where a safe buffer area is provided between vehicles and pedestrians, where a median refuge is provided for pedestrians crossing the street, and where driveway conflicts have been eliminated (Broad Boulevard Central).
Fair	A fair rating is applied to street segments that provide adequate pedestrian facilities similar to what is provided in the minor arterial street standard.
Poor	A poor rating is assigned to Skinny Street Central, because it provides an attached walk adjacent to traffic flows on Lincoln, creating a potentially dangerous condition.

Commuter Bicyclist Comfort and Convenience - *Triple Bottom Line Category: Social*

Good	All bike lanes proposed in all alternatives are either buffered or off street, improving the overall comfort for commuter bicyclists by increasing the horizontal separation from either the vehicular travel lanes or the door zone created by parallel parking. A good rating is applied to most street segments for this reason.
Fair	None
Poor	A poor rating is applied to the Modest Median East segment of the corridor due to the conflict created between commuter bicyclists and head in angled parking, as this parking typology has been shown to create conflict zones for bicyclists.

Leisure Bicyclist Comfort and Convenience - *Triple Bottom Line Category: Social*

Good	All street segments receive a good rating, as all alternatives provide either a buffered on street bike lane or a shared path suitable for leisure bicyclists.
Fair	None
Poor	A poor rating is applied to the base alternative, because bike lanes are discontinued at the bridge crossing the Poudre River in both travel directions and cyclists are expected to share the road. Also, many leisure bicyclists are not comfortable riding on the street in a conventional bike lane.

Motorist Access and Convenience - *Triple Bottom Line Category: Economic*

Good	The Skinny Street East and Central segments received good ratings. With limited medians, these segments provide the most flexibility and access for motorists. Broad Boulevard West receives a good rating because it provides no restricted access to businesses, with all existing driveways remaining open.
Fair	Fair ratings were applied to street segments that provide some restricted access to businesses.
Poor	Broad Boulevard Central receives a poor rating because it eliminates residential driveway access from Lincoln.

Commercial Truck Access and Convenience - *Triple Bottom Line Category: Economic*

Good	Good ratings are applied to Skinny Street East and West segments because they are the least restrictive for truck turning movements.
Fair	Fair ratings are applied to street segments that provide some restricted truck access to businesses.
Poor	Modest Median East and Central receive a poor rating because they are the most restrictive for truck turning movements.

Transit Access and Convenience - *Triple Bottom Line Category: Social*

Good	All street segments receive a good rating because all provide numerous transit stops along the corridor. There is no difference between the alternatives.
Fair	None
Poor	None

Objective 2 - Improve Safety

Provides Safe Crossings at Intersections and Entrance Drives - *Triple Bottom Line Category: Social*

Good	Colored crossing markings and signage at intersections and driveways raise awareness for both bicyclists and motorists to potential conflict areas. All street segments receiving a rating of good include these markings.
Fair	The Modest Median Central segment received a fair rating, due to the high number of driveways and potential conflict points in front of Buckingham neighborhood.
Poor	None

Provides a Buffer Between Vehicular Traffic and Bicyclists - *Triple Bottom Line Category: Social*

Good	Buffered bike lanes provide horizontal separation from either the vehicular travel lanes or the door zone created by the parallel parking and increase safety for bicyclists. Off street bike lanes dedicate and protect space for bicyclists in order to improve perceived comfort and safety. All street segments receiving a good rating provide one or both of these facilities.
Fair	A fair rating is assigned to the Modest Median East segment, as the head-in parking on the north side of the street creates a potential conflict zone for bicyclists.
Poor	None

Reduces Driveway Access Conflict Points - *Triple Bottom Line Category: Social*

Good	A good rating is applied to street segments that significantly reduce driveway access points, creating a safer environment for all modes of travel.
Fair	A fair rating is applied to street segments that reduce driveway access points where possible, providing at least one driveway access per property. Modest Median Central maintains all driveway access points to residences, but due to the median, eliminates left turning movements from Lincoln into the driveways to improve safety.
Poor	A poor rating is applied to street segments that do not reduce any driveway access points.

Objective 3 - Create Active Street Environment

Promotes Traffic Calming - *Triple Bottom Line Category: Social*

Good	A good rating is applied to street segments that provide a median and/or on street parking to induce traffic calming.
Fair	A fair rating is applied to all other street segments.
Poor	None

Provides Convenient On Street Parking - *Triple Bottom Line Category: Economic*

Good	A good rating is applied to street segments that provide on street parking. Although the quantity of parking spaces vary from alternative to alternative, there is not a significant difference in the quantity of parking between alternatives.
Fair	A fair rating is applied to Skinny Street Central. Although it does not provide on street parking, it provides additional residential parking in the driveways.
Poor	A poor rating is applied to all street segments that do not provide any on street parking.

Anticipates Future Redevelopment - *Triple Bottom Line Category: Economic*

Good	The east segments of the alternatives receive a good rating, as they provide on street parallel or angled parking. In addition to the other improvements proposed, on street parking can provide an incentive for future redevelopment of properties along the corridor.
Fair	The remaining street segments receive a fair rating, as the landscape enhancements, and bike and pedestrian facilities proposed in all alternatives provide some incentive for redevelopment along the corridor, and anticipate future uses.
Poor	None

Potential for Pedestrian Gathering Areas - *Triple Bottom Line Category: Social*

Good	All east segments of the alternatives receive a good rating, as all provide potential for the creation of pedestrian gathering areas.
Fair	The east and west segments of all alternatives receive a fair rating, as there is less space available for the design of pedestrian gathering areas.
Poor	None

Objective 4 - Enhance AppearanceProvides Adequate Landscape Enhancements - *Triple Bottom Line Category: Environmental*

Good	All alternatives receive a good rating, as all provide adequate landscape enhancements.
Fair	None
Poor	None

Potential for Streetscape Amenity Enhancements - *Triple Bottom Line Category: Social*

Good	All alternatives receive a good rating, as all have potential for streetscape amenity enhancements, including lighting, site furnishings, sculpture, etc.
Fair	None
Poor	None

Objective 5 - Incorporate Sustainable Street Design PracticesTransit Oriented - *Triple Bottom Line Category: Social*

Good	All alternatives receive a good rating, as all provide transit stops and accommodate transit users.
Fair	None
Poor	None

Potential for Bioswales & Stormwater Infiltration - *Triple Bottom Line Category: Environmental*

Good	All alternatives receive a good rating, as all have good potential to introduce Low Impact Development (LID) technologies, including bioswales.
Fair	None
Poor	None

Potential for Pervious Pavement - *Triple Bottom Line Category: Environmental*

Good	Street segments receiving a good rating include on street parking, which provide an excellent opportunity to introduce pervious pavements. Areas receiving a good rating are also best suited for pedestrian gathering areas where permeable pavements may be appropriate.
Fair	The remaining street segments receive a fair rating, as some pervious pavement materials may be suitable for other sections of the street.
Poor	None

Community Support - Triple Bottom Line Category: Social

Good	The community supported the Broad Boulevard concept the most, as 40-50% of respondents selected this alternative as their preferred.
Fair	20-30% of respondents selected The Skinny Street and Modest Median alternatives as their preferred
Poor	None

Cost

Capital Cost - Triple Bottom Line Category: Economic

Good	None
Fair	The total capital costs for each alternative do not vary greatly, so all segments receive a fair rating
Poor	None

Lifecycle Cost - Triple Bottom Line Category: Economic

Assumptions: 2-Lane Arterial has a tree lawn on either side of the street and native grass with clusters of native shrubs throughout on the extended ROW.

All Alternatives have a more elaborate planting palette with a higher capital cost but lower lifecycle costs given the native planting palette.

Good	The lifecycle costs for all three West and Central alternatives are significantly lower than the base line 2-lane arterial
Fair	The landscaping for all three bridge alternatives do not vary greatly from the existing bridge therefore the cost differences are negligible.
Poor	The lifecycle costs for all three East Alternatives are significantly higher (over 20% more) than the base line 2-lane arterial.

APPENDIX C PHASE III PREFERRED PLAN

C-1

**PHASE III ONLINE SURVEY
AND OPEN HOUSE SUMMARY**

Lincoln Corridor Plan - Online Survey #3 Preferred Plan January 17-31, 2014

Approximately 170 Respondents

Introduction

The draft Lincoln Corridor Plan has been developed over the past 10 months with opportunities for public input throughout. It provides a vision for the Lincoln Corridor as well as strategies to implement the vision. The Plan includes a proposed street design for Lincoln Avenue (between Jefferson Street/Riverside Avenue and Lemay Avenue) and also makes recommendations for related projects in the surrounding area.

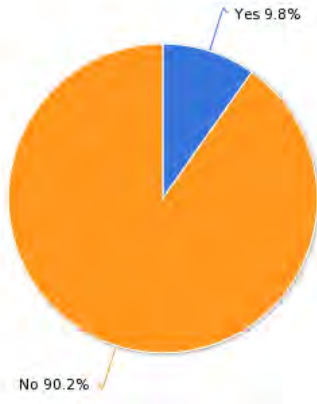
The purpose of this survey is to get additional public input regarding the proposed street design, transit options, and possible neighborhood projects. This input will be used to finalize the draft plan before the City Council reviews the plan in March. This survey should take 10-15 minutes; thanks in advance for your input.



Study Area Map



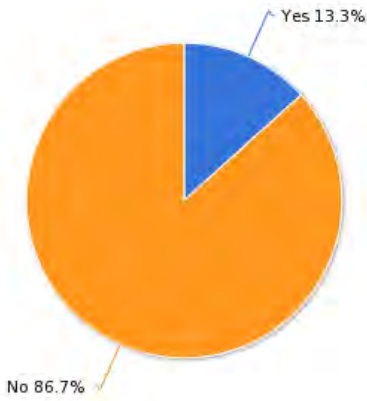
1. Do you live in the Lincoln Corridor (shown on the map above)?



Value	Count	Percent
Yes	17	9.8%
No	157	90.2%

Statistics	
Total Responses	174

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



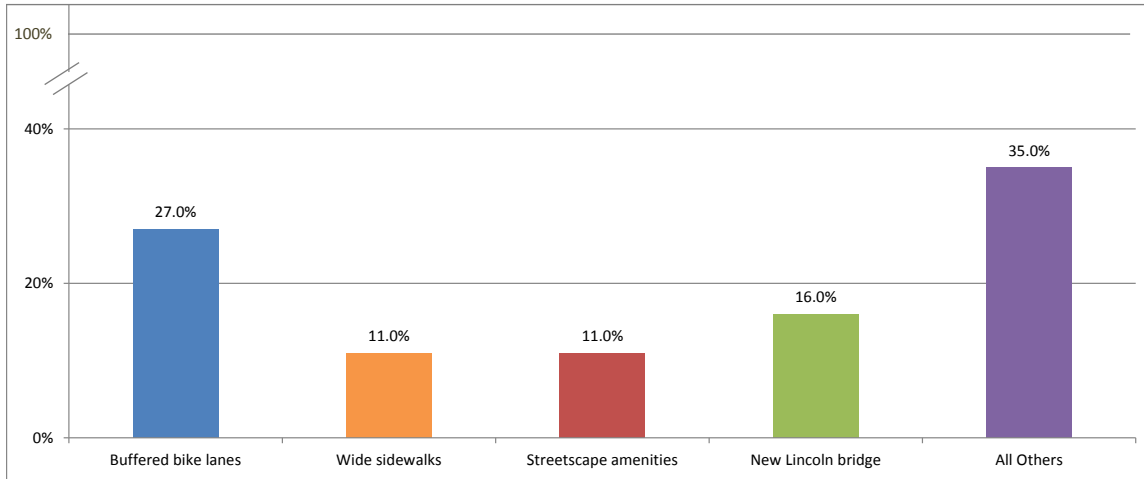
Value	Count	Percent
Yes	23	13.3%
No	150	86.7%

Statistics	
Total Responses	173

Preferred Alternative – Introduction

The project team has prepared a draft Preferred Alternative design for Lincoln Avenue, based on an evaluation of the three earlier alternatives, including costs and community support. This proposed draft reflects a combination and refinement of components of the previous alternatives for the West, Central, and East segments of the corridor that best support the corridor vision.

3. The key elements of the Preferred Alternative are listed below. Please select the top 3 elements that are most important to you.



Value	Count	Percent
Two travel lanes	30	6.0%
Buffered bike lanes	134	26.9%
Wide sidewalks (generally 10' on north side, 8' on south side)	56	11.2%
Special pavement materials to enhance aesthetics and improve safety at driveways and intersections	25	5.0%
Transit stops and shelters	26	5.2%
On-street parking in select locations	17	3.4%
Generous landscaped median	29	5.8%
Streetscape amenities such as gathering areas, furniture, lighting, and art in public places	53	10.6%
New Lincoln bridge design with an enhanced connection to the Poudre River	81	16.3%
Low Impact Development (LID) applications to improve stormwater drainage and water quality	24	4.8%
Reduction in speed limit to 30 mph (existing is 35 mph)	23	4.6%

Statistics	
Total Responses	171
Average Responses per Person	2.9

4. Please share any other comments

Count	Response
1
1	As long as we don't forget anything to help the handicap.
1	Don't do share the road bike lanes. Make them separate.
1	Greetings, who is paying for all this? Happy trails, DWGustafson
1	I don't think two travel lanes will be enough to accommodate traffic efficiently.
1	I like it very much.
1	I want to be able to ride my bike home from ODells safely when I am shithoused.
1	Important to plan for needed turn lanes throughout corridor
1	Make it more bike friendly! dont waste money on aesthetics...
1	Nice to see simple signs pointing towards the breweries as they are a top tourist draw
1	Reducing the speed limit and enforcement of it will make much more beautiful our street thanks.
1	Since I just moved here (with my bike) I am anxious to have safe areas to ride on!
1	The vision here should be to accommodate ever increasing traffic, both bike and car.
1	Would actually like to see four travel lanes - or at least a turn lane to encourage mobility.
1	need to be pleasing to the eye. smooth flow of traffic. biker and ped safety.
1	peace on earth
1	please make it easier for bikes to cross Lincoln Bridge with traffic.
1	use roundabouts at intersections
1	Definitely need to separate traffic from bike traffic (commonly associated with Odell/New Belgium/FC Brewery/ Funkwerks). Improving the aesthetics of this corridor will significantly help with the tourism industry- it is essentially Brewery Row for many visitors.
1	the speed limit should be reduced to 24 mph and the car lanes should be narrowed to slow traffic and improve safety for bikes. The city should work to get a developer to build interesting housing on top of the giant parking lot for newer lab office. parking lots should not be a part of Lincoln Ave. And there should be more housing 2 to 5 stories high
1	Safe crossings and bike travel are very important on a street that has so much truck traffic. I don't mind diverting truck access/traffic off Lincoln where possible. A trail that connects Odell's to New Belgium and avoids the neighborhood is also very important.
1	Not having curbs in the middle of the street and narrow turn ways making travel in a pickup impassable. Eliminating trees in the center of these curbs wasting precious water that is needed for Agriculture in LC and in the future the roots will be cracking pavement. This city has the worst parking and most costly and wasteful beautification I have ever seen. Go to Albuquerque and see how drought plants and rock can be used. Go to Cheyenne and see how the parking lots can have slanted parking and wide enough drives to accomodate two pickup. This City doesn't want country people to come to town, it is painful to see the waste of our Ag water.
1	I don't live in the corridor but my business and home are very close. I do ride my bike through the corridor from home to work.

CountResponse

- 1 Actually, all of these elements with the exception of the Special Pavement Materials are worthy for inclusion.
- 1 Glad the focus is not just on cars but also bikes/pedestrians/transit Is a trolley being considered?
- 1 Absolutely not to the median. There are too many businesses and neighborhood streets to turn into that a median would be an inconvenience and visibility hazard. Wider bike lanes, especially on west part are definitely needed.
- 1 Stakeholders who operate businesses in the area are expecting that traffic volumes expected over the long term will be accommodated by the design. Overcommitment of the available right of way to amenities will make it more functional as a park than as a key arterial serving those business, which it is.
- 1 I don't live or work in this area, although I do travel here often for work and leisure. I would greatly like to see the bike paths improved and make it more rider friendly.
- 1 Why does this town insist on doing large projects like this (and Timberline between Drake and Prospect and Prospect by the ponds) and pave the driving surface in asphalt just to mill it and overlay it 5 to 7 years later? Do it right and concrete that shit so it lasts 20 years without major maintenance! Concrete and asphalt are roughly the same price with today's oil prices; this isn't the 70s, people!
- 1 Lincoln will play a big role in the future of Fort Collins with the Woodward facility and the breweries. It should be a welcoming street for visitors, residents, and staff at the companies located along/near Lincoln.
- 1 Our town has always been bike-friendly. Of late, we have started to see some disturbing events involving collisions with motor vehicles and bicycles. In my opinion, any plan for the Lincoln corridor that takes into account increased isolation and safety of bicyclists will be welcome.
- 1 Although the idea of a landscaped median sounds nice, it takes up real estate that will be badly needed for traffic management. With all of the Woodward traffic coming we need at least 2 lanes each direction to support the traffic.
- 1 In its current state, the bridge is very unsafe for bicyclists. Bridge improvements should include safer passage for cyclists between old town and the breweries.
- 1 the Lemay-Lincoln stoplight is way too favorable for Lemay traffic causing the Lincoln traffic to back up unreasonably during higher traffic times - very frustrating to be on Lincoln at times
- 1 There should be a roundabout (traffic circle) at Lemay and Lincoln. I thought we were concerned about air quality and reducing exhaust emissions.
- 1 if I could list 4 important elements, 2 travel lanes would make the list (as long as a bike lane were included)
- 1 Focus on encouraging foot and bicycle traffic. And mass transit access. Safety first with an effort to provide aesthetic connections to the natural features (river, green areas, parks, etc) as an alternative to cars, noise and pollution.
- 1 All are important to make it work. A generous landscape median is least important to me and should only be wide enough to provide an adequate pedestrian refuge at crosswalks. Do not want turf grass unless it is in an area that people are going to walk on - waste of water and energy for mowing, as well as fertilizers that may pollute water.
- 1 While I like the idea of a landscaped median, I am concerned about the lack of left turn lanes to access businesses. I also think there is too much right of way dedicated to shoulder landscaping
- 1 I attended the open house last week and was surprised at the extravagance of the proposed project! I like the landscaping and grass on the sidewalk sides of the road but feel strongly that the median should be much more accommodating for cars making left turns when heading east. It is my understanding that Colorado Rules of the Road do not permit cars to drive over into bike lanes/shoulder to go around cars waiting to make a turn. I'd like to see a much narrower median and add in a turn lane wherever appropriate in both directions. I would like to see the speed reduced to 25 mph because safety of pedestrians and cyclists will be even more crucial in years to come. If lower speed limit reduces the amount of traffic taking this route so much the better.

CountResponse

- 1 Is there any way to save the trees on the south side - save a strip of landscape? Median would not have to be continuous, it could be smaller islands to allow some left turns. Sidewalks would not have to be more than 7'.
- 1 We'll need at least two travel lanes. Traffic isn't superb here, and there will be a large increase in traffic Woodward will bring with employees and trucks... A median would be pretty, and I am for making things look better around here, but not being able to turn left out of our parking lot for me (and for delivery trucks) is a deal-breaker. The Lincoln bridge is dangerous for cyclists in its current form, and occasionally over-imbibed bikers from the breweries can get too close to cars.
- 1 The connection to Link Lane on the east end of the east section is screaming out to become a roundabout! Please incorporate roundabouts in more intersection upgrade projects!
- 1 The amount of car traffic on this stretch will increase dramatically when Woodward is finished. We need to accommodate that with parking, adequate entrances and exits from the businesses and safe bike lanes. If we need to take away the width of medians or sidewalk width to accomplish this, that should be one of the priorities. Updating the bridge will contribute to this train of thought as well.
- 1 We live in the midtown area (Drake & Shields) and enjoy riding our bikes downtown frequently during nice weather. The enhanced Lincoln area would add another biking destination to our route and offer safer travel to the breweries in the area.
- 1 LEMAY AVE BETWEEN LINCOLN AND JUST NORTH OF VINE IS A MILLION TIMES WORSE THAN LINCOLN. THOSE POOR PEOPLE HAVE TRAFFIC JAMS IN FRONT OF THEIR HOMES ALL DAY LONG AND THE TRAINS MAKE IS EVEN WORSE!!!!
- 1 It all sounds great. I think you should retain street parking for the residents along the street. Good bicycle access is a must.
- 1 Although I don't personally live in the neighborhood, I've been attending almost all of the meetings about this project and it would be of interest to be sure that there is safe access to Lincoln Avenue for the residents of the Buckingham / Andersonville / Via Lopez neighborhoods.
- 1 All elements mentioned above sound ideal. Protecting and celebrating the Poudre River is important at this location in the city. Public safety is also important given the nature of the businesses along the road.
- 1 As someone who bikes on this road often, I would LOVE to see the Lincoln bridge widened. It is terrifying to ride right now.
- 1 I think it would be cool if south side of Lincoln could be closed for pedestrian walkway Sunday mornings Apr-Oct
- 1 Why are you trying to change the name of Lincoln Street to "Lincoln Avenue"? Smacks of gentrification. You have already ruined this area for residential and commercial purposes by allowing Woodward to occupy many acres of prime real estate in the area. More of the same --- mismanagement and poor planning by the FC City govt. What is going to happen to Team Petroleum?
- 1 The largest demographic in our city is 50+. Any bike considerations should include use of e-bikes to accomodate this population who bike-commutes to work, play, etc.
- 1 Improvement of the Lemay/Vine intersection in the study area is highest priority as I travel this area daily and see very dangerous driving habits and traffic patterns increasing at this intersection.
- 1 Move traffic through this area. Don't get so cute on design that you turn this into a choke point
- 1 If Lincoln is to remain a two lane road, please add a central left turn lane to allow traffic flow to continue uninterrupted when a vehicle needs to turn..

Preferred Alternative – West

This segment covers Lincoln Avenue between Jefferson Street/Riverside Avenue and 1st Street.

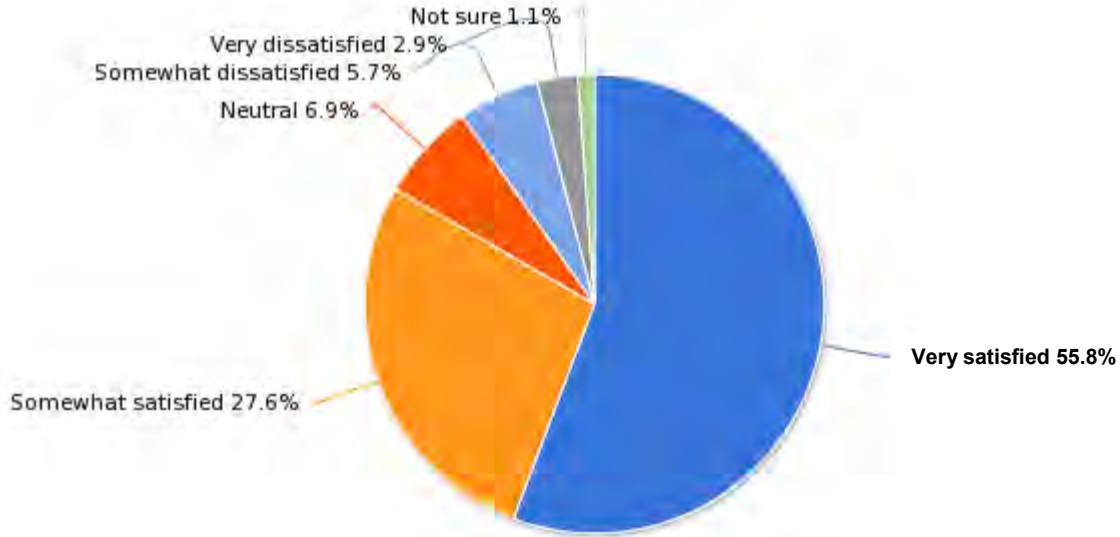
West Segment



West Cross-Section



5. How satisfied are you with the Preferred Alternative design for this segment?



Value	Count	Percent
Very satisfied	97	55.8%
Somewhat satisfied	48	27.6%
Neutral	12	6.9%
Somewhat dissatisfied	10	5.8%
Very dissatisfied	5	2.9%
Not sure	2	1.2%

Statistics	
Total Responses	174

6. Please share any other comments

Count	Response
1	1 lane we with a median is ridiculous.
1	A two-lane street is not enough to handle traffic.
1	Asphalt driving lanes SUCK and will start to pothole and crack within a few years of service.
1	Bikes for days
1	DO SOMETHING ABOUT LEMAY FROM LINCOLN TO NORTH OF VINE!!!
1	Get rid of the landscaped center medium and replace it with a turn lane
1	Greetings, who is paying for all this? Happy trails, DWGustafson
1	I am very happy to see these ideas. Lincoln Ave. is a prime bicycle commuting route.
1	I like the buffered bike lanes - they will help with cyclist safety
1	I like the wide bike lane next to the sidewalk. Walkers on the bike paths are dangerous.
1	I would like the bicycle buffer to be more substantial than just different colored concrete.
1	Incorporate roundabouts at intersections.
1	LOVE the separate paths for walkers and cyclists!
1	Landscape zone is under-utilized
1	That looks safer for my drunken bike ride.
1	The 3' bicycle buffer should include a physical separation of some kind (e.g. curb).
1	This is a great design but I feel the bike lanes should be protected by more than just a buffer.
1	This is exactly what I had in mind! Don't skimp on the trees!
1	Uncertain about access to Poudre trail for eastbound cyclists - hoping for safe/pleasant access.
1	We need turn lanes and ideally more lanes to support traffic.
1	Wow!
1	insufficient attention paid to meeting traffic support needs for employers on Lincoln
1	more traffic lanes or street parking?
1	vehicle lanes are too wide
1	Please make sure the intersection at Willow is well marked for bikes and peds. Will the trees in the landscaping at Willow intersection make it hard for traffic to see pedestrians coming off the sidewalk onto crosswalk?
1	I don't understand how there can be enough width to accommodate all of these lanes and landscaping
1	I'm concerned that with the construction of the Woodward complex two lanes will not be enough to accommodate the increase in traffic. I'm sure you have thought of this already, but I just wanted to mention it.
1	The railroad crossing on willow street is extremely hazardous to northbound bicyclists especially when wet.

CountResponse

- 1 What will the City do in terms of landscaping and materials so this doesn't end up looking like "Anywhere, USA"?
- 1 Does this plan take into account the additional traffic around the Poudre River and on the trail if a water park is developed? I've heard conversation about a kayaking course (like Confluence Park in Denver) near the Engine Lab. This area could be a major entry point for peds and bikes.
- 1 Was expanding the road to 4 lanes from Riverside/Jefferson ever discussed? It might help ease congestion from the buses and extra traffic expected with the improvements.
- 1 I would prefer for this to be 4 lanes of traffic. With added population, the traffic is going to get worse.
- 1 I'd prefer the bike lanes be separated from the traffic. With all the truck traffic on this street I still think it's dangerous for cyclists. Otherwise looks good. Could move center median to sides to buffer bike lanes.
- 1 I especially like the improvements at the intersection with Willow and the potential bridge replacement.
- 1 Colored concrete buffer is awesome. I also like the entry mindset, monument, bridge, etc Is there signage? Median and cross walks are very nice as well.
- 1 Love the bike lane with buffer (PLEASE bring this to more streets!), median, and enhanced landscape zones.
- 1 Looks like a nice wide multi-use corridor How tall is the concrete buffer between the bike line and travel lane? Is the median similar size to Mountain Ave? Could the median be converted to a trolley track?
- 1 I am curious about the benefit of the large median between the cars? Also, I cannot see how it indicates improved access to the Poudre Trl from Lincoln?
- 1 I think we need to use the center median area for another lane for traffic, parking and/or turning lanes. Since there is one lane going each way, traffic will back up during the busy commuting hours with the increased volume of traffic.
- 1 While I love the bridge enhancements, I think too much shoulder ROW is given up to landscape zones. Designs must recognize this is an industrial use area too, trucks and cars will always be part of the equation.
- 1 Would like the buffer between travel and bike lanes to be even more pronounced, such as a raised buffer (NOT with a curb); or, constructed of a material that would read differently to a driver, if a car drifted into the area. Thank you for making it a different color.
- 1 Just to confirm, the bridge over the river needs to be expanded. It is barely pedestrian friendly and a true danger for bicyclists.
- 1 don't understand the need for the median between the two vehicle lanes. A small buffer between bike lane/street is nice.
- 1 I think the landscaped median is far too elaborate and large. I think that space could be used elsewhere.
- 1 Even though the buffers are a good solution, I would consider it safer for cyclists if bike lanes were not on the road but actually directly next to the pedestrian sidewalk. There would be a wider gap between car traffic and bikes. As per the above image, the bike lane could be moved right next to the pedestrian path as an extra path and the landscape green stretch could be between the bike lane and the road for car traffic.
- 1 i love green space as much as anyone, but this seems excessive. Between medians and "landscape zones" there is now almost 60' of vegetation, wider than the existing street!
- 1 I really like to see some unique landscaping in this area. Try some new plants in designs, maybe lean towards natives, or make a pollinator garden. The plants can be marked and help the public understand the importance of native Rocky Mountain plants. PS Please NO MORE Karl Forester grass!!!!!! That's so early 2000....)
- 1 Widened/new bridge over river is crucial in this segment to allow and encourage pedestrian and bicycle traffic in a safe manner.

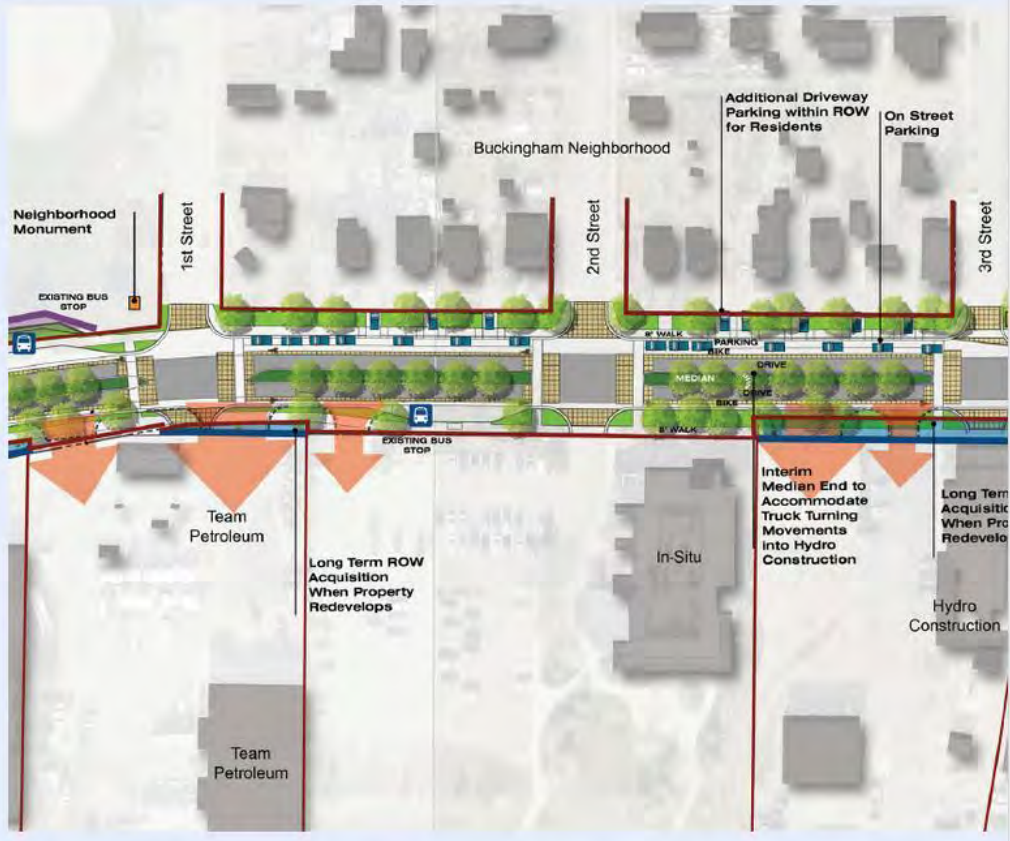
CountResponse

- 1 Will there be adequate crossings for pedestrian traffic from north side to south side of street? Looks like a lot of zones to cross to me. However, the landscape zones are very important to me as well as the medians. You know how people like to j-walk!
- 1 Eliminate the curbs and the trees and make the lanes double so you can drive a pickup in them. Stop wasting water!!!! This is absolutely BS! It will be congested and impassable!
- 1 Concerned that access points to business won't be guaranteed. Need to protect those businesses. And what happens when a big truck pulls in? Does all traffic stop? Need turn lanes versus boulevards.
- 1 Awesome job on buffered bike lane design. This is one of the more scary roads I bike on regularly. Seems like there are more trucks on this road because of all the auto-shops, junkyards, etc on this side of town.
- 1 The bike lane should be paved, not concrete. It isn't specified in the design, but concrete becomes very bumpy.
- 1 The buffered bike lanes are a real plus. They need to be of a durable material that will not throw debris into the bike lane (should be paved or concrete).
- 1 Why are you trying to change the name of Lincoln Street to "Lincoln Avenue"? Smacks of gentrification. You have already ruined this area for residential and commercial purposes by allowing Woodward to occupy many acres of prime real estate in the area. More of the same --- mismanagement and poor planning by the FC City govt. What is going to happen to Team Petroleum?
- 1 What will this mean for residences on Lincoln? Will the widening of this street take away from their homes/businesses?
- 1 Absolutely need turn lanes at Lincoln and Riverside. With increased car traffic in the area you should not be removing ways to leave the area. Also need something for the train crossing near Riverside. When the train is switching tracks here it can block Lincoln, Linden, and Willow, essentially blocking the entire end of town for 20 minutes or more. Traffic piles up, just like at Lemay and Riverside. I'd love something for vehicles to bypass the tracks, but how about a pedestrian overpass to start?
- 1 I Like the bike and ped aspects. I would leave enough space in the central median to get two more car lanes if required in the future.
- 1 Near 1st street and just before entering the west side of the bridge, you have crossing areas. First, will there be flashing lights for pedestrian crossing, stop signs, or stop lights at either of those crossing areas? Second, I see that there is not an easily accessible way to get from the southside (driving/riding directional east) bike lane along the bridge onto the Poudre River trails. Is there going to access on the southside to the trail or some type of crossing area to turn left into the trail entrance to go north?
- 1 Traffic at Ranch-Way store would be difficult for peds, too many customers using retail store and parking in front of mill. Colored pavement idea is stupid, it doesn't last very long.
- 1 Do you need all the landscape zones. Thinking of water resources and maintenance costs to the city. Perhaps using art or other lower maintenance options.
- 1 I'm not sure that there is a current need or possible future need for the sidewalk on the South side.

Preferred Alternative – Central

This segment covers Lincoln Avenue between 1st Street and just east of 3rd Street.

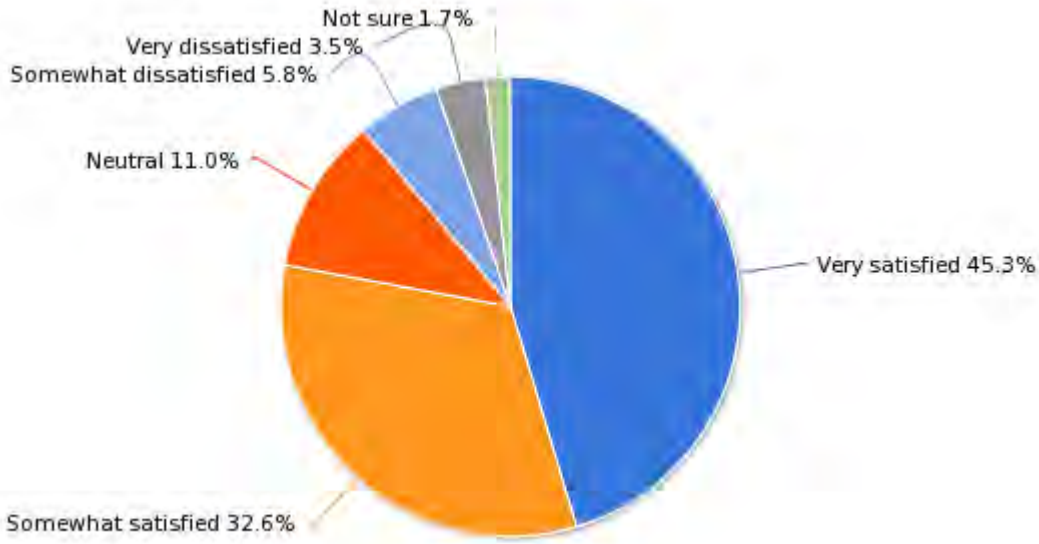
Central Segment



Central Cross-Section



7. How satisfied are you with the Preferred Alternative design for this segment?



Value	Count	Percent
Very satisfied	78	45.4%
Somewhat satisfied	56	32.6%
Neutral	19	11.1%
Somewhat dissatisfied	10	5.8%
Very dissatisfied	6	3.5%
Not sure	3	1.7%

Statistics	
Total Responses	172

8. Please share any other comments

Count	Response
1	A two-lane street is not enough to handle traffic.
1	ASK THE PEOPLE ON LEMAY WHAT THEY WOULD LIKE
1	Again stop with the waste, eliminate the curbs and trees that take precious water!
1	As long as left turns are allowed on all of these intersections.
1	Bike lane placed between travel lane and parking lane is a safety concern
1	Don't like the parking
1	Eliminate the parking and utilize smaller driveways, 24' wide maximum.
1	Greetings, How Do the people in the area feel about all this? Happy trails, DWGustafson
1	I don't like the parking lane on the street.
1	I would like to see pedestrians with a landscape buffer between them and the street.
1	Incorporate roundabouts at intersections.
1	Looks good and very future focused
1	Multiple lanes of traffic would be preferred, but the parking is nice.
1	Need more lanes for traffic.
1	Need turn lane
1	Same problem with just one lane. This street should be designed to carry traffic.
1	See previous comment about curb in bike buffer.
1	Thank you for adding parking. I think this should be extended through the whole design.
1	This Pete guy is pretty awesome.
1	What does "ROW" mean?
1	Worried that bike lane is sandwiched between parked cars and traffic
1	go planners!
1	insufficient attention paid to meeting traffic support needs for employers on Lincoln
1	more road surface, less median to allow room for a turning lane.
1	multiple travel lanes or street parking?
1	same comment
1	sidewalks should be included not 'potential'
1	there is no buffer between the parked vehicles and the bicycle lane.
1	Is a one foot door zone buffer enough space? Doors typically open more than one foot, and if two bikes are riding side-by-side, there is potential for a conflict.

CountResponse

- 1 Please make sure that residents of the area have adequate access to their homes and vehicle parking. The lower speed limit is a good idea. This will be busy area and subject to increased vehicle traffic despite the proposals.
- 1 The same comment applies as to the previous section in which idea the bike path would be more integrated into the pedestrian stripe and further away from car traffic. In addition, the afore-mentioned idea would protect cyclist from opening car doors.
- 1 The following comments are my key feedback for this survey. In November 2012, I was in a bike-car accident at the intersection of Lincoln and 3rd. I was riding my bike west-bound on Lincoln, and the driver was on 3rd trying to enter east-bound traffic on Lincoln. When the driver saw a gap in east-bound traffic she accelerated from the stop-sign on 3rd and ran into me as I was riding by. My feeling is that this happened, at least in part because she was in a hurry. Nevertheless, my sense is that unless the speed limit is reduced substantially, the added "visual clutter" of this plan may lead to increased car-bicycle interactions. I would encourage planners to incorporate design elements that would reduce bike-car interactions.
- 1 Cannot tell from this if sidewalks continue to north from Lincoln, into the neighborhoods. It would be great if these neighborhoods received sidewalks, curbs, street lights, etc. Basically if they were more finished.
- 1 there should be green median separation between the bikes and cars. maybe get rid of green median between cars and vehicle lanes width to slow traffic. Also, someone should build a cool 4 story lofts above the giant eye sore In Situ parking lots while keeping most of the parking spaces.
- 1 New sidewalks on 1st and 2nd St.? No one uses the sidewalks in the neighborhood because existing sidewalks are so narrow. Everyone walks in the streets.
- 1 We strive to be "green" yet you insist on paving with asphalt which causes many more pollutants to be exhausted into the air than its concrete counterpart.
- 1 I am in support of the of the potential new sidewalk on the East side of 3rd Street, as this would be a way to help divert some of the traffic around the neighborhood, if it could include a bike trail like the rest of the bike paths in Fort Collins. A walking history with the use of video and paver stones with the names of the families who were original residents of the Buckingham neighborhood would be a wonderful addition. Examples of how this is used can be found with projects that have been implemented in conjunction with the Poudre Heritage Alliance, as these neighborhoods reside within the Natural Heritage Area. A sculpture suggestion for placement in the median or in the neighborhood: Children with giant marbles to signify the "Marble Wars" that use to take place in the Buckingham neighborhood alleys. Please see Cheryl Glanz for more information on this.
- 1 I was really pleased with the Entry/Neighborhood Monuments, appreciate that it had Tres Colonias and a sugar beet to represent the history of the beet workers. Please don't change that.
- 1 do not like parking along Lincoln Ave, will slow traffic & be more dangerous for bikes. Would prefer a second travel lane
- 1 Please make sure that residents have adequate car parking along these streets. In addition to ped and bicycle safety we need to respect their needs to have access to their cars for work, school, errands, etc. it would be inappropriate for all the parking to be used by people who are just visiting the neighborhood rather than permanent residents.
- 1 I'm concerned about visibility of bikers and pedestrians through the tree-lined median, and afraid the median might actually increase traffic speeds rather than slowing people down. Special design and safety treatments at crossings will be very important.
- 1 Can you make vehicle parallel parking nearest to driving lane so as to not require drivers to cross bike lane while entering or exiting parking area?
- 1 You will most certainly need an overpass at Lincoln and Riverside as well as at Lemay and Riverside and Vine and Lemay as the traffic is horrible now with the volume and is even worse when trains are present!! This is a disaster waiting to happen!! Woodward should have been built nearer to I-25!
- 1 Is there space for more traffic lanes if required in the future. Should this be a concern based on demographic

CountResponse

- 1 growth projections? I don't know.
- 1 Concerned about gentrification of the neighborhood - if they like the new landscaping and buffer - great. If there are any concerns, it needs to be changed.
- 1 I would love to see Buckingham park more accessible to children with a variety of (special) needs... northern FC is lacking
- 1 Very satisfied with most aspects, but not happy about on street parking because I don't see the need for additional parking in this area. However, if the need is real, the design looks good.
- 1 The parking on the right side of the bike lane seems like it's asking for trouble (i.e., accidents with doors, parked cars pulling out in front of bicyclists, bicyclists having to swerve into traffic, etc.). Placing a protected bike lane to the far right would protect the cyclists even more. People that park in the cars and need to cross over the bike lane could do so at their own discretion or at marked crosswalks.
- 1 I like the crosswalks! Could you consider putting the parking on the outside and the bike lane next to the curb? Also I worry a bit about now left turn lane for cyclist turning left into Odells.
- 1 Why are you trying to change the name of Lincoln Street to "Lincoln Avenue"? Smacks of gentrification. You have already ruined this area for residential and commercial purposes by allowing Woodward to occupy many acres of prime real estate in the area. More of the same --- mismanagement and poor planning by the FC City govt. What is going to happen to Team Petroleum?
- 1 As a resident of Buckingham, I find the the longitudinal parking parallel to Lincoln confusing for cyclists, pedestrians, and motorists. People regularly park facing both directions and pull out into traffic or U-turn into opposite traffic. The parking also blocks the view of oncoming pedestrians and cyclists (many of whom ride on the "wrong" side of the road because they do not feel safe on the opposite (non-residential) side of the street. I think this arrangement yields more possible opportunities for people, bikes, and cars to collide. That said, with a proper sidewalk and bike lane on the non-residential side of the street, perhaps more people will feel safe traveling the "right" way on Lincoln. Also- with the addition of a median, cars may park facing the flow of traffic on the residential side, which would encourage them to move into the flow of traffic from their homes.
- 1 Is anything being done to acquire commercial and old industrial properties in the floodplain? This should be a priority to preserve and restore a functional floodplain and protect the river from pollution when it floods. I think this should take priority over the street improvements at the current time.
- 1 Bikes are still riding in "door" area where cars can open their doors and hit cyclists. I'd prefer the bike lanes be separated from the traffic and parking. With all the truck traffic on this street I still think it's dangerous for cyclists. Otherwise looks good. Could move center median to sides to buffer bike lanes.
- 1 Same bike lane comment. The bike lane needs to be paved, not exposed concrete. Concrete becomes very bumpy.
- 1 Seems like a lot of intersections and business access along with on-street parking in this area.

Preferred Alternative – East A

This segment covers Lincoln Avenue between east of 3rd Street and ACE Auto Collision Experts.

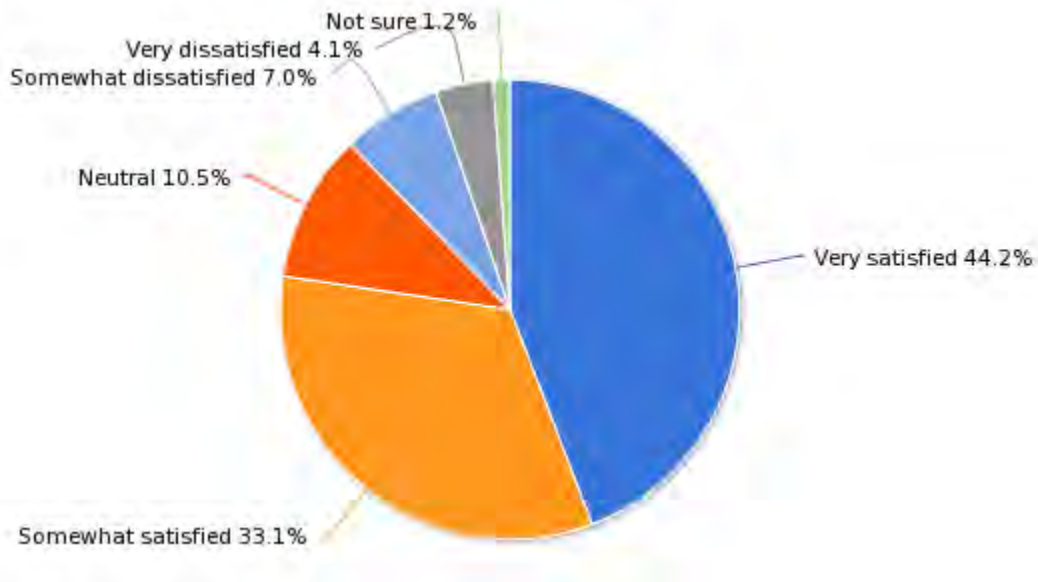
East A Segment



East A Cross-Section



9. How satisfied are you with the Preferred Alternative design for this segment?



Value	Count	Percent
Very satisfied	76	44.2%
Somewhat satisfied	57	33.1%
Neutral	18	10.5%
Somewhat dissatisfied	12	7.0%
Very dissatisfied	7	4.1%
Not sure	2	1.2%

Statistics	
Total Responses	172

10. Please share any other comments

Count	Response
1	1 foot of room is not enough space to prevent cyclists from being hit by car doors opening
1	A two-lane street is not enough to handle traffic.
1	Add turn lane
1	Again, same comment! This is insanity!
1	Biking on sidewalks should be reserved for children under 16 years of age.
1	Don't like bike lane between car lanes.
1	Don't like the parking
1	Greetings, who is paying for all this? Happy trails, DWGustafson
1	I don't like the on street parking.
1	I like the food truck and pedestrian gathering areas.
1	I think I see pockets of street parking which I like because it may help civilize traffic.
1	Looks great love the extra food truck and event space, as well as space for art.
1	Love the idea of the permeable concrete parking lane, however the asphalt driving lane sucks!
1	Medians are completely unnecessary, and may hinder visibility of on coming traffic.
1	Need more lanes for traffic.
1	Not sure additional parking is worth the safety of the bike lane being compromised.
1	Not sure why there are bikes on the sidewalk?
1	Ok, I think I see the turn lane now into Odell's.
1	The bike lane should be to the far right and should be protected.
1	The median cut is mandatory at Odell Brewing Company.
1	Would be a curb or other physical separation in the bike buffer.
1	You really are going to need four lanes!
1	insufficient attention paid to meeting traffic support needs for employers on Lincoln
1	need more road surface, less median, to allow for a turn lane.
1	odells and hot dogs
1	ped/biker safety near brewery entrances.
1	same comment as before.
1	see previous comment
1	Why is the cross section showing bikes and peds sharing the 10-foot sidewalk? It appears that there's a bike lane on that side of the street. Mixing peds and cyclists on a sidewalk can be dicey and uncomfortable for both groups.

CountResponse

- 1 Don't want to see the future sidewalk on third street to be used for the route to go from one brewery to another. We need to make sure the neighborhood has its privacy. Would like to see the breweries create a route through their properties. I thought the main entrance for Woodward was to be off Lemay.
- 1 Are the buffered bike lanes still there? There's no left turn lanes for 3rd street or hydro construction entrance. Is there a crossing for Woodward employees to get to the food trucks?
- 1 Looks nice but same issues as before. I'd prefer the bike lanes be separated from the traffic and side street parking. With all the truck traffic on this street I still think it's dangerous for cyclists. Otherwise looks good. Could move center median to sides to buffer bike lanes.
- 1 Have you ever been to a city with traffic? I suggest a trip to Austin to study traffic. This looks like an entrance street into a small housing Development.
- 1 Same concern as central-bike lane is surrounded by parked cars and traffic. Good chance for bikes to get "doored"
- 1 Very Suburban. No distinction between neighborhood area and commercial area. Why enhance parking spots that will be covered with cars. Enhanced walkways and sidewalks and crossings are good.
- 1 Turn lanes? Seems like something for Woodward entry, Odell entry. Need to plan for increased traffic.
- 1 I like the idea of the potential food truck parking being located to the East of the Buckingham neighborhood to minimize disruptions for residents.
- 1 I'm not sure about the future bus stop between Odell's driveway and the neighborhood. There is already a lot of traffic in this area. It is already difficult to get out of the driveway at 300 E Lincoln with the traffic entering and exiting the parking lot in addition to the pedestrians and bikes.
- 1 Map does not show on-street parking, but picture does. I don't see the need for on-street parking in this area. If the map is right (no on-street parking), I am very satisfied with the design for this segment.
- 1 I would much prefer to see a dedicated turn lane or acceleration lanes (or both) in this segment. It is often difficult to enter Odell brewing from the west without holding up traffic in order to make the left into their lot, and also frequently difficult to exit into traffic from there (particularly if continuing eastbound on bicycle). I do like the idea of the dedicated food truck area, although if Odell were to ever move locations, this space may become unnecessary.
- 1 seperate cars and bikes with green median. maybe get rid of green median between cars lanes and definitely narrow car travel lanes to slow traffic thereby extending old town
- 1 Parking looks good, I still think we need to make the median narrower to accommodate car traffic lanes.
- 1 I wish the bike lane could have been adjacent to the sidewalk, to separate the car & truck parking from the bike lane and potential bike & driver issues. However, I don't know the negatives/downside of such a design. (The separated bike lanes I saw in Amsterdam seemed to work great.) I do appreciate the differently colored buffer and white corner paint in the parking lane. (Not sure drivers will be able to see the white paint though.) I feel like cyclists were given serious consideration in this design which is greatly appreciated. I also feel the planners really tried to accommodate everyone equally.
- 1 bike lane between travel lane and parking lane is a saety concern. Don't show biker riding illegally on sidewalk.
- 1 Same concerns about reduction of vehicle access to businesses on the north side of Lincoln if driving from the downtown core.
- 1 I don't like the on-street parking, as it opens cyclists up to being doored by the parked cars. Otherwise I like it.
- 1 I DRIVE FROM WILLOX SOUTH ON LEMAY TO LINCOLN WEST TO RIVERSIDE EVERYDAY TO WORK AND BACK. IT IS HORRIBLE, THEN THE TRAIN COMES!!!
- 1 This section might need to be wider (two lanes each direction). Traffic from Lemay to the breweries and

CountResponse

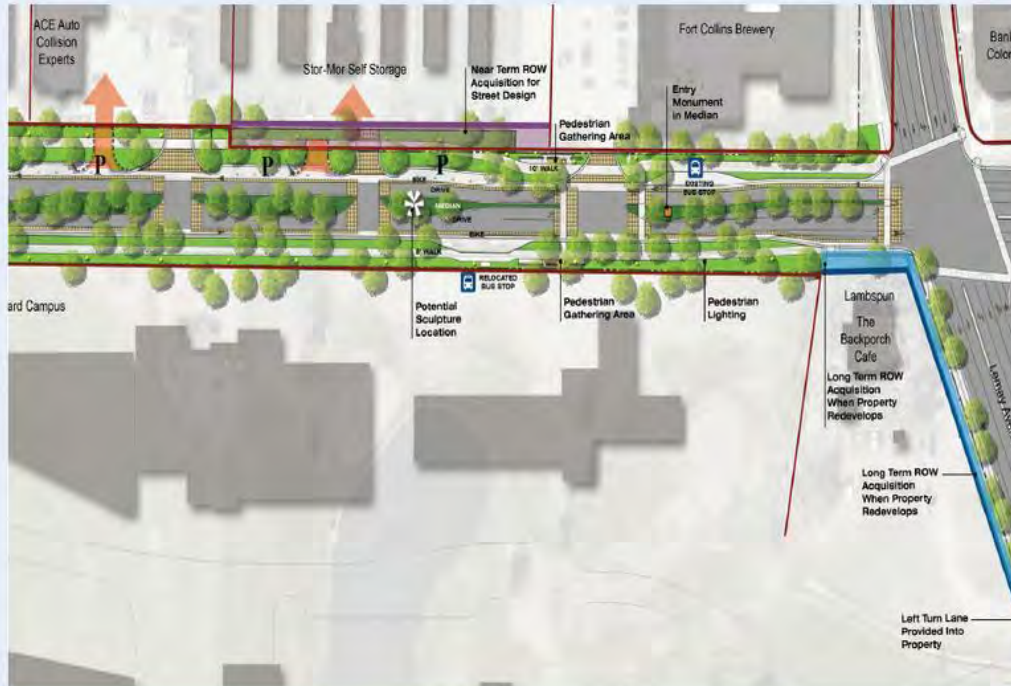
- | Count | Response |
|-------|---|
| | Woodward will be and already is significant. The bike lane needs to be paved, not concrete. Not specified in the design, but concrete becomes very bumpy. |
| 1 | I like it, but again I'm worried about safety at intersection and effect of the median on potentially increasing traffic speeds. |
| 1 | Not psyched on the street parking of this segment. I would add bike staples instead. You can fit ten times the parking for bikes than cars resulting in more customers for the businesses. It is already hard to find bike parking on this section of Lincoln. Cars parked next to bike lanes result in people get "doored". Also, why promote parking in front of the breweries, where people are just going to drink and drive... |
| 1 | Make vehicle parking nearest to vehicle driving lane, so that vehicles do not have to cross bike lane to park. |
| 1 | Why are you trying to change the name of Lincoln Street to "Lincoln Avenue"? Smacks of gentrification. You have already ruined this area for residential and commercial purposes by allowing Woodward to occupy many acres of prime real estate in the area. More of the same --- mismanagement and poor planning by the FC City govt. What is going to happen to Team Petroleum? |
| 1 | Same comment as in previous segment, especially with regard to opening car doors into the bike path. |

Preferred Alternative – East B

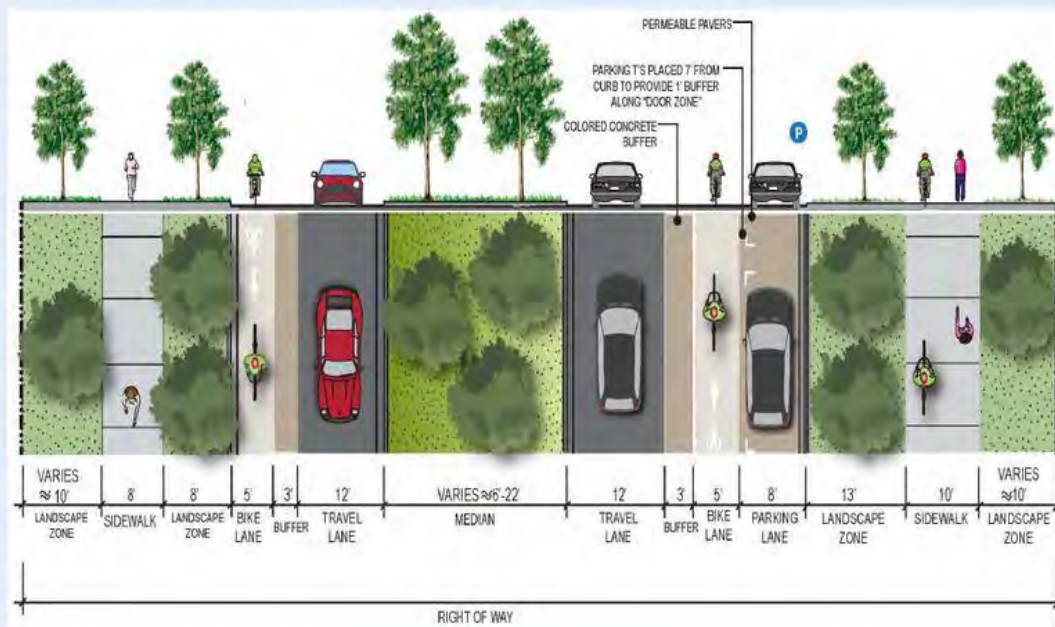
Tip: To view images in a larger size, hold down the Ctrl key and select "+" to zoom in

This segment covers Lincoln Avenue between ACE Auto Collision Experts and Lemay Avenue.

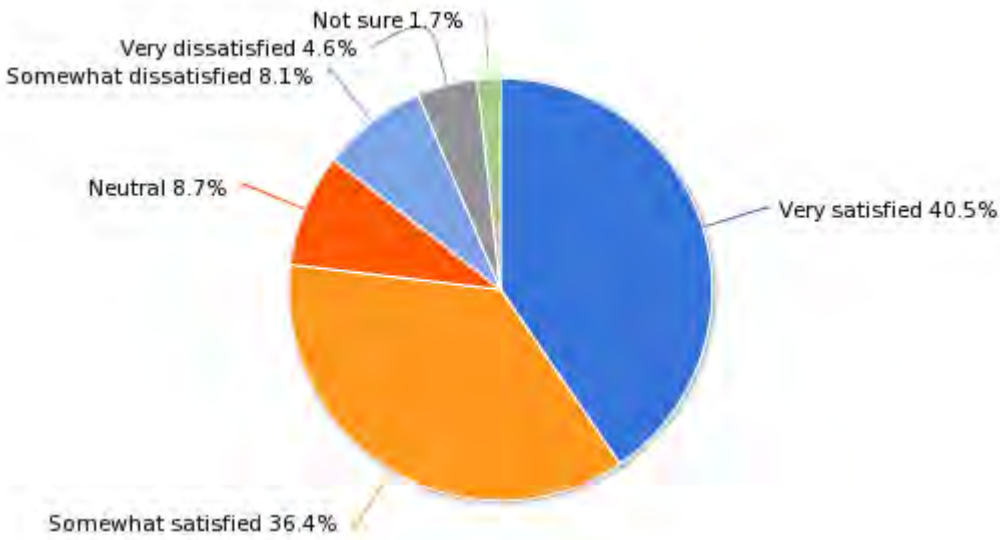
East B Segment



East B Cross-Section (same as East A)



11. How satisfied are you with the Preferred Alternative design for this segment?



Value	Count	Percent
Very satisfied	70	40.5%
Somewhat satisfied	63	36.4%
Neutral	15	8.7%
Somewhat dissatisfied	14	8.1%
Very dissatisfied	8	4.6%
Not sure	3	1.7%

Statistics	
Total Responses	173

12. Please share any other comments

Count	Response
1	1 foot of buffer space is not enough to prevent cyclists from being hit by car doors opening
1	A median that varies between 6ft and 22ft? Seems like a lot of variance
1	A two-lane street is not enough to handle traffic.
1	Add turn lane
1	Again, like the car parking, what if the bus stops could be outside the bike lane?
1	Don't like parking, don't see need for it.
1	FIX LEMAY AND VINE FIRST
1	Getting in and out of The Back Porch is always tricky.
1	Greetings, who is paying for all this? Happy trails, DWGustafson
1	I do like the permeable pavement!
1	I don't like the on street parking.
1	It would be nice to see a turn into the Backporch from east bound Lincoln.
1	More traffic lanes, less median.
1	Need double lanes to handle traffic
1	Need more lanes for traffic
1	Parallel parking will effect the flow of the bike lane.
1	Same comment as for East A
1	Thanks for providing a cut in the median for Fort Collins Brewery.
1	This section didn't come up on the screen.
1	Too brewery signage??
1	Turn lanes?
1	Would be a curb or other physical separation in the bike buffer.
1	again with the on street parking
1	insufficient attention paid to meeting traffic support needs for employers on Lincoln
1	more road surface, less median, add turn lane
1	narrow car travel lanes to slow traffic at least to 24 mph
1	same comment
1	see previous street paring comment
1	trees are always good

CountResponse

- 1 The travel lane in front of Fort Collins Brewery is odd. It curves rather than being straight. This does not feel inviting. Again, no distinction between commercial area and neighborhood.
- 1 It would be nice to have the sidewalks and bike lanes constructed in a manner where they are not rigidly parallel to the street and this segment is probably the best place to do it. Have a pathway that meanders or curves around sculpture or landscape features would be preferable to marrying the sidewalk/bike lane to the road. Also Lemay and Riverside is a very busy intersection and poses challenges for peds and bikes. The cycling experience on Lemay is very different from what is proposed for Lincoln. How will traffic be calmed once people turn off Lemay to go west on Lincoln?
- 1 I hope there will be signage for cyclists & pedestrians to understand cyclists can ride on this section of the sidewalk. Need a Bike Share station here? Need a charging station for electric cars? Just asking. I did like the City "trolley" (bus) idea for tourists and other folks heading in and out of Old Town and the breweries. (It can be added later, too.)
- 1 Bike lane should not be crossed by any vehicle traffic in order for vehicles to park. please put vehicle parking nearest vehicle driving lane.
- 1 Have you ever tried to turn on to Lincoln from Lemay? It's a nightmare with one lane of oncoming traffic due to the curve in the road, and now you're adding another oncoming lane. Additionally, you're going to have many people who turn left onto Lincoln and then U-turn at that first intersection to get to Lambspin/Backporch Cafe, even with the earlier turn lane on Lemay. Also, remember how it's a nightmare to turn with just on oncoming lane lane?
- 1 Likely needs 2 lanes each direction. A lot of traffic in the area. More traffic when Woodward opens. Bike labne needs to be paved, not concrete. Not specified in design, but concrete becomes very bumpy.
- 1 Pay close attention to Lemay street... as much introduction to the new Licoln corridor would be great
- 1 Again, I don't see the need for on-street parking and prefer not to have that. But I can't tell if it is part of the design based on the map.
- 1 Once again, lose the medians. Extra money for upkeep, worsened visibility, especially for bikers. The lanes and sidewalks are great, though.
- 1 I don't like the on-street parking, as it opens cyclists up to being doored by the parked cars. Otherwise I like it.
- 1 There has to be a traffic circle at Lemay in order to keep vehicles moving. We do not need more red li8ghts and idling tailpipes. Aren't you concerned about air quality?
- 1 When my tires get popped again due to the milling of the asphalt, I'm sending you dipshits the bill.
- 1 How do you access the Ace Auto Collision and Stor-Mor sites if you are driving east on Lincoln from the downtown? These are currently vehicle intensive businesses/properties that could be adversely impacted. Give up some of the landscape ROW to provide left turn access.
- 1 I am very concerned about bike safety between Lemay and Lincoln- needs to be very clear area for bikes to turn into Lincoln from Lemay
- 1 The trick here will be accessing Lambspin while heading west on Lincoln from Lemay, There will be lots of U turns somewhere...
- 1 Why are you trying to change the name of Lincoln Street to "Lincoln Avenue"? Smacks of gentrification. You have already ruined this area for residential and commercial purposes by allowing Woodward to occupy many acres of prime real estate in the area. More of the same --- mismanagement and poor planning by the FC City govt. What is going to happen to Team Petroleum?
- 1 Same issues as in other areas of Lincoln. I'd prefer the bike lanes be separated from the traffic. With all the truck traffic on this street I still think it's dangerous for cyclists. Otherwise looks good. Could move center median to sides to buffer bike lanes.

CountResponse

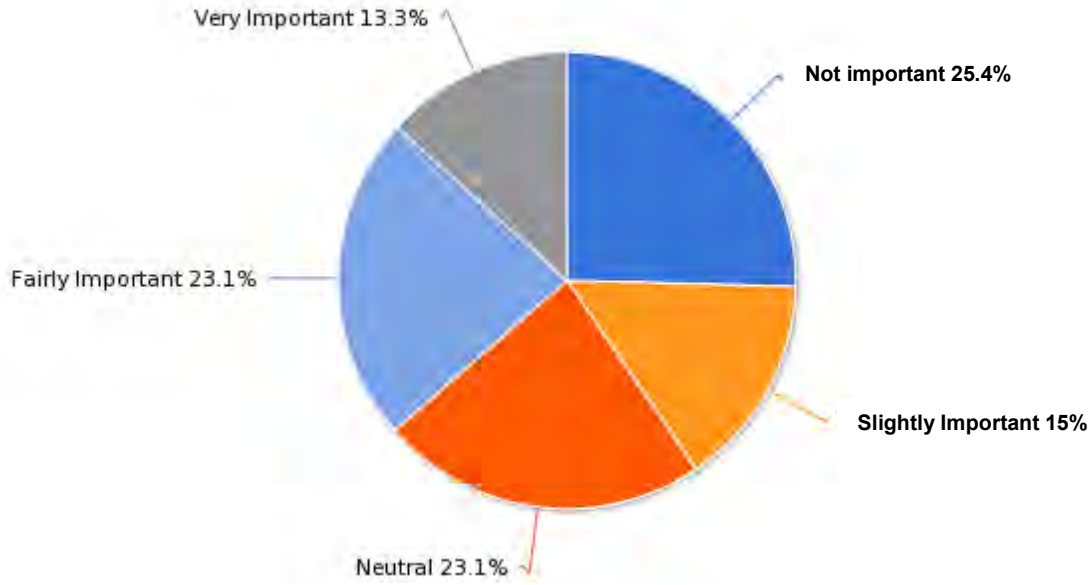
- | Count | Response |
|-------|--|
| 1 | what is the entrance point for the cafe and retail on the corner of Lemay and Lincoln? It's hard to turn there now! |
| 1 | Appears that Lambspin/Backporch lose their north access point, I do not agree with removing that. Also would like to see consideration of relocated Lemay Ave to realign for new intersection at Lemay/Vine. |

Transit – Lincoln Shuttle

Lincoln Avenue is currently served by two Transfort routes, Route 5 and 14, that both operate at 60 minute frequencies. The transit service on Lincoln is proposed to be incrementally improved to support development in the area and observed ridership demand. One of the potential improvements includes adding a new “Lincoln Shuttle” route that connects Downtown with the Lincoln Corridor, as shown in blue on the map below. With the addition of the Lincoln Shuttle, Route 14 would move to Riverside Avenue.



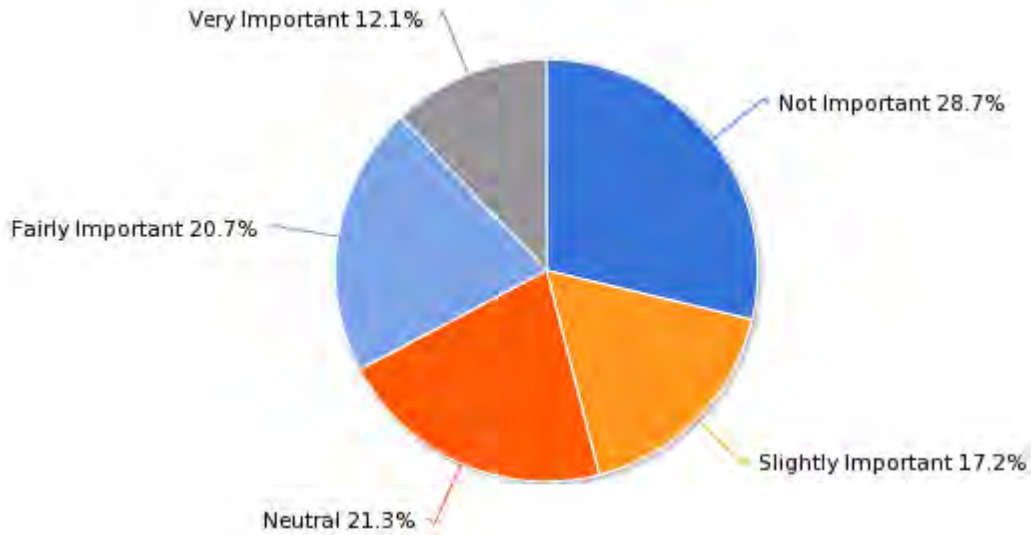
13. Rate how important the Lincoln Shuttle service is to you.



Value	Count	Percent
Very Important	23	13.3%
Fairly Important	40	23.1%
Neutral	40	23.1%
SlightlyImportant	26	15.0%
Not Important	44	25.4%

Statistics	
Total Responses	173

14. Rate how important the use of a custom vehicle (e.g., rubber-tired trolley or innovative vehicle) for the Lincoln Shuttle service is to you.



Value	Count	Percent
Very Important	21	12.1%
Fairly Important	36	20.7%
Neutral	37	21.3%
Slightly Important	30	17.2%
Not Important	50	28.7%

Statistics	
Total Responses	174

15. Please share any other comments

Count	Response
1	A custom vechile could be very cool yet also unneeded. The idea of it for tourism is spot on.
1	A two-lane street is not enough to handle traffic.
1	Add a turn lane
1	Any type of train will slow down car traffic an then people will star honking the horns.
1	Don't think I would ever use the shuttle as I live close enough to bike those areas.
1	FIX LEMAY AND VINE!
1	Greetings, are the fares being subsidized? Happy trails, DWGustafson
1	I am in that area very seldom.
1	I am just making a comment to make sure this is working - Lori
1	I generally ride a bike or walk in between those areas.
1	I like the idea of 15 minute frequencies on the Lincoln Shuttle.
1	I like the idea of something fun and unusual!
1	I think it would get used and may prevent drunk driving
1	Interesting idea
1	Lunchtime shuttles to old town would be fantastic.
1	Whatever vehicle is used, it should accommodate bikes in some way.
1	While I bike or drive, the shuttle offers a neat option.
1	Who will fund the shuttle? Nice idea but I am a bit concerned about inebriated passengers.
1	bikes will be used, no need for custom vehicle
1	who would use the shuttle beside out of towners wanting to go to breweries?
1	would like to see transport from mtn/shields to lincoln/lemay
1	Shuttle could include going around to Buckingham street to add New Belgium campus. What a great way to move visitors and locals - and reduce parking problems and traffic. I see less of a need to move it around Wally-World (walmart).
1	I often travel this route on my bicycle. However, I strongly support public transit. The current bus stops are less than inviting.
1	Your Lincoln shuttle will not work with the train situation..unless you build an overpass at Lincoln and Riverside!
1	I think this is much needed and vital to the project, since you want those Woodward workers to eat downtown, and this will help connect the breweries with downtown and MAX.
1	This kind of local circulator route is a great idea. Assuming frequency would be adjusted for time/day and based on ridership.

CountResponse

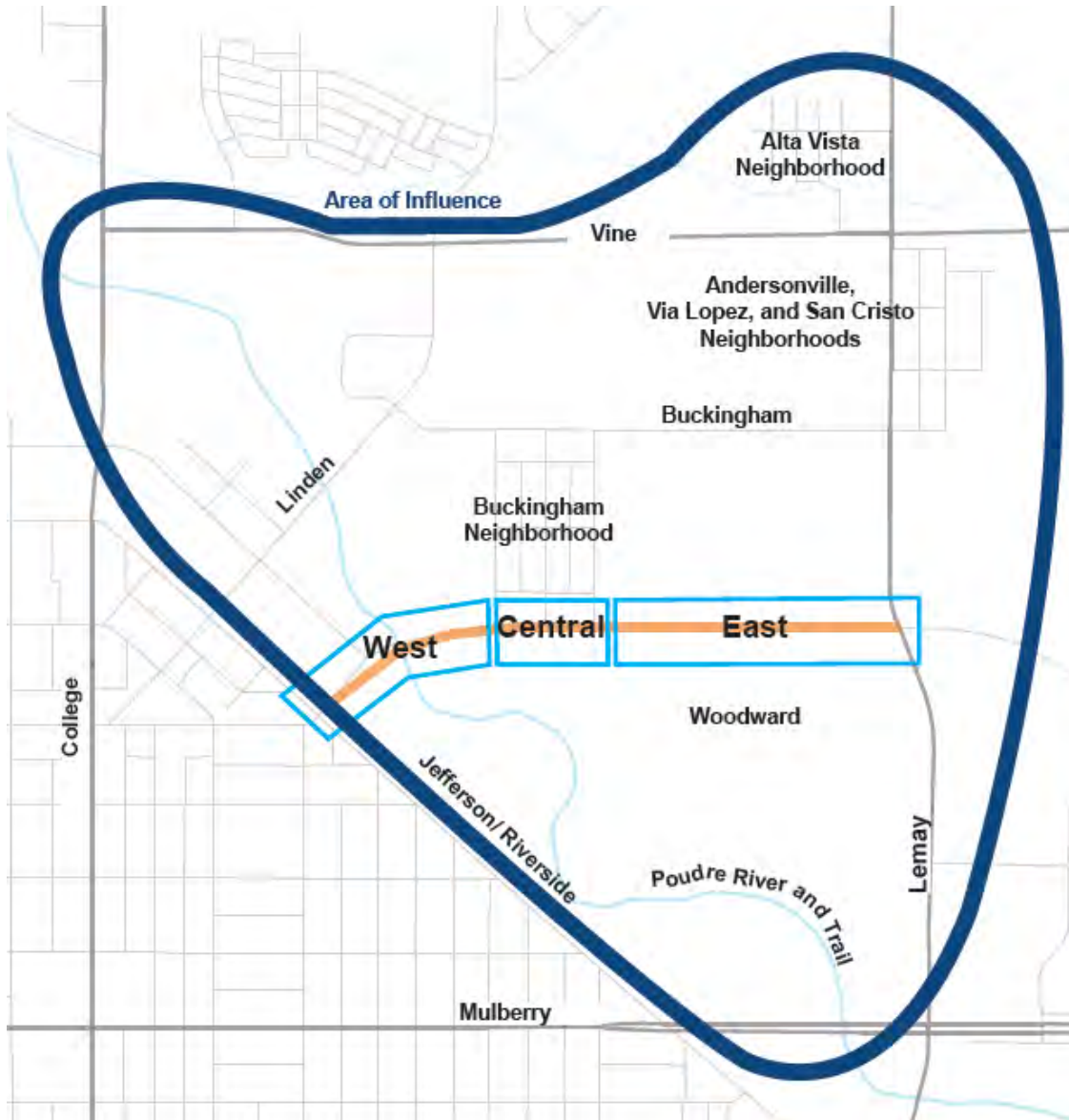
- 1 I love this idea. Being a business owner in Old Town, this will be key in bringing people to shop, eat, and meet during or after work. I also can see the neighborhoods utilizing this shuttle to get to Walmart and that particular shopping area for work and to shop. If a convention center is ever built, this will be a great service for people attending events. I think this could help shuttle people during DBA events as well.
- 1 The custom vehicle for the Lincoln Shuttle would be a great opportunity for Fort Collins to show off some new alternative energy technology, such as biofuels, electric, etc... powered vehicle
- 1 I recently started using the bus service, but mostly to go to work in the south of FC. I have not learned my way north yet.
- 1 Innovative vehicle would be nice, but not if it costs significantly more than a current transfort bus.
- 1 Not sure that this route is the best for people visiting breweries. Would prefer that it goes north on Linden to new Belgium, and down 1st Street to Lincoln, and then eventually connect to the destinations further east in the Airport Industrial area, where incubator breweries are. No significant destinations on east end loop, besides Walmart and the apartments, which is already served by Route 5. The neighbors will probably not like a bus in front of their houses, but it could reduce the number of drunken bicyclists if the bus had a trailer to put a lot of bikes on.
- 1 This isn't a town that wants more public transit. People either drive their car or ride a bike and I don't see that changing with the MAX or any other public transit systems.
- 1 I really like the idea of the trolley. It is certainly symbolic of FC history and has a higher probability of use by tourists if it doesn't look like the Transfort buses.
- 1 I don't see using the Shuttle myself; however, I think a shuttle for commuters and tourists (e.g., Woodward Governor and brewery tours) should be considered. I think the connection to Max is critical. I would especially love to see people leave their cars behind if they will be drinking, and heading into Old Town to have dinner. As for the look of the shuttle, I could see the Shuttle being pretty festive. I think people, at least the tourists, would be much more inclined to take the shuttle if it looked very different from a City bus.
- 1 I ride a bicycle and have no need for a shuttle in this town. But I like the idea of a "trolley or innovative vehicle" and would enjoy the spectacle of it.
- 1 This service should be looked at with public/private sector operations. A transfort service seems too expensive.
- 1 I like the idea. I live near the DTC and would definitely use it to get out to Walmart. With the new MAX this would be a great addition for getting to the breweries. I would suggest you talk with New Belgium to see if the bus might run up linden circle the Buckingham neighborhood.
- 1 We most likely wouldn't use it on a regular basis but might serve as a destination to bring guests from out of town or family who live elsewhere.
- 1 If a shuttle is used, something special to separate it and add signifigance to it would be desired. Otherwise it is just another bus route, which serves a purpose, but would not be overly exciting. A trolley or innovative vehicle would be the preferred option.
- 1 If you were to do it, it would need to be something special. I don't see myself using it much, but maybe I underestimate how important it would be for visitors.
- 1 Frequency is more important than route or vehicle. I imagine that 15 min is the most people would be willing to wait for a bus.
- 1 this is a great idea, allowing people to quickly connect to Lincoln Triangle from Max etc. It would be neat to use some sort of innovative vehicle
- 1 "The transit service on Lincoln is proposed to be incrementally improved to support development in the area and observed ridership demand." Bass ackwards. Nobdy will take the bus if the frequency is 60 minutes. Transit is one of few topics on which the maxim "Build it and they will come" is valid. Please spare us more of your fancy schmancy --- just put in lots of bus service.

CountResponse

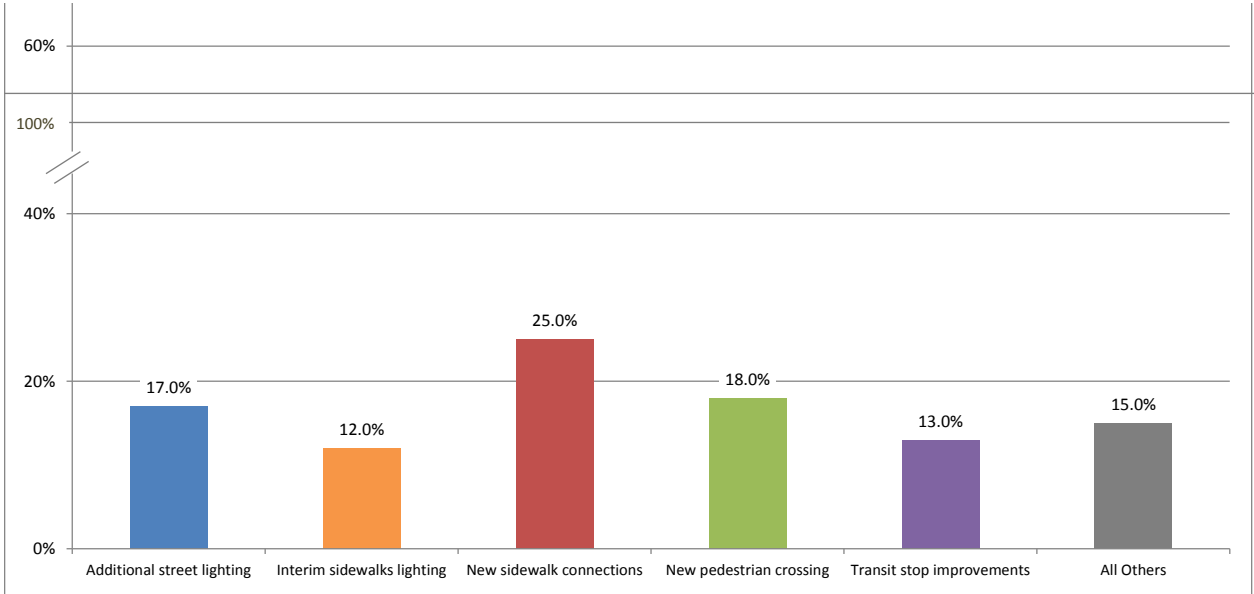
- 1 Consider expanding the Lincoln Shuttle to Funkwerks and Timberline Rd. Other than that, minimizing emissions with an alternate vehicle is a great idea.
- 1 Everything this bus would access is bikable or every walkable. It seems like consideration should be given for this proposed shuttle to loop onto Linden St. providing a stop for NBB. That would provide more rider-ship than other locations in my experience.
- 1 extend the trolley line on mountain ave and put tracks on lincoln. Buy back the old Fort Collins trolley being stored in Colorado Springs museum and re-use the north-south tracks in old town
- 1 I like the idea of the Lincoln shuttle. It would be nice to have something like a trolley or something similar to keep the Old Town feel, but it's not necessary. Maybe more longer-term goal to add.
- 1 who are the anticipated users of this additional shuttle? How is it beneficial to the city and the public?
- 1 The buses and truck traffic are going to destroy those asphalt driving lanes and also decrease their fuel mileage.
- 1 I love the idea of a trolley to connect these two areas. This map needs street names on it, I'm having a hard time knowing where exactly these routes are.
- 1 I believe that this would be a wonderful option for this part of Fort Collins that would connect the trolley history from the current West side of Fort Collins to the East side, if this is something that can be budgeted for the City. Since we can't bring back the actually trolley system that used to exist, it would be a fun implement for tourism and brings visitors or residents between the breweries in this part of Fort Collins to Old Town. An audio/video history could be included with this vehicle.
- 1 I think a trolley would help so there would not be so much foot traffic. I don't like the round barrel that has 6 people while one person is driving while everyone is drinking.
- 1 Old Town Fort Collins has charm, and it would be wonderful to see improvements and additions preserve the charm of the town. Having a trolley or innovative vehicle (not an unattractive bus) that connects down town to the Lincoln Corridor would be a VERY welcome addition. Please consider having a bike rack on the Lincoln Shuttle.
- 1 So basically the shuttle goes from Old Town to... Wal-Mart? And those apartments on Lincoln and Lemay? What broad spectrum of the community is that serving?

Neighborhood Projects

The Lincoln Corridor Plan also identifies related neighborhood projects within the plan area (see blue boundary on map below). These are smaller projects that address longstanding existing deficiencies and enhance neighborhood livability that can be implemented in the area separate from the street reconstruction project. Some of these projects were already identified in previous plans (e.g., Northside Neighborhoods Plan, Pedestrian Plan), and some projects are new ideas that have arisen during this public process.



16.



Value	Count	Percent
Neighborhood gateway/interpretive signage or monuments (Tres Colonias)	38	8.4%
Additional street lighting (Lemay Ave)	75	16.7%
Interim sidewalks lighting (Lemay Ave)	52	11.6%
New sidewalk connections (Lemay, 1st Street, and 3rd Street)	112	24.9%
New Pedestrian crossing on Lemay adjacent to the Andersonville neighborhood (push-button signal)	82	18.2%
Transit stop improvements	58	12.9%
Education program, signage to minimize cut-through traffic in Buckingham neighborhood	33	7.3%

Statistics	
Total Responses	156
Average Responses per Person	2.9

17. Please share any other comments; are there any additional projects that should be on the list?

Count	Response
1	A transit route dedicated to Lemay all the way south past Trilby.
1	A two-lane street is not enough to handle traffic.
1	Add a turn lane. This is an industrial area
1	FIX LEMAY AND VINE!!! SIDE WALKS WON'T HELP, FIX THE TRAFFICE JAM PROBLEM
1	I dont care about any of these.
1	Let the neighborhood's priorities and safety take precedence.
1	Traffic circle at Lemay.
1	Trail connecting Odell to New Belgium that avoids the neighborhood
1	With the traffic of course Buckingham will get "hit"!! Two lanes?? really??
1	none
1	Anyway we can sell this as an improvement to these neighborhoods for long time residences will be a benefit. They are a vocal, active group and will not be happy unless we can show them we care about their neighborhood improvements being part of the projects that are funded.
1	I don't see anything very important there. Especially unsure about the idea of cut-through traffic. It's not really cut-through, it's just natural movement. Seems like the beer destinations create less than other neighborhood streets like Cherry, Mountain, others.
1	It is my hope that with this development that the privacy of Buckingham is secure, that has not been the case, it is very frustrating to not have our peace and quiet. I have great concern with this development if a plan is not in place the impact on Buckingham will be huge. We need to make sure that folks are not cutting through the neighborhood. I also have concern about the noise that with more people coming to the breweries what the impact will be for Buckingham residents.
1	Greetings, will the neighborhoods listed experience a property tax increase? Happy trails, DWGustafson
1	I have to say I am amazed and pleased that the City of Fort Collins is considering re-routing Lemay in deference to the health and safety of the neighborhoods in question. If additional lighting happens, it would be so nice if they were similar to the ones used on Linden and the North College area, which are terrific.
1	I am totally in favor of interpretive signage and monuments for the Buckingham and Andersonville neighborhoods. However, as I have personal family history with these neighborhoods since inception in 1903, I am vehemently against the inaccurate use of the "Tres Colonias" slogan, as these neighborhoods were NOT Hispanic, they were built for and BY the Germans from Russia who were the first workers for the Great Western Sugar Company. Please do the homework on this and get the accurate history from Dr. Rock and colleagues of the International Center for German Russian Studies at CSU and Adam Thomas from the 2004 report (accessible on the City of Fort Collins website under "SugarBeet Neighborhoods"). Additionally, I am the Public Relations board member for the Northern Colorado Chapter of the American Historical Society of Germans from Russia and a fourth generation member of families of this ethnic group AND both neighborhoods, who have resided in Fort Collins for 110 years. Thank you - Cheryl Glanz cherg.811@gmail.com or 970-237-9750.
1	street light should fit with old town and shine down not up into the sky. Re-use the old trolley track in old town and bring back more trolley track
1	The intersection of Vine and Lemay needs left hand turn lanes (NB and SB Lemay turning left onto WB and EB Vine, respectively).

CountResponse

- 1 Redesign of Lemay/Vine intersection should be a priority for the city in this study area. Between the dangerous driving behaviors, the narrow streets next to houses, and the development north and east of this intersection, this intersection should be prioritized for redesign and construction.
- 1 I think all these streets in Buckingham need wider sidewalks. And I don't want to discourage people from cutting through Buckingham. It is a neighborhood and some of us welcome visitors. And some of us would still like the Tour de Fat to Start at New Belgium - where it belongs.
- 1 If there's a push-button signal crossing, it needs to be a red light. Current crossings with flashing yellow are more scary than no light at all, provide only false security, and are ignored by a significant portion of motorists.
- 1 I have seen people with disabilities having a difficult time with transit stops in this area. I have seen wheelchairs in the street traveling to the bus stops because sidewalks were not accessible.
- 1 Pedestrian activated signal at 1st on Lincoln. Brewery trail connection through Odell property that abuts Buckingham from New Belgium. Attractive screen wall east of 3rd Street to buffer the neighborhood from views of port-a-potties, and noise that emanates from stereos and loud people/vehicles, as well as amplified music for special events. Neighborhood should not be part of Tres Colonias because the Germans and Russians were equally significant as the Hispanics in the Sugar Beet Factory neighborhoods. Should drop this terminology, use actual neighborhood names only, or combine German and Spanish words to create a new name (Drei Colonias, or Tres Kolonien)
- 1 Additional street lighting wouldn't be needed if the roads were paved in concrete. The white concrete reflects the light making it brighter with less lights while the black asphalt absorbs light requiring more artificial lighting to be needed.
- 1 Alternative bike and pedestrian paths around Buckingham would be nice. What will be the plan for the bridge over the Poudre?
- 1 I hope that you are doing a lot of community engagement within these neighborhoods to determine what their needs are. They are the people that have to live with these "improvements" on a day to day basis. I know that there are several "hard to reach" populations in the area - but I think that is a great opportunity for the City to make connections and let these neighborhoods know that they have a voice in our community.
- 1 Tres Colonias isn't shown/labeled on the map. Left hand turn lanes on Lemay at Vine and Buckhorn would trump all of these projects.
- 1 While I realize that the nearly constant traffic problems that residents of the Andersonville neighborhood face on a daily basis seem to take back seat to the City of Fort Collins, I have concerns that with the construction and opening of Woodward these problems are only going to increase. I spend countless mornings on my bike or in my vehicle waiting to cross Lemay Ave, these crossings are usually quite unsafe. While looking over the proposed changes to Lincoln Avenue, I can't help but feel a little forgotten and ignored. I wonder, often, if our neighborhood had a higher median income if our traffic woes would be ignored. I write this comment to encourage you to take a look at potential ideas and alternatives to ease this burden for myself and my neighbors.
- 1 None of these features should be put in place at the expense of the City. The kinds of things the neighborhood is asking for are normally provided during development. Just because their neighborhood precedes those standards should not mean the City has to pay for them now. Property owners pay for those improvements.

18. Please share any other comments you have about the Lincoln Corridor Plan

Count	Response
1	Add a turn lane
1	As a Woodward employee, I really appreciate the study and plan.
1	Bike lane across the poudre is most important to any plans that may be implemented!!!
1	Check out the new book "Bikenomics" by Elly Blue for some good ideas!
1	Excellent job planners, really bringing everyone together and accommodating the whole community.
1	Greetings, thank you for the survey. Happy trails, DWGustafson
1	I am looking forward to the improvements. Thank you for allowing community feedback.
1	I hope the budget for the Plan does not detract from other needed area improvements.
1	I think it is a good idea to improve the bike lanes. The extra items I feel neutral about.
1	It looks like a good plan. I'm excited about the improved transit and bike facilities.
1	It's great to see the plans. Thanks for soliciting feedback.
1	Looks great - can be a real showplace for the city. Please be sure to make it bike friendly.
1	Looks great! Excited to see how it turns out!
1	Love the idea of custom vechile need brewery signs.
1	Love where it's going! Can't wait till it's done! Thanks!
1	Nice work!
1	Really excited about the outcome of this study!
1	Start over!
1	Think about it!!!!
1	This is much needed and appreciated!
1	This looks like a nice improvement to our city.
1	This plan should be redone to reflect priorities expressed by landowner stakeholders on Lincoln.
1	Very nice job on the survey!
1	Very pleased and hoping the plan will be adhered to.
1	great job planners! It looks fantastic!
1	nn
1	so far, looks very good. Great job!
1	traffic circle instead of stop lights.
1	Again, I think it would be innovative if traffic on the south side of street could be closed off one weekend morning a week in the summer. Businesses and residents could still come and go on north side of street. It would be a street fair type environment-lots of cities around the world doing this. It would be COOL!

CountResponse

- 1 As a landscape architecture student at CSU who is studying urban design and development, I am pleased to see Fort Collins taking the steps to produce these designs to enhance the connectivity of our community.
- 1 Mobility along this corridor is key. It is industrial and should get a face lift - but should also keep a focus on moving large trucks, safely, through this corridor.
- 1 I'm really disappointed that none of the plans look like they adequately address the increased auto traffic flow. Please listen to those of us that have to live with your decisions.
- 1 None if this will be good as long as visitors to the area are harassed by some residents in the Buckingham neighborhood. Also, something needs to be done about the aggressive homeless population in the area.
- 1 Very well done, and seems like a good compromise between the earlier alternatives and diversity of stakeholders.
- 1 Looks good. Keep those bike lanes coming, and make sure left hand turn lanes exist to keep those cars from driving in the bike lanes.
- 1 The plan that I saw at the Open House looked extremely expensive. I like trees and sidewalks and bike paths but reasonable cost versus extravagance are important to me
- 1 It looks like a well-thought out plan that addresses all modes of transportation while improving the south edge of the Buckingham neighborhood.
- 1 I appreciate the workshops, presentations, surveys and well thought-out work and design. The hard part will be waiting for all this to happen!
- 1 Am curious about the timing and milestones. What is timing for plan presentation and acceptance? When will the buildout commence? It seems like the Udall natural area is just an empty barren field. Or am I missing something? Is this habitat for specific critters? Is this space being leveraged for some purpose we are unaware of? Some of the commercial establishments near the river (oil and gas, cement plant, etc) are eyesores while InSitu has taken a more environmentally friendly approach. Not sure how you can encourage these other businesses to improve their facades and environs to integrate more seamlessly into these new designs. Good luck! Thanks for this opportunity to provide input.
- 1 This plan is very disappointing. I think it's great that the city wants to improve the aesthetics of the Lincoln Corridor and that will be much appreciated but I work in the Lincoln Corridor now and it's already a challenge getting to downtown for lunch. It can take 2-3 cycles to turn left from Mountain onto College. Walking is great but only when the weather isn't too hot or cold and when I have extra time - you can't walk, get lunch, and get back in less than an hour. If you add the traffic from Woodward I'm afraid it will be too much of a hassle and it will no longer be practical to go downtown for lunch.
- 1 QUIT PAVING NEW AND RECONSTRUCTED ROADS IN ASPHALT, YOU ARE COSTING US TAX PAYERS MORE MONEY IN THE LONG RUN THAN YOU ARE SAVING INITIALLY!
- 1 I am excited for this project and hope the funding falls into place with the hopeful renewal for BOB II. Extending Old Town down to the river and along the Lincoln corridor really enhances all of Old Town.
- 1 The additional bicycle/pedestrian amenities, bridge enhancement plans and addition of landscaping are great. However, landscape ROW designs for shoulders are too wide. Design seems ignore that auto/truck traffic will always be a reality on East Lincoln given the commercial zoning. The vision is for another West Mountain Avenue feel but this stretch of Lincoln is mixed use and not all residential. Celebrate the commercial businesses along with the residential on Lincoln Avenue. Provide more left turn access or drivers will be pulling U-turns to access
- 1 The only thing I can say is that it is wonderful to read about these improvements! Fort Collins was always known to me as a Bicycle/Pedestrian friendly town and all of these ideas are great!
- 1 It is exciting to hear of the proposed improvements. The Lincoln Corridor is currently quite an eyesore and dangerous to cycle on.
- 1 Very pleased with the direction this area is going. Please, protected bike lanes must be included in all new designs for the city. This is an absolute need to get more women and families out riding their bikes and take

CountResponse

- 1 sustainability to the next level in our city.
- 1 I am very concerned about single lanes of auto traffic; when a police traffic stop occurs, traffic will back up for a long ways and a long time. Transit bus pull-over lanes are nice, but I forgot to check for those. Overall a very beautiful and well conceived plan.
- 1 I think the Power trail should be extended off of the Poudre river trail up Lamay and then across Buckingham and pop out on Linden at Vine. Once across Vine it can run up to the power station where it can connect with other future bicycle trails (shown as already planned).
- 1 IT LOOKS VERY NICE AND I'M SURE LOTS OF PEOPLE WILL APPRECIATE IT. BUT LEMAY FROM LINCOLN TO NORTH OF VINE IS HORRIBLE, THEN A TRAIN COMES AND MAKES IT WORSE. FIX THAT FIRST!!!
- 1 I didn't see any public restrooms. It would be nice to have 2 to 3 public restrooms in the area. Good or bad idea I would like to know why not. Just a thought.
- 1 Currently, Lincoln Ave is very dangerous. I ride my bike and the trail is closed so Lincoln Ave is the alternative, and it's very dangerous. Cars travel too fat and too close to the alternative lane.
- 1 The main concern I have is how this development is going to affect the Buckingham neighborhood. With more traffic and noise, will long time residents move somewhere else. Will this development put pressure on folks living on Lincoln that there home and yard will have to look a certain way?
- 1 I think this needs to be integrated as fully as possible with acquisition and protection of open space in the Poudre floodplain in this area, especially for old industrial and commercial properties adjacent to the river. The most consideration should be given to how it will impact and benefit the neighborhoods. The businesses seem to be doing fine without the corridor development so I don't want o subsidize them with tax \$
- 1 I believe strongly that this area has long been neglected over the years by the City of Fort Collins and I would love it if the planners would consider a meeting with both the remaining families (most are still here) who founded these neighborhoods, who NEVER get included in any of these discussions for input, opinions and historical reference. I have faith that this city will not let us down again in history with forced oppression that existed in the past history of Fort Collins, and remember that this is a multi-cultural history that has drawn crowds of hundreds for me at the Fort Collins Senior Center and at the International Convention for the American Historical Society of Germans from Russia this past July. Thank you for your time and consideration of my comments. - Cheryl Glanz
- 1 The plan seems to be well thought out and very pretty. My biggest concern is cost. All of the questions were about how to make it better and what "ideally" one might want. It appears to be a lot of money to spend for a mile of road. If asking most people what they want in a car they might describe a Ferrari... yet most people don't buy a Ferrari. Asking about what is worth the cost or some value questions might be more beneficial. Yes I think many of the things on this survey but if it increases the cost or delays other projects because of funding to this I may not want them in that situation. Thanks -
- 1 Aesthetics are great, but we need to focus on functionality over form to start with. There seems to be a desire to cut down on automobile usage, which is nice, but consider that there are businesses with traffic needs here, there are people who work in this area who are not going to bike to work all the time. This plan seems to really neglect the main issues of this neighborhood in an attempt to make it pretty.
- 1 To assist the current & future heavy truck traffic & in minimizing traffic through the Buckingham neighborhood, Lincoln needs to be widened to 2 lanes in each direction.
- 1 Might consider a bike path from New Belgium Brewery to Lincoln Ave. along 1st Street; many people use that route to get to Lincoln Ave. with the intention of traveling to Odell and Fort Collins Breweries.

Lincoln Corridor Plan – "Lincoln Preferred Alternative and Implementation" January 23, 2014 Open House – Summary of Public Comments

Event Overview

The project team provided project materials at a public open house January 23, 2014 with information on the Preferred Alternative for Lincoln, including the overall design framework, streetscape amenities, bridge concept, benefits of the project, estimated project cost and potential funding options.

In addition, information was available on related neighborhood implementation strategies, including transit phasing options, Low Impact Development (LID) components, and neighborhood infrastructure improvements and other projects identified within the study area.

Summary of Public Comments (69 citizens in attendance)

Citizen Approval:

- Looking forward to having more frequent bus service – thinks Lincoln/Downtown shuttle is a fabulous idea.
- Looking forward to alley improvements and sidewalks in Buckingham.
- Always well-organized.
- Large pictures are handy.
- Experts available for Q&A are helpful.
- Plenty of chairs and tables for reviewing document plus note-taking.
- Great snacks and water.
- Loves the new bridge because it is currently a death trap for pedestrians and bicyclists and also likes the improved crossing of the train tracks and the intersection by Ranchway Feeds.
- Happy that the transit phasing ties into MAX. Also likes the fact that impacts of existing Lemay and Vine intersection haven't been forgotten. These roads need to be improved especially for the safety of the neighborhood kids.
- Beautiful plan.
- Likes the change to parking for the single family homes on the north side.
- Likes the wide bike lanes and good flow of the design.
- Appears that earlier citizen suggestions have been well-incorporated into plans.
- Like the bridge and glad the roundabout failed.
- Likes the circulator custom bus in Old Town.
- Likes the median separation in west and east segments and extra proposed bus stops.
- Likes bridge improvements, neighborhood monuments, and bike lane.
- Likes increased frequency of routes, custom vehicle ideas, and downtown shuttle.
- Excited to have Transfort on Google.

- Likes the focus on pedestrians and number of sidewalks.
- Likes sidewalk barriers, medians, and introduction to park.
- Nice visual display.
- Likes buffers between bike and car lanes.
- Likes fenced private yards.
- Overall looks great – big improvement while protecting the neighborhood.
- Likes that Lincoln will remain a 1-lane road in each direction – should keep traffic relatively slow and awake.
- Likes bike buffer strip. More room for sharing with pedestrians.
- Presentations, information, and solicitation of feedback have been good and helpful.

Suggestions for Improvement:

- Would like to narrow the median near the Lincoln/1st Street intersection to allow for a left turn lane eastbound Lincoln onto northbound 1st Street.
- Would like to see 15 mph signs, speed bumps, and signs that read “through traffic discouraged” on 1st, 2nd, and 3rd Streets.
- Would like a parking garage on the current mission site (near Jefferson/Linden).
- Wanted to know if the City will be paving the north/south alleys between Lincoln and Logan or just the east/west alley that runs parallel to Lincoln?
- Wondering about the widening of the sidewalks on 1st, 2nd, and 3rd Streets?
- It would be nice to have Q&A “zones” by expert and labelled to facilitate finding them by role.
- Bike lanes should not be put into the door zone. Park an SUV, open the door, and draw the bike lane outside of that range.
- The north side entrance to 1101 E. Lincoln does not look like it is drawn as a regular entrance. If there is an expectation to close this entrance, that would be a major problem.
- Would love to see a trolley plan instead of rubber tire shuttle.
- Would like to see more local history incorporated.
- Not enough diversity re: Germans, Russians, Hispanics
- Traffic is not addressed well – there are still issues for residents in Buckingham.
- Get local (diversity) involved so they will support the plan.
- Need to have Vine/Lemay rerouted before Lincoln project or the Lincoln project will fail.
- Very concerned about semi’s unloading vehicles on the street and deliveries in and out.
- Would like improvement in the 2-directional center turn lane in central the central segment or alley access alternative.
- Would like more area on the bridge for an overlook.
- Would prefer not to have signage regarding cut-through traffic.
- Lighting could be improved.
- Questions the on-street parking in front of the commercial businesses – considers the street parking a danger that doesn’t seem to be needed in the east segment.

- What about closing down the south side of the street to traffic every Sunday morning to turn it into a pedestrian mall (bikes and skates ok) during the summer?
- Wonders what will become of the ditch along the north side of the road?
- Consider a roundabout at Lincoln and Lemay.
- Interested in a pedestrian connection and master transportation plan between the brewery district, sugar beet district, and energy district.
- Would like to see the issue of cyclists turning west onto Willow from Lincoln addressed – this is currently a 90 degree angle and a turn is difficult. Cyclists heading onto Lincoln (on NW side) need to be able to exit the Poudre Trail safely.
- Concerned about encouraging people to drive to breweries and drink, as well as being “doored”.
- Concerned that traffic flow will suffer because too much attention is being paid to design and landscaping.

APPENDIX C PHASE III PREFERRED PLAN

C-2

BUSINESS AND RESIDENT CONCERNS AND RESPONSES

BACKGROUND

COMMUNITY-DEFINED VISION: *The new Lincoln will be recognized as a Great Street: an active and vibrant destination that celebrates our history and is a model for sustainability.*

PROJECT APPROACH:

- Green boulevard, two lane arterial (consistent with Master Street Plan)
- Safe, convenient facilities for all users
- Amenities that celebrate history of area/neighborhood
- Look for opportunities to close/consolidate driveways to reduce conflict points
- Balance needs of existing businesses with future potential redevelopment

1. Lincoln Preferred Alternative Plan

What We Heard from Businesses	City's Response
Need for existing driveway accesses	<ul style="list-style-type: none"> • Maintained driveways to support needs of existing businesses; could change upon redevelopment • Provided median breaks and left-turn lanes at select locations
Need to accommodate truck movements	<ul style="list-style-type: none"> • Sized driveways, turn lanes to support truck movements
Support for trolley	<ul style="list-style-type: none"> • City Council did not support including the rail trolley in the plan • Preferred Alternative design does not directly support a future rail trolley
Concern about potential congestion	<ul style="list-style-type: none"> • Preferred Alternative design is for a two-lane arterial, per the Master Street Plan • Forecasts for daily traffic fall within general capacity guidelines for a two-lane arterial • Lincoln Avenue intersection operations were analyzed, and all operated at acceptable LOS • Turn lanes are included at: <ul style="list-style-type: none"> ○ Willow (EB LT) ○ Woodward West/Odell West (WB & EB LT) ○ Woodward East (EB RT, WB LT) ○ Fort Collins Brewery (EB LT) • Medians generally designed to support U-turns (of passenger cars) • Median breaks east of 3rd Street generally wide enough to provide refuge for turning passenger cars such that through traffic should be able to generally flow with minimal disruption

What We Heard from Businesses	City's Response
Sensitivity to potential right-of-way (ROW) acquisition	<ul style="list-style-type: none"> Any ROW acquisition would follow the City's prescribed process with appraisals and compensation Some ROW would be acquired under existing ownership; other acquisition would only occur upon redevelopment
Desire for unique eclectic design	<ul style="list-style-type: none"> Design includes current streetscape standards as a base level, plus a variety of unique streetscape amenities specifically designed for Lincoln, such as art/sculpture, historical markers, pavers that offer opportunities for customization (e.g., sugar beets, etc.) The design changes along the corridor based on expected level of activity and adjacent land uses

What We Heard from Residents	City's Response
Have project outreach events in neighborhoods (recommended Streets facility specifically)	<ul style="list-style-type: none"> Except for one set of workshops, all events have been held at locations on Lincoln Avenue or at Streets
Strong desire by some residents to maintain driveway access from front of residences	<ul style="list-style-type: none"> Driveway access maintained with additional parking in driveways and on-street Potential improvements to rear alley may provide additional access to residents fronting Lincoln
Existing sidewalk too close to front doors	<ul style="list-style-type: none"> Preferred Alternative maximizes distance between sidewalk and front doors, offering generous landscaped buffer
Protect the neighborhood	<ul style="list-style-type: none"> No ROW acquisition proposed on Lincoln in front of Buckingham
Celebrate history of area	<ul style="list-style-type: none"> Art/sculpture, historical markers, pavers all offer opportunities for customization (e.g., sugar beets, etc.)

2. Neighborhood Projects

What We Heard from Residents	City's Response
Have project outreach events in neighborhoods (recommended Streets facility specifically)	<ul style="list-style-type: none"> Except for one set of workshops, all events have been held at locations on Lincoln Avenue or at Streets
Protect the neighborhood	<ul style="list-style-type: none"> Proposing projects that reduce impacts of traffic on neighborhood (e.g., routing of brewery traffic, etc.) No change to existing RL zoning for neighborhood
Celebrate history of area	<ul style="list-style-type: none"> Art/sculpture, historical markers, pavers all offer opportunities for customization (e.g., sugar beets, etc.)

What We Heard from Residents	City's Response
Need sidewalk connections to complete gaps in network	<ul style="list-style-type: none"> Plan identifies list of neighborhood related infrastructure improvements including interim and new sidewalks to provide enhanced connectivity to destinations in the area
Residents in Andersonville neighborhood have difficulty exiting onto Lemay due to traffic – requested new traffic signal at existing Lemay/Buckingham intersection	<ul style="list-style-type: none"> Traffic volumes do not warrant a new signal at the existing intersection Future traffic volumes may trigger need for new signal at the realigned Lemay/Buckingham intersection If Lemay realignment is constructed, traffic in neighborhoods will be significantly reduced
Need for street lighting on east side of Lemay between Buckingham and Lincoln	<ul style="list-style-type: none"> Installing street lighting requires curb and gutter, which do not currently exist along alignment Propose coordinating interim sidewalk with upcoming Capstone Cottages project, which would include lighting
Need for safe pedestrian crossing on Lemay	<ul style="list-style-type: none"> Interim pedestrian signal project proposed near Streets facility to help cross street to park If Lemay realignment is constructed, traffic in neighborhoods will be significantly reduced, and this would likely be removed

APPENDIX C PHASE III PREFERRED PLAN

C-3

TRANSIT ROUTE ALIGNMENTS CHART

Proposed Transit Phasing

The Transfort Strategic Operating Plan (TSOP) (2009) proposes a bi-directional circulator route at 10 minute frequencies, connecting the Lincoln Corridor to Downtown Fort Collins and MAX via Lemay Avenue and Buckingham Street. Implementation of this long-term vision is recommended to be phased in concert with the corridor building out and creating demand for the high frequency circulator service proposed in the TSOP. The three proposed phases for near-/mid-term implementation include the following:

- **Phase 1** – Maintain the existing Routes 5 and 14 at 60 minute frequencies, but coordinate the operating times to create a 30 minute bi-directional connection between the Lincoln Corridor and Downtown and MAX.
- **Phase 2** – Enhance the frequencies of Route 5 and 14 to 30 minutes each, creating a combined 15 minute bi-directional connection between the Lincoln Corridor and Downtown and MAX.
- **Phase 3 – Option A** – Expand upon Phase 2, adding a modified Circulator Route (“Lincoln Shuttle”) that provides a 15 minute bi-directional connection between the Lincoln Corridor and Downtown and MAX. This option would realign Route 14 onto Jefferson/Riverside Avenue and keep 30 minute bi-directional service by Route 5 on Lincoln Avenue. The combination of the Lincoln Shuttle and Route 5 service on Lincoln Avenue yields a combined frequency of less than 15 minutes. This option utilizes standard Transfort vehicles to operate the proposed Lincoln Shuttle.
- **Phase 3 – Option B** – This option is the same as Phase 3 Option A, except a customized vehicle would be used to operate the Lincoln Shuttle service.

This phased implementation is supported by recommendations of the Transit Capacity and Quality of Service Manual, Third Edition (2013), which states that corridor densities of 15 dwelling units (du)/acre are needed to support transit service at or below 15 minute frequencies. As this area does not currently, nor is planned to have such densities with dwelling units alone, staff recommends also considering employment densities and consequently phasing service improvements in concert with increased development and demand expected in the corridor.

Maps for the route alignments for near-/mid- and long-term phases are provided on subsequent pages. Near-/Mid-Term transit phases are summarized below.

Near-/Mid-Term Transit Phases	Lincoln Corridor Frequency to Downtown	Projected Ridership* (annual)	Cost 1) Capital 2) O & M	Projected Annual Cost/ Passenger (O&M/Ridership)	Proposed Implementation Timeframe
Phase 1 Maintain Existing Route Frequencies	30 Minute	193,000	1) \$0 2) \$450,000	\$2.33	Existing Service
Phase 2 Increase Existing Route Frequencies	15 Minute	277,000	1) \$800,000 2) \$900,000	\$3.25	2017/18
Phase 3 – Option A Phase 2 and Lincoln Shuttle using a <i>Standard</i> Vehicle	<15 Minute	355,000 (78,000 generated from Circulator)	1) \$1.6 M 2) \$2.1 M	\$5.91	- When combined 15 du and/or employment per acre is reached - When ridership meets indicators suggesting expansion of service - When funding is identified
Phase 3 – Option B Phase 2 and Lincoln Shuttle using a <i>Custom</i> Vehicle	<15 Minutes	363,000 (86,000 generated from Circulator)	1) \$2.3 M 2) \$2.1 M	\$5.79	- When combined 15 du and/or employment per acre is reached - When ridership meets indicators suggesting expansion of service - When funding is identified

* Ridership projections are based on residential and employment density projections for the year 2017. This incorporates the Woodward site full build out and anticipated residential development on the northeast corner of Lincoln and Lemay Avenues; full corridor infill/redevelopment is not included in these projections.

Proposed Transit Phasing – Route Alignments (Near-/Mid-Term)

Phase 1
Maintain Existing Route Frequencies



Phase 2
Increase Existing Route Frequencies



Phase 3 – Option A/B (same routing)
A: Phase 2 and Lincoln Shuttle Route using a *Standard Vehicle*;
B: Phase 2 and Lincoln Shuttle Route using a *Custom Vehicle*



Proposed Transit Phasing – Route Alignments (Long-Term)

Phase 4
Replace Lincoln Shuttle with Downtown Shuttle



APPENDIX C PHASE III PREFERRED PLAN

C-4

PREFERRED PLAN BUDGETARY COST ESTIMATE

Lincoln Corridor Plan
Estimate of Conceptual Costs
Preferred Alternative



Date Prepared: **March 7, 2014**

Item	Unit Cost	Basic Preferred Quantities	Basic Preferred Cost	Lincoln Ave. Pavement Enhancement Quantities	Lincoln Ave. Pavement Enhancement Costs	Driveway & Cross Street Enhancement Quantities	Driveway & Cross Street Enhancement Costs	Project Totals	Notes	
1 Removal of Asphalt Mat	SY	\$5	20,567	\$102,840			\$0	\$102,840		
2 Removal of Sidewalk	SY	\$9	1,160	\$10,440			\$0	\$10,440		
3 Aggregate Base Course (Class 6)	CY	\$32	4,259	\$136,290			\$0	\$136,290	12-Inch Depth	
4 Hot Mix Asphalt (Grade S)(100)(PG 70-28)	TON	\$90	6,948	\$625,320			\$0	\$625,320	10-Inch Depth	
5 Hot Mix Asphalt (Grade S)(100)(PG 70-28) (Enhancement Areas)	TON	\$90	2,401	\$216,090	-1,661	-\$149,490	-740	-\$66,600	\$0	Subtracted asphalt cost if pavement enhancements are included in project
6 Curb and Gutter (Section I-B)	LF	\$13	5,594	\$72,730			\$0	\$72,730		
7 Curb and Gutter (Section II-B)	LF	\$15	7,753	\$116,300			\$0	\$116,300		
8 Concrete Sidewalk	SY	\$35	6,447	\$225,650			\$0	\$225,650	6-Inch Depth	
9 Railroad Crossing Upgrades	Each	\$430,000	1	\$430,000			\$0	\$430,000	Assumes replacement of UPRR equipment and only crossing material at BNSF	
10 Bus Bay Concrete Pavement	SY	\$40	1,022	\$40,880			\$0	\$40,880	12-Inch Depth	
11 Enhanced Concrete Paving Areas	SY	\$95	0	\$0	3,054	\$290,130	1,361	\$129,295	\$419,425	Colored Concrete Unit Cost, includes buffered bike lane
12 Parking Area (Permeable Pavement)	SF	\$35	2,300	\$80,500			\$0	\$80,500	Storm drainage connections in other item	
13 Poudre Bridge	SF	\$155	16,540	\$2,563,700			\$0	\$2,563,700	Cost represents road closure for construction and removal of existing bridge.	
14 Special Bridge Pavement	LS	\$120,000	1	\$120,000			\$0	\$120,000	Mix of colored concrete and pavers	
15 Special Curb Ramps	LS	\$87,000	1	\$87,000			\$0	\$87,000	Mix of colored concrete and pavers	
16 Seat Walls, Retaining Walls and Monuments	LS	\$189,500	1	\$189,500			\$0	\$189,500		
17 Pedestrian Lights	LS	\$516,000	1	\$516,000			\$0	\$516,000	86 lights at \$6,000 each	
18 Gateway Features	LS	\$75,000	1	\$75,000			\$0	\$75,000	large planters and allowance for special feature	
19 Median Pavements	SF	\$17.50	10,100	\$176,750			\$0	\$176,750	Splashplates, vertical landscape curb and nose pavements	
20 Pedestrian Pavements	SF	\$30	600	\$18,000			\$0	\$18,000	Stone pavers at pedestrian plazas	
21 Pedestrian Pavement Interpretive Mosaics	LS	\$40,000	1	\$40,000			\$0	\$40,000	10 custom mosaic panels	
22 Landscape and Irrigation System	SF	\$10	101,026	\$1,010,260			\$0	\$1,010,260	Plants, mulch, weed barrier, irrigation, feature boulders	
23 Irrigation Controls and Connections	Allowance	\$50,000	1	\$50,000			\$0	\$50,000		
24 Site Furnishings and Amenities	LS	\$221,400	1	\$221,400			\$0	\$221,400	Benches, trash receptacles, bike racks, special signage, tables, planters	
25 Transit Stops	Each	\$15,000	7	\$105,000			\$0	\$105,000	Standard shelter with some custom panels, benches, etc.	
26 Bike Lane Concrete Pavement	SY	\$75	3,486	\$261,450			\$0	\$261,450	Monolithic bike lane with Curb & Gutter	
27 Crosswalk Concrete Pavement	SY	\$75	550	\$41,250			\$0	\$41,250		
Alternative Total				\$7,532,350		\$7,672,990		\$7,735,685		
								Total Major Items (Rounded to \$1,000)	\$7,736,000	

Lincoln Corridor Plan
Estimate of Conceptual Costs
Preferred Alternative



Date Prepared: March 7, 2014

				% of Major Item Cost				
Total Major Items				\$7,532,350	\$7,672,990	\$7,735,685	\$7,736,000	A
Earthwork	% of A	1.0%		\$76,000	\$77,000	\$78,000	\$78,000	B-1
Drainage & LID Treatments	% of A	10.0%		\$754,000	\$768,000	\$774,000	\$774,000	B-2
Lighting	% of A	2.0%		\$151,000	\$154,000	\$155,000	\$155,000	B-3
Utilities	% of A	2.0%		\$151,000	\$154,000	\$155,000	\$155,000	B-4
Environmental	% of A	5.0%		\$377,000	\$384,000	\$387,000	\$387,000	B-5
Miscellaneous	% of A	1.5%		\$113,000	\$116,000	\$117,000	\$117,000	B-6
Mobilization	% of A	8.0%		\$603,000	\$614,000	\$619,000	\$619,000	B-9
Removals / Resets	% of A	2.0%		\$151,000	\$154,000	\$155,000	\$155,000	B-10
Roadway	% of A	1.0%		\$76,000	\$77,000	\$78,000	\$78,000	B-11
Traffic Control / Detour	% of A	6.0%		\$452,000	\$461,000	\$465,000	\$465,000	B-12
Signing / Striping	% of A	1.0%		\$76,000	\$77,000	\$78,000	\$78,000	B-13
Bid Force Accounts	% of A	1.5%		\$113,000	\$116,000	\$117,000	\$117,000	B-14
Total of Bid Construction Items				\$10,626,000	\$10,825,000	\$10,914,000	\$10,914,000	B
Art in Public Places	% of B	1.0%		\$107,000	\$109,000	\$110,000	\$110,000	C-1
Force Account - Misc.	% of B	2.6%		\$277,000	\$282,000	\$284,000	\$284,000	C-2
Minor Contract Revisions	% of B	4.0%		\$426,000	\$433,000	\$437,000	\$437,000	C-3
Total of Bid Construction Items & Force Account Items				\$11,436,000	\$11,649,000	\$11,745,000	\$11,745,000	C
Design Engineering	% of C	12.0%		\$1,373,000	\$1,398,000	\$1,410,000	\$1,410,000	D-1
Construction Engineering	% of C	17.0%		\$1,945,000	\$1,981,000	\$1,997,000	\$1,997,000	D-2
Total Design & Construction Cost				\$14,754,000	\$15,028,000	\$15,152,000	\$15,152,000	D
Right-of-Way	SF	\$9	56,930	\$513,000			\$513,000	E-1
Right-of-Way Acquisition and Appraisal	Each	\$20,000	10	\$200,000			\$200,000	E-2
Temporary Construction Easements	% of E1,E2	25.0%		\$179,000			\$179,000	E-3
Total Project, Design & Construction Cost				\$15,646,000	\$15,920,000	\$16,044,000	\$16,044,000	E
Contingency	% of B	30.0%		\$3,188,000	\$3,248,000	\$3,275,000	\$3,275,000	F
Total Project Cost Estimate				\$18,834,000	\$19,168,000	\$19,319,000	\$19,319,000	G

APPENDIX D LINCOLN CORRIDOR TECHNICAL DRAWINGS

UNDER SEPARATE COVER

**NOT INCLUDED WITH THIS
DOCUMENT**

