

appendix: B
COMMUNITY ENGAGEMENT SUMMARY

West Elizabeth Enhanced Travel Corridor Plan

Community Engagement

Appendix

City of Fort Collins

October 2016

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1. Community Engagement Overview

This appendix documents the key outreach activities that occurred throughout the West Elizabeth Enhanced Travel Corridor (ETC) planning process. The effort was divided into four phases, as follows:

- Phase 1 – Corridor Understanding
- Phase 2 – Corridor Visioning and Design Approach Development and Evaluation
- Phase 3 – Recommended Design and Implementation Planning
- Phase 4 – Drafting the West Elizabeth Enhanced Travel Corridor Plan and Plan Adoption

A public engagement plan was developed to guide the outreach activities for each phase of the project. The goal was to engage all stakeholders in an effective, meaningful, and equitable way. Planned outreach for each phase included a range of activities, such as: neighborhood listening sessions, walking tours lead by residents/business owners and City staff; traditional public meetings/open houses; attending pre-existing events (CSU Housing Fair, Earth Day Festivities, Open Streets, City Planning, Development and Transportation Open House, etc.); pop-up meetings at CSU and other venues; virtual meetings; intercept and online surveys; and Stakeholder Committee and Technical Advisory Committee meetings. These approaches were intended to reach the wide range of stakeholders, all of whom had differing levels of involvement, interest and availability.

Table 1 below provides estimates for the number of people reached during each phase of the project. The activities related to Phases 3 and 4 overlapped and are presented together. Table 2, on the following page, provides details for the various engagement efforts that took place during each phase of the project. The following sections describe the input received at some of the key engagement activities that occurred throughout the plan’s development.

Table 1. Outreach Summary of People Reached

	Face-to-face Interactions	Survey Participants	Mail/Email Communication
Phase 1 – Corridor Understanding	550	150	8,200+
Phase 2 – Corridor Visioning and Design Approach Development and Evaluation	1,150	1,100	7,600+
Phase 3 – Recommended Design and Implementation Planning and Phase 4 – Draft Plan and Plan Adoption	325	120	8,100+
Total	2,025	1,370	23,900

Table 2. Overview of Public Outreach Activities by Project Phase

	Project Specific Activities	Other Events	Interest Group (organized-committees)	Online/Email/Mail/Social Media Efforts
Phase 1 Corridor Understanding	<ul style="list-style-type: none"> Listening Sessions (2) Neighborhood Walking Tours (5) Focus Group Meetings (4) Stakeholder Committee Meeting 	<ul style="list-style-type: none"> <i>CSU Housing Fair</i> <i>CSU Conservation Leadership Through Learning Class</i> <i>CSU Earth Day Fair</i> City Joint Planning Open House Open Streets 	<ul style="list-style-type: none"> <i>CSU Bicycle Advisory Committee (CSUBAC)</i> <i>Associated Students of CSU (ASCSU) Senate Meeting</i> Bicycle Advisory Committee (BAC) Planning and Zoning Board (P&Z) Senior Advisory Board (SAB) Public Transportation Advisory Group (PTAG) 	<ul style="list-style-type: none"> WikiMap Online Survey (150) Direct mailing to residents within ½ mile of the corridor (8,230) Project Email updates (4) Articles in Newsletters (3)
Phase 2 Visioning and Design Approach Development and Evaluation	<ul style="list-style-type: none"> Focus Groups Meetings (5) Visioning Open House Bus Stop Pop-up meetings (3) <i>CSU Rec-Center Pop-up meeting</i> Stakeholder Committee Meetings (3) Alternatives Open House 	<ul style="list-style-type: none"> <i>CSU Lagoon Concert Series</i> <i>CSU Move-in Day</i> Transfort Tuesday <i>CSU Urban Design Class</i> <i>CSU Built Environment Class</i> 	<ul style="list-style-type: none"> <i>CSUBAC</i> <i>ASCSU Senate Meeting</i> NFRMPO Technical Advisory Committee P&Z (2) Commission on Disability (COD) (2) BAC SAB Transportation Board Air Quality Advisory Board (AQAB) Energy Board Local Legislative Affairs Committee (LLAC) <i>CSU Institute for Built Environment</i> 	<ul style="list-style-type: none"> Direct mailing to all residents on West Elizabeth Street (7,614) Online Visioning Survey Textizen Surveys (5 surveys, 700 responses) Question of the Week Online Surveys (4 surveys, 391 responses) Project Email updates (4)
Phase 3 and 4 Recommended Design, Draft Plan and Plan Adoption	<ul style="list-style-type: none"> Focus Group Meetings (4) Stakeholder Committee Meeting Recommended Design Open House City Council Adoption Hearing – October 18, 2016 	<ul style="list-style-type: none"> <i>CSU Earth Day Fair</i> <i>CSU Built Environment Class</i> FC Bikes Bike Fair Transfort Route Change Open House <i>CSU Housing Fair</i> <i>CSU Conservation Leadership Through Learning Class</i> <i>CSU Earth Day Fair</i> City Joint Planning Open House Open Streets 	<ul style="list-style-type: none"> City Council Work Session <i>ASCSU Senate Meeting</i> <i>CSU Professional Learning Institute Sessions (2)</i> AQAB <i>CSU BAC</i> BAC P&Z (2) SAB Transportation Board COD LLAC PTAG 	<ul style="list-style-type: none"> Direct mailing (7,833) Textizen Update Project Email Updates (6) Online Draft Plan Comments Survey (96) Articles in Newsletters (5)

*Green font denotes CSU-focused outreach

2. Stakeholder Committee

This Stakeholder Committee was formed to explore the issues and opportunities facing West Elizabeth and help develop a plan to achieve the community’s long-range vision for the area’s future. The committee’s role was to help establish a vision for the West Elizabeth corridor, identify areas of focus, and contribute to the development of the plan. The following table lists the member of the Stakeholder Committee and the area of the corridor they represented.

Table 3. Stakeholder Committee Members

Location	Name
Segment 1: Overland to Timber Ln.	Gail McKee
	Troy Ocheltree
	Peter Rhoades
	Michael Werner
Segment 2: Timber Ln. to Taft Hill Rd.	Gene Schoonveld
	Dave Thompson
	Bonnie Michael
Segment 3: Taft Hill to Constitution Ave.	Laurel Grimm
	Carol Kruse
	Jordan Sowell
Segment 4: Constitution Ave. to Shields St.	Aaron Buckley
	Jay Henke
	Justie Nicol
	Jean Robbins
Segment 5: Colorado State University	Alison Anson
	Madi Book
	Rick Callan
	Edward Kendall

The Stakeholder Committee met as a group five times throughout the approximately 18-month planning process. Meetings were intended to allow for discussion, debate, and working through the topics to be included in the plan. In addition, Stakeholder Committee members were encouraged to continually reach out to others in the community for broad-based public input.

3. Phase 1 – Corridor Understanding

Phase 1 outreach was extensive and generally covered March – July 2015. Engagement details are documented separately as Appendix E of the project’s Corridor Understanding report. The key elements include:

- Surveys (online and paper)
- Listening Sessions
- WikiMap
- Walking, Biking, and Transit Tours
- Open Streets

4. Phase 2 – Project Visioning and Design Approach Development and Evaluation

Phase 2 outreach generally covered July 2015 – January 2016. The key elements include:

- Visioning Survey
- Alternatives Open House (December 3, 2016)
- Questions of the Week

Visioning Survey

In an effort to develop a Vision for the West Elizabeth Enhanced Travel Corridor, two visioning surveys were available for public input. One survey was available online and the other was a text-based survey, using a tool called Textizen. The surveys had two different audiences in mind; the online was a bit longer requiring approximately 15-20 minutes to complete; the Textizen survey was an abbreviated version of the online survey intended for the Colorado State University audience. Survey questions were designed to gauge how the public currently uses the corridor, how they would describe their existing experience and how they would like to see change occur in the corridor.

Table 4. Visioning Survey Summary of Responses

Survey Instrument	Date	Responses
Online Survey (SurveyGizmo)	August 2015	132 complete 53 partials
Textizen Survey	Mid-August through Mid-September	411
	Total	596

Online Survey

The online survey consisted of 14 multiple choice questions and one ranking question. Several of the questions allowed for multiple responses as well as an “Other” option with a write-in

response. In addition, four visual preference questions asked participants what they liked about specific treatments.

Textizen Survey

Textizen is a text-based survey instrument in which participants opt to receive survey questions via text to their mobile devices. The survey consisted of nine questions: four multiple choice questions, two open ended questions, two ranking questions, and an initial “hook” question whose purpose was to attract participation in the survey.

While the content of two surveys were similar in concept, some of the questions varied due to survey instrument restrictions. All questions, including demographic information, were optional. However, most respondents did complete the entire survey, which is helpful for understanding the experience of respondents from different viewpoints.

Questions that appeared on both surveys are indicated by “**Q#**,” the results are combined and presented in the “Results” section. A comparison of the survey questions is shown in the Table 5 below. Key topic areas include:

- Background
- Travel behavior
- Prioritization for the future
- Current vs. desired future conditions
- Potential improvements
- Demographics
- Other comments

Table 5. Visioning Survey List of Questions

Question	Online Survey	Textizen Survey
BACKGROUND		
Q1. Which of the following apply to you? (Please select all that apply) *	✓	✓
TRAVEL BEHAVIOR		
Q2. Which travel mode do you use most often on the West Elizabeth Corridor?	✓	✓
Q3. On average, how often do you use active transportation (biking, walking, buses) in this corridor?	✓	✓
PRIORITIZATION FOR THE FUTURE		
Hey Fort Collins, what about MAX on West Elizabeth Street? (Hook question for Textizen survey)		✓

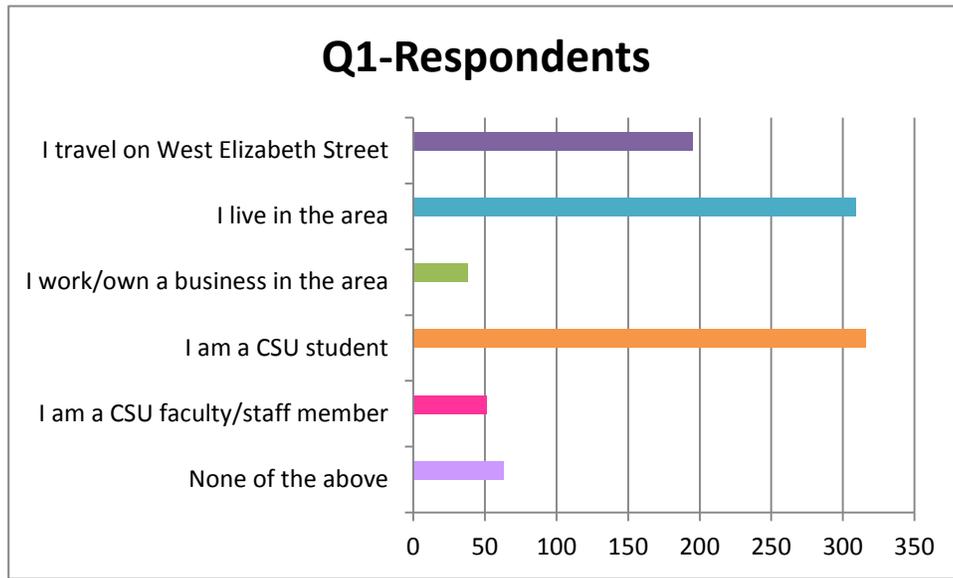
Question	Online Survey	Textizen Survey
Q4. When planning for the futures, which travel mode(s) should be prioritized in the West Elizabeth Corridor?	✓	✓
Success in the West Elizabeth Corridor should be defined by improvements in? (Select 2)	✓	
Success in the West Elizabeth Corridor should be defined by improvements in? (Select 2)	✓	
Would you be willing to spend additional time driving in the West Elizabeth Corridor to make transit, walking, and biking safer and more efficient?	✓	
CURRENT VS. DESIRED FUTURE CONDITIONS		
Q5. What word describes your <u>existing</u> experience in the West Elizabeth Corridor?	✓	✓
Q6. What word describes your <u>desired future</u> experience in the West Elizabeth Corridor?	✓	✓
POTENTIAL IMPROVEMENTS		
Which pedestrian treatment do you prefer for the various segments of West Elizabeth Street?	✓	
Which bicycle treatment do you prefer for the various segments of West Elizabeth Street?	✓	
What type of transit do you prefer for the West Elizabeth Corridor?	✓	
DEMOGRAPHICS		
With what gender do you identify?	✓	
What is your age?	✓	
With what ethnicity do you identify?	✓	
OTHER COMMENTS		
Please share any comments or suggestions related to the West Elizabeth Corridor or the West Elizabeth ETC Plan.	✓	

**This contents of this question were split into two separate questions in the Textizen survey.*

Results

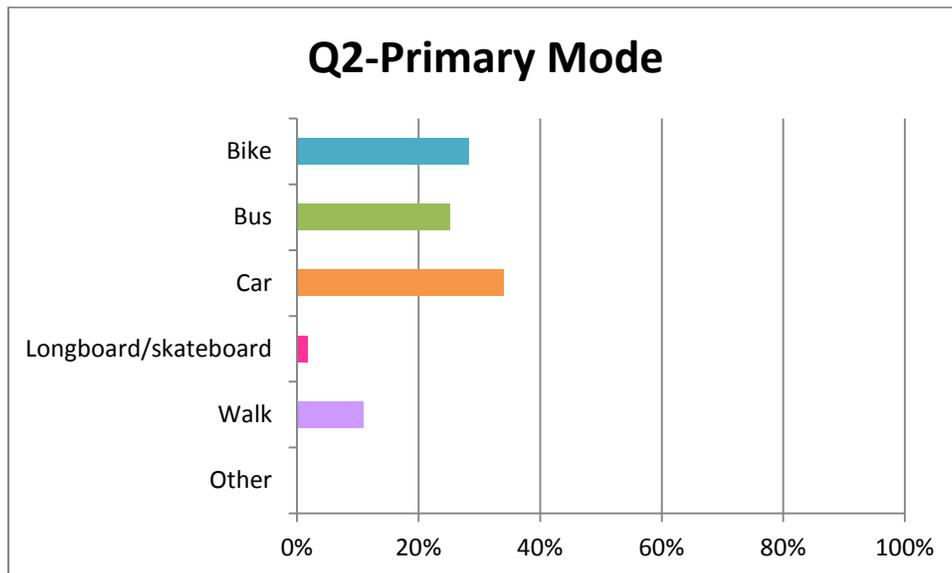
Background

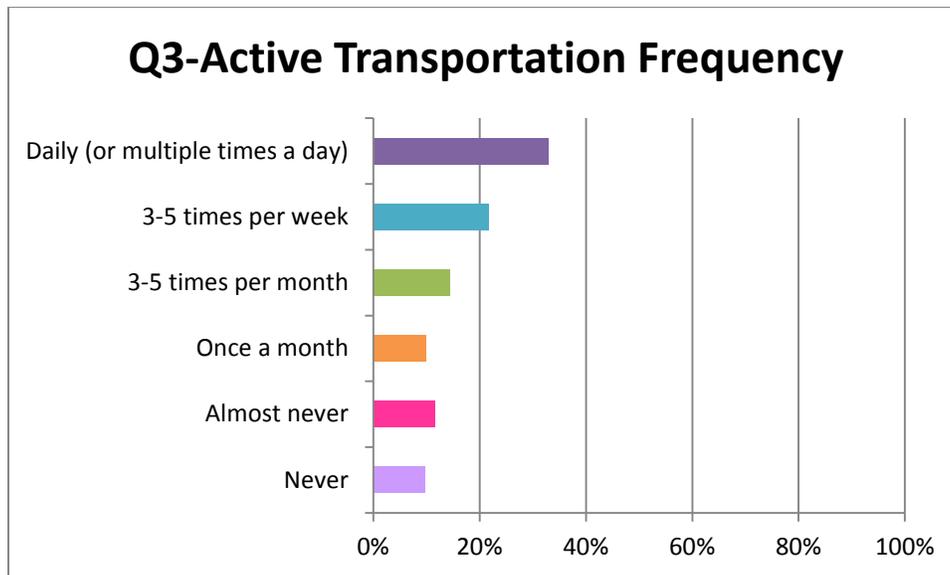
- A total of 596 people participated in the two West Elizabeth visioning surveys.
- The majority of respondents were CSU students who lived in the study area.
 - A particularly high number of CSU students responded to the Textizen campaign, while the majority of people who participated in the online survey were other community members who traveled in the corridor.



Travel Behavior

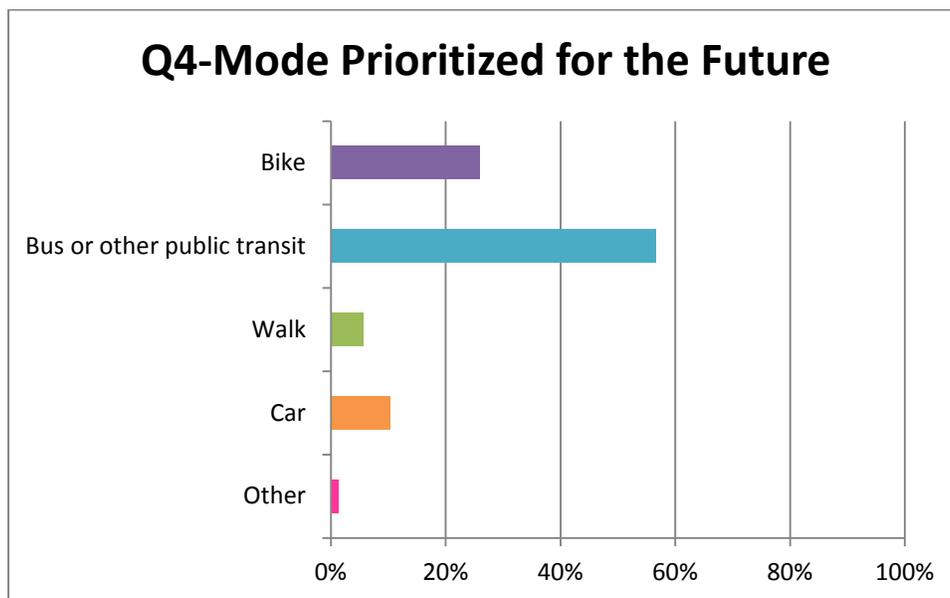
- The primary mode of travel used in the corridor was fairly evenly split between bus (25%), biking (28%), and car (33%) with slightly more people driving.
- One-third of respondents (33%) used active transportation (biking, walking, buses) on a daily basis, while 22% of respondents never or almost never used active modes.





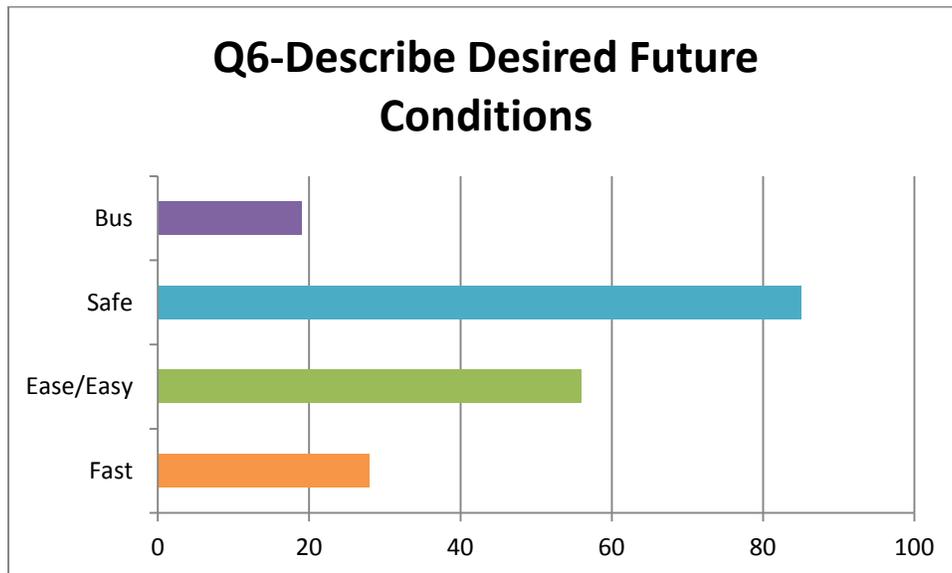
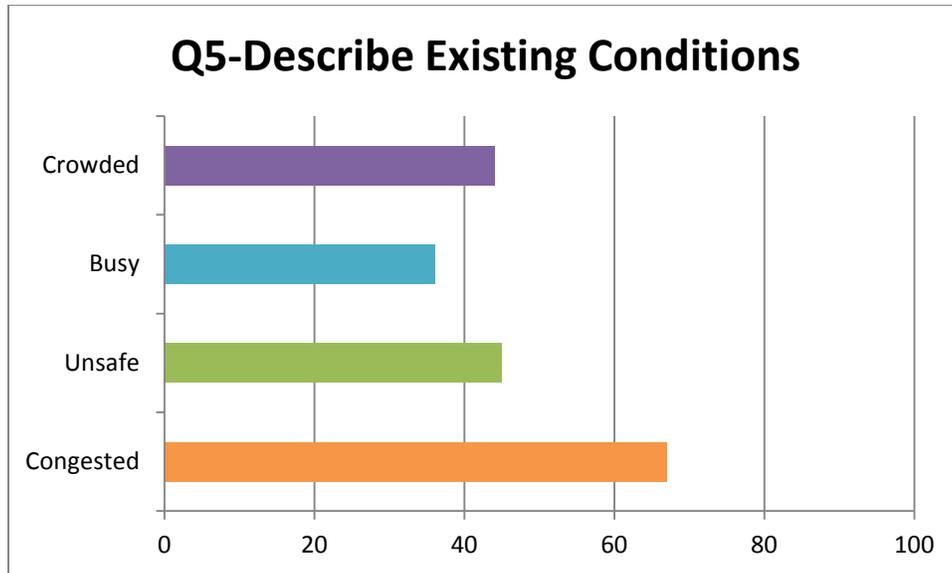
Prioritization for the Future

- The majority of respondents selected bus or other public transit as the travel mode that should be prioritized for the future in the corridor (57%) followed by bikes (26%).



Current vs. Desired Future Conditions

- Common themes for describing the corridor were congested, crowded, busy and unsafe.
- When envisioning what the corridor should be like in the future, making it safe was the top response followed by easy to use.



Alternatives Open House (December 3, 2015)

Summary of West Elizabeth Proposed Alternatives Public Outreach Comments

Stakeholder Committee - December 2, 2015

Open House - December 3, 2015

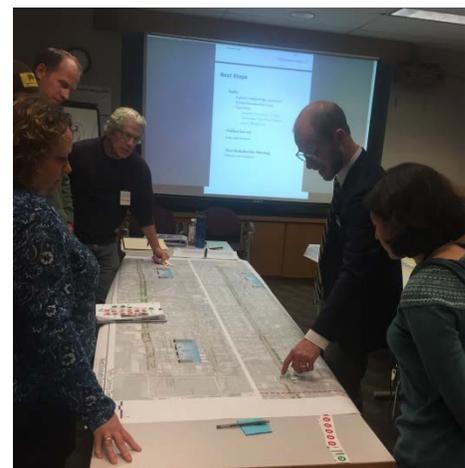
General

- Bike facilities on surrounding low stress network
- Make bike treatments around the city consistent
- Transit service on Mulberry
- Keep neighborhood feel
- Separate people from traffic
- Slow traffic
- Designate Campus West employee parking at CSU Moby
- Woonerf in progress from Local-Plum to Elizabeth



Traffic Calming

- Two way stop control at Plum/City Park good—people blow through intersection anyway
- Look at Taft Hill existing traffic approaching Elizabeth
- Number of comments on access to King Soopers
 - Longer WBLT pocket
 - Potential for roundabout?
 - Bike/ped conflicts
- Challenging pedestrian crossing at Castlerock
- Acute right turn into church in Campus West
- Concern about bikes at Elizabeth/Shields
- Consider trucks and loading on Campus West
- Add street lights
 - Especially City Park/Elizabeth
- Visually paint curb
- Additional medians on Elizabeth near Andrews Park Drive
- Bike lanes on Plum west of Skyline
- Move midblock crossing east of Skyline
- Ensure bike crossing at Skyline signal
- Mixed feedback on raised cycle track
 - Don't feel comfortable, need more distinction from traffic, not visible enough to cars
 - Like them—separated from traffic
- Left turn signal arrows both directions at City Park/Elizabeth
- Focus bike/ped improvements at Pitkin/Shields to relieve Elizabeth
- Provide bike/ped connection from cul de sac at Orchard



place

- Need more traffic calming between Ponderosa and Overland
- Fix some ROW/property lines
- Concern about roundabout safety for bike/ped
- Raised pedestrian crossing
- Like Plum as primary transit service
- Good for transit and cars but potentially bad for peds
- Add two stage crossing at Ponderosa
- Split phase Plum/Shields

MAX on West Elizabeth

- No widening beyond ROW
- Move ped crossing at Castlerock to Skyline
- Bring Skyline low stress bikeway through Avery Park
- Address access control further
- Like separated bike facility
- Prefer CTC transfer to MAX transfer
- Show bus stops on west end of corridor- recommend farther apart than existing
- Investigate potential for parking structure or shared parking
- BRT station between Taft Hill and Overland
- Bike facility on City Park, part of low stress network
- Opportunity for speed table/raised crosswalk on Elizabeth of off Elizabeth entering driveways
- West Elizabeth/Overland safety concerns: sight line, signal, decel lanes, crosswalk, sidewalk
- In favor—it is good for residents and visitors and business is developing in this direction

CSU

- Need left turn signal NB at Plum/Shields
- Prefer to put bikes into CSU on Plum instead of Shields
- Need bike loop detectors near CSU
- Need to make a bike facility E-W through CSU (dismount zone not ideal)

Redevelopment (on street parking)

- Mixed review for on street parking
 - Pro—creates urban feel, slows traffic, satisfies parking demand
 - Con—confuses traffic, conflict for bikes, conflict for other cars
- Maintain access to businesses
- Don't like parking buffered bike lane
 - Conflict at driveways due to reduced visibility
 - Doesn't like this design at Laurel

Redevelopment (BRT)

- The value of dedicated transit lane is lost if only in a section

- Make bike space more visible, especially at night
- MAX is a good long term vision for the corridor
- Best option for thinking long term

Questions of the Week

Starting in January 2016, the project team published some background about a key element, along with key questions for the community once a week for four weeks. The topics are listed below, and additional information, including a summary of responses, is included in the subsequent pages.

1. Protected intersection
2. Transit connection between the West Elizabeth corridor and MAX
3. Transit signal priority
4. Protected bike lanes

Question of the week #1:

Would a protected intersection address some of the key issues experienced at the City Park and West Elizabeth intersection?

What is a protected intersection?

An intersection that provides enhanced separation and protection for pedestrians and cyclists from vehicular traffic.

Typical features include:

- **Corner refuge island** – physical separation that provides a secure refuge for those waiting at a red signal and physically separates cyclists as they make right turns.
- **Forward stop bar for bicyclists** – drivers stop behind the crosswalk, while cyclists stop at a waiting area further ahead in the intersection. Advantages include: increased bicyclist visibility, a head start for bicyclists crossing the road, and reduced crossing distance for bicyclists.
- **Setback pedestrian crossing** – with the intersection geometry, drivers turn 90 degrees before they cross bicycle and pedestrian crossings, increasing visibility. The setback crossing further allows a vehicle space to stop before the crossing in case of potential conflicts.
- **Bicycle-friendly signal phasing** – protected signal phasing for bicyclists use red signals to prevent conflicting car turning movements (if applicable).

For more information on protected intersections:

<https://vimeo.com/86721046> Source: Nick Falbo, Senior Planner Alta Planning + Design

<https://www.youtube.com/watch?v=FIApbxLz6pA> Source: Mark Wagenbuur

Why are we considering a protected intersection here?

- This intersection serves a lot of bicyclists (upwards of 2,000 per day!), and also has higher than expected bicycle-related crashes compared to other similar intersections.
- City staff has observed—and you have confirmed your experience of—unpredictable and unsafe bicyclist maneuvers at the intersection. Providing dedicated space and signal phasing can improve predictability for all users.
- The benefits of a protected intersection align with the city's goals to create a low-stress bicycle network—may significantly improve the safety and comfort of cycling for people of all ages and abilities.

Question of the week #1: Protected Intersection

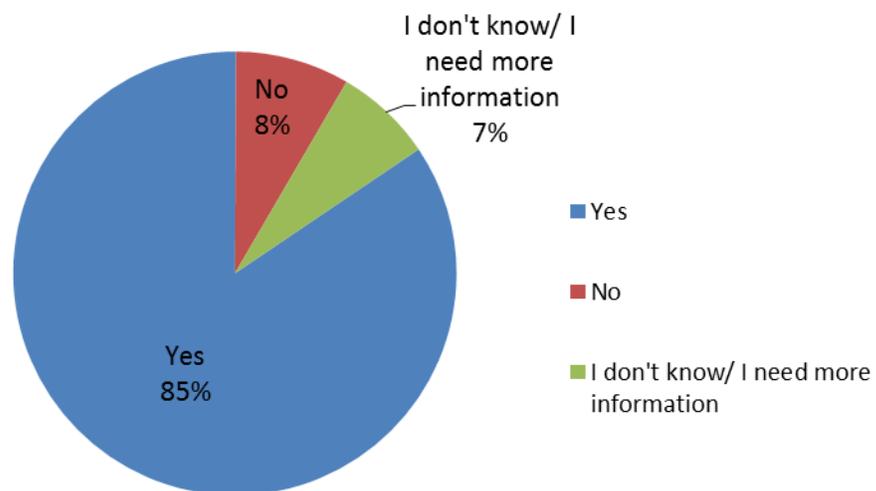
 **Participation Snapshot**

Survey Instrument	Participants
SurveyGizmo (online)	84
Textizen (text message-based)	141
<i>Total</i>	<i>225</i>

What we heard from you...

SurveyGizmo Responses:

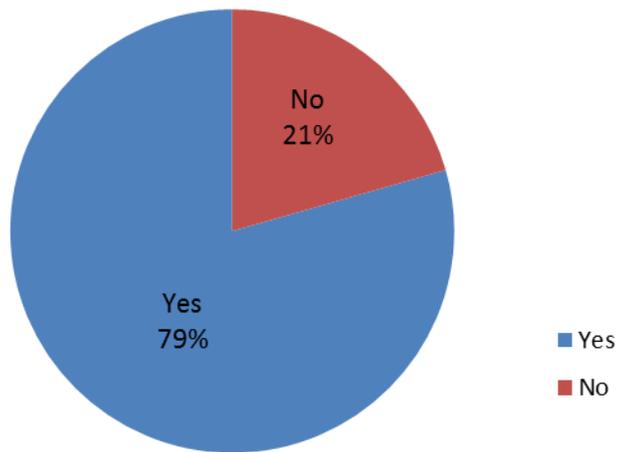
1. Would a protected intersection address some of the key issues experienced at the City Park & West Elizabeth intersection?



Value	Percent	Count
Yes	85%	71
No	8%	7
I don't know/ not enough information	7%	6
<i>Total</i>		<i>84</i>

Textizen Reponses:

1. Would the W Elizabeth and City Park intersection benefit from more separation of bikes & vehicles, e.g., refuge islands or special bike signals?



Value	Percent	Count
Yes	79%	112
No	21%	29
<i>Total</i>		<i>141</i>

..here is what some of your fellow citizens had to say

“What a wonderful idea! I think it's essential to have clearly marked lanes and obvious bike signaling to encourage safe/proper behavior.”

“There are no guarantees, but the more protection that can be afforded to people on bikes and pedestrians, the safer it becomes to use those modes of transportation. Subsequently, more people ride and walk because they feel safer.”

“I think it may help on the surface, but I am not sure it would improve the unsafe habits of the bicycle riders which seems to be more of the problem.”

Question of the week #2:

Do you think providing a transit connection between the West Elizabeth Corridor and the MAX would be a worthwhile investment?

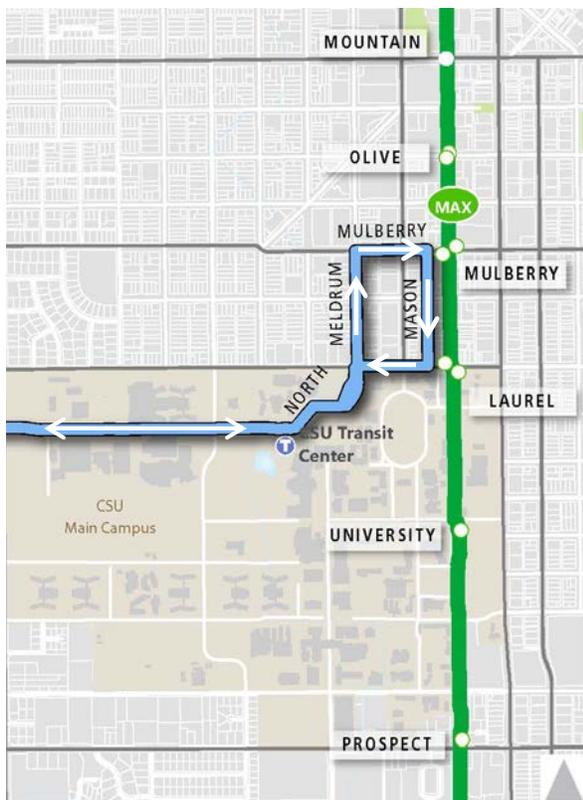
The current situation

Currently, the West Elizabeth Corridor lacks a direct transit connection to MAX and Downtown. To reach Downtown you must transfer buses at CSU's Transit Center (CTC) or walk from the CTC to the nearest MAX station.

One-seat ride to MAX

One of the goals of the West Elizabeth ETC Plan is to better connect the corridor to the rest of the city. During our outreach we heard a desire for a one-seat ride to Downtown and/or MAX, so the project team is exploring extending transit service from the West Elizabeth Corridor to the MAX Mulberry station. The alignment could start in the western part of the corridor, travel through CSU, and continue to the Mulberry Station as shown on the map below. Providing connections on the west side of the train tracks would improve reliability and minimize delays caused by train crossings.

Potential transit route to MAX



What's the trade-off?

Providing a direct connection to MAX could result in higher capital costs (e.g., purchasing additional vehicles) as well as higher annual operating costs for the City/Transfort.

Question of the week #2: One-Seat Ride to Downtown

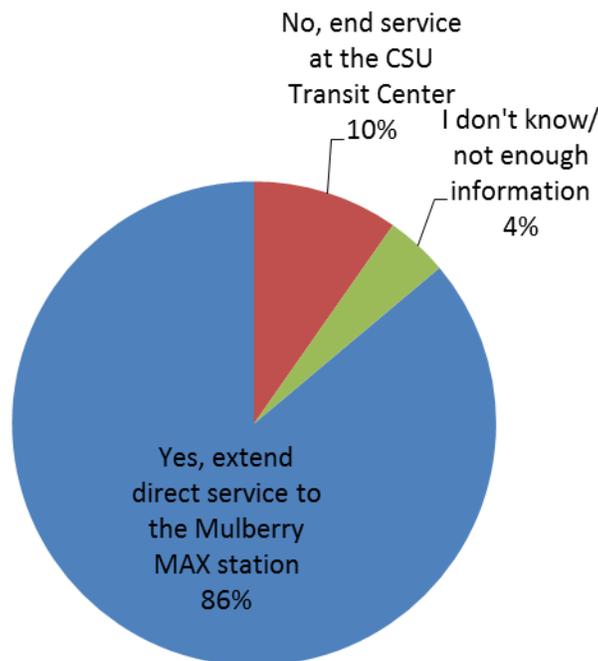
 **Participation Snapshot**

Survey Instrument	Participants
SurveyGizmo (online)	72
Textizen (text message-based)	133
<i>Total</i>	<i>205</i>

What we heard from you...

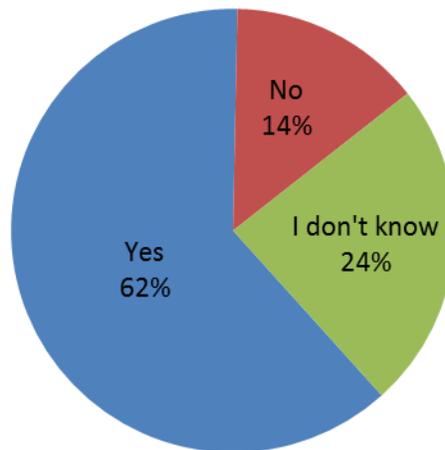
SurveyGizmo Responses:

1. Do you think providing a transit connection between the West Elizabeth Corridor and the MAX (as shown above) would be a worthwhile investment?



Value	Percent	Count
Yes, extend direct service to the Mulberry MAX station	86%	62
No, end service at the CSU Transit Center	10%	7
I don't know/ not enough information	4%	3
<i>Total</i>		<i>72</i>

2. Would you use bus service that provided a direct connection between the West Elizabeth Corridor and the MAX?



Value	Percent	Count
Yes	62%	44
No	14%	10
I don't know/ not enough information	24%	17
<i>Total</i>		<i>71</i>



If answered no: why not?

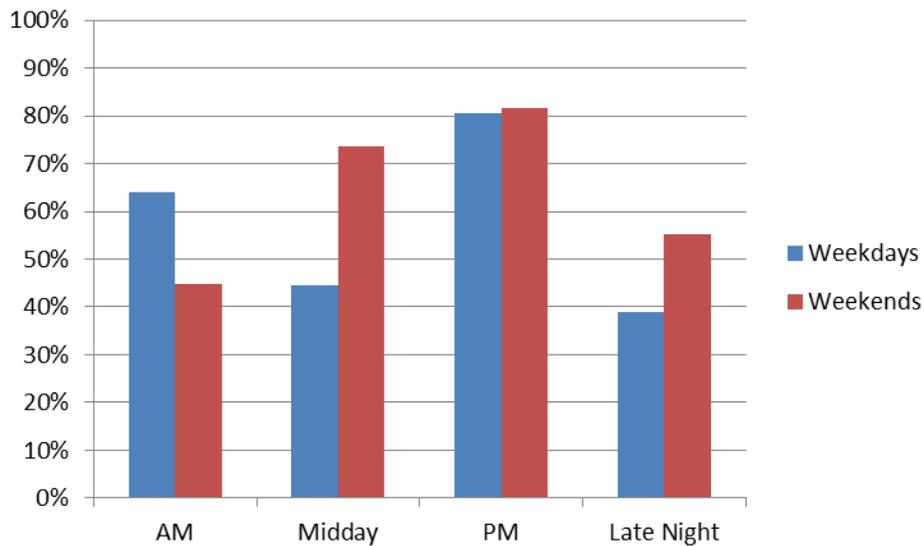
"I use my own transportation on a daily basis. It's just more time efficient than waiting on the bus system."

"It's not connected closely enough with my neighborhood."

"Doesn't serve my travel needs."



If answered yes: when? (select all that apply)

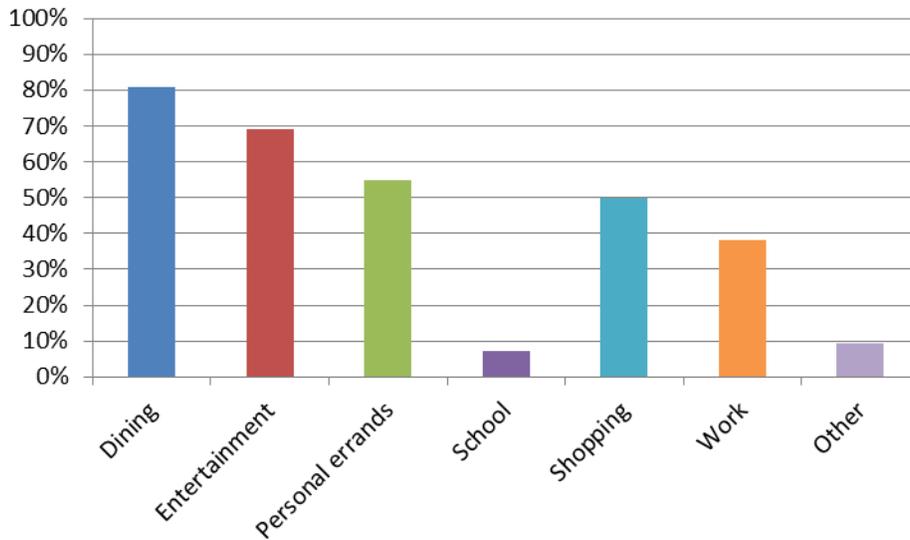


Value	Percent	Count
Weekdays		
AM	64%	23
Midday	44%	16
PM	81%	29
Late Night	39%	14
Weekends		
AM	45%	17
Midday	74%	28
PM	82%	31
Late Night	55%	21
Total*		74

*Respondents could select more than one answer, percentages may add up to more than 100%



If answered yes: for what purpose(s)? (select all that apply)

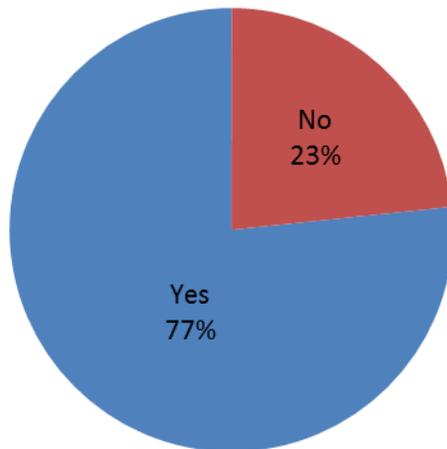


Value	Percent	Count
Dining	81%	34
Entertainment	69%	29
Personal errands	55%	23
School	7%	3
Shopping	50%	21
Work	38%	16
Other	10%	4
Total*		130

*Respondents could select more than one answer, percentages may add up to more than 100%

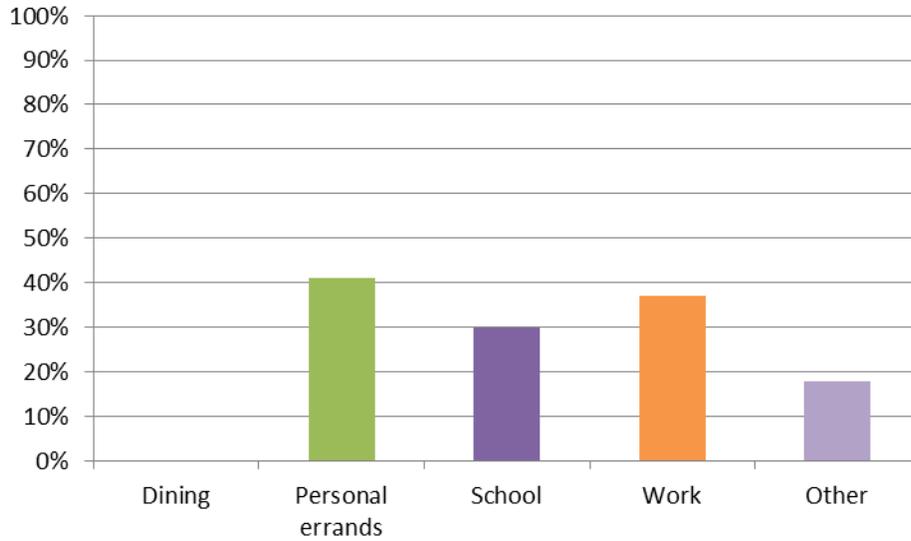
Textizen Responses:

1. Would you use the bus service more often if a direct connection was provided to/from MAX?



Value	Percent	Count
Yes	62%	102
No	14%	31
Total		133

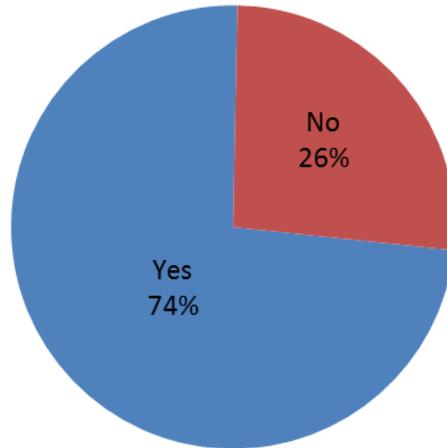
2. For what purpose(s) would you use a bus to MAX?



Value	Percent	Count
Dining	0%	0
Personal errands	40%	40
School	30%	30
Work	37%	37
Other	18%	18
Total*		126

*Respondents could select more than one answer, percentages may add up to more than 100%

3. A direct bus connection to MAX could result in additional operational costs for the City. Do you think that it is a worthwhile investment?



Value	Percent	Count
Yes	74%	95
No	26%	34
Total		133

...here is what some of your fellow citizens had to say

“I don’t consider it a transit system if your focus routes don’t connect. Go big or go home!”

“It would be a wonderful option to have. I am retired, but still want to remain active in my community.”

“Not everyone on this side of town is involved in CSU--expand the connection.”

Question of the week #3:

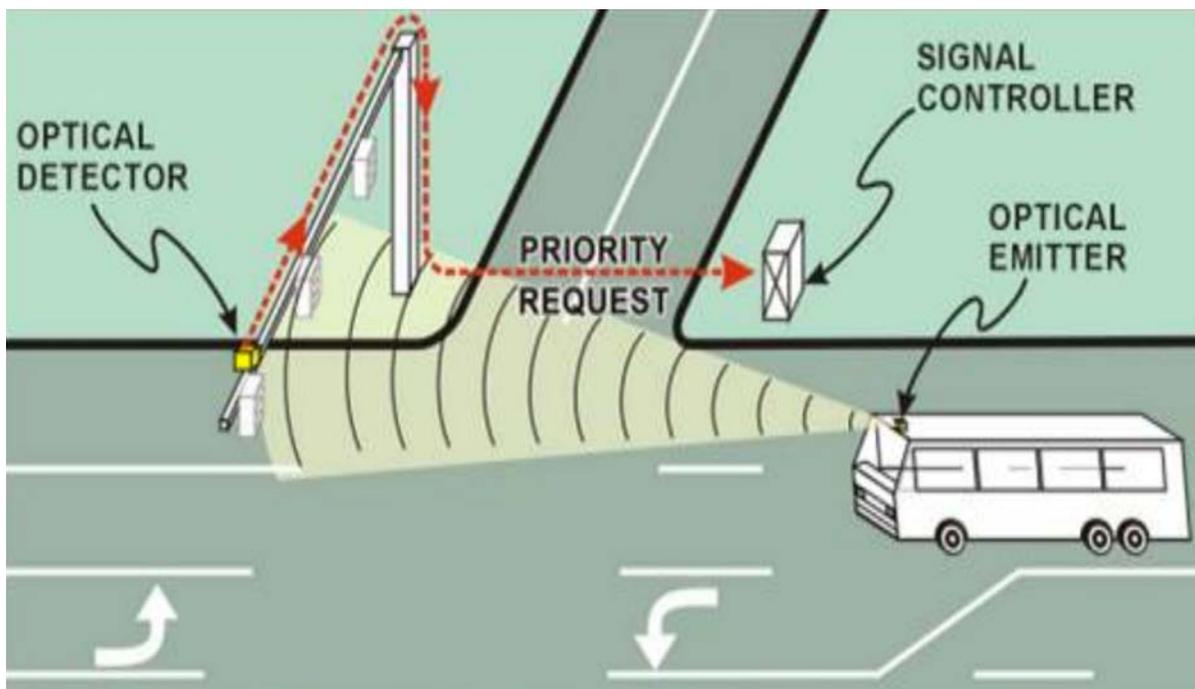
Should Transit Signal Priority (TSP) be used at key intersections to make buses faster and more reliable in the corridor?

Make transit a top priority

We heard from you that transit should be a priority in this corridor due to the high usage along West Elizabeth Street. One way to decrease bus travel time and increase transit reliability is to provide Transit Signal Priority (TSP) at key intersections.

What is Transit Signal Priority (TSP)?

TSP are operational improvements to signals that help reduce how long a bus waits at intersections. A good portion of existing delay for buses occurs at intersections, so reducing this delay will ultimately make the buses go faster and improve transit reliability. This project is considering modifications to intersection signals that would sense when a bus is nearby and keep the light green so that the bus gets through the intersection.



What's the trade-off?

While TSP could improve transit reliability and travel time by approximately 30-45 seconds (5-8%) between Overland and Shields, it would increase delays for north/south traffic by 2-3 seconds at Taft Hill and West Elizabeth and 2-3 seconds at Shields and Plum.

Question of the week #3:
Should Transit Signal Priority (TSP) be used at key intersections to make buses faster and more reliable in the corridor?

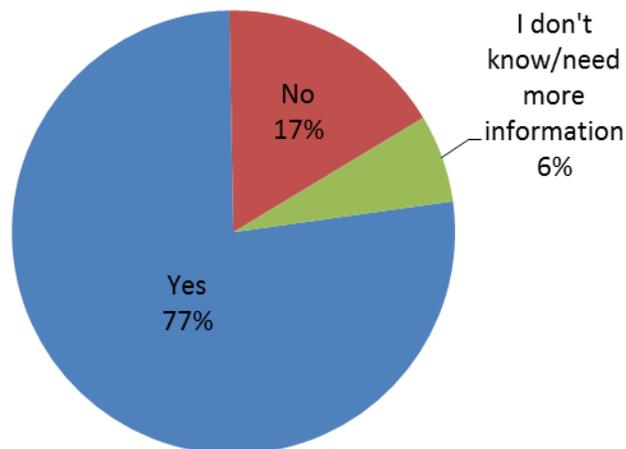
 **Participation Snapshot**

Survey Instrument	Participants
SurveyGizmo (online)	78
Textizen (text message-based)	129
<i>Total</i>	<i>207</i>

What we heard from you...

SurveyGizmo Responses:

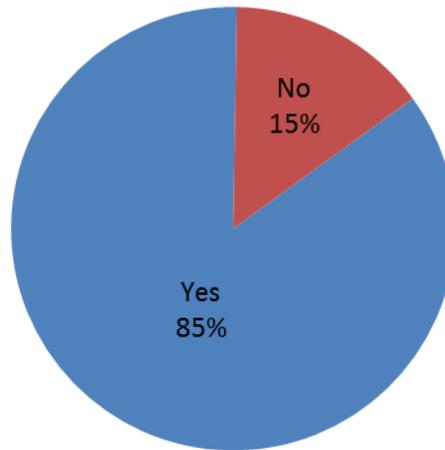
1. Should Transit Signal Priority (TSP) be used at key intersections to make buses faster and more reliable in the corridor?



Value	Percent	Count
Yes	77%	60
No	17%	13
I don't know/ not enough information	6%	5
<i>Total</i>		<i>78</i>

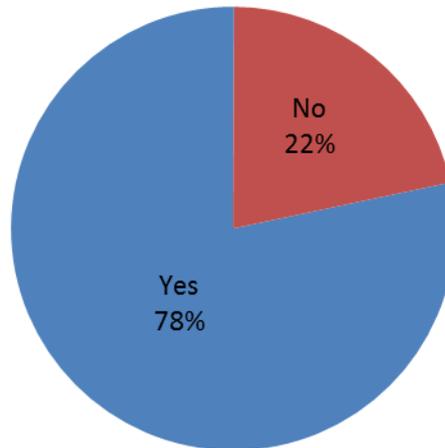
Textizen Reponses:

1. Signal improvements in the corridor could reduce bus travel time by 30-45 sec. Do you support this type of improvement to prioritize transit?



Value	Percent	Count
Yes	85%	110
No	15%	19
<i>Total</i>		<i>129</i>

2. These changes could delay N/S traffic 3-15 sec at Taft and at Shields if a bus is approaching. In this case do you support prioritizing transit?



Value	Percent	Count
Yes	78%	98
No	22%	27
<i>Total</i>		<i>125</i>

...here is what some of your fellow citizens had to say

“Reliable bus timing is a key to encouraging citizens to use the system.”

“It is good, and sends a good message to all, that mass transit benefits all of us even if we do not use it that often-- it does benefit all of us.”

“The bus as a means of transportation should always take priority over single occupant vehicles.”

“No they should wait just like the other vehicles.”

Question of the week #4:
What should protected bike lanes in the corridor look like?

What are protected bike lanes?

Protected bike lanes provide an additional element of vertical separation between vehicular travel lanes and bike lanes. The vertical separation can take the form of a curb, plastic posts, parked cars, planters, or a raised path. Two examples of protected bike lanes in Fort Collins include Shields Street between Richmond Drive and Swallow Road and the recently built protected bike lane on Laurel Street between College Avenue and Howes Street.

For more information on protected bike lanes:

<https://www.youtube.com/watch?v=-6LZ0iRO-TM> by PeopleForBikes

Why are we considering protected bike lanes here?

- The City's Bike Master Plan recommends protected bike lanes on West Elizabeth Street.
- The West Elizabeth Corridor has over 2,000 daily cyclists and is also one of the top locations for bicycle related crashes in the city; protected bike lanes could help reduce vehicle/bike conflicts.
- Bicyclists and motorists both comment on the unpredictability for cyclists in the corridor; a protected and dedicated facility would help clarify to all users where cyclists should be. Protected bike lanes are known to increase comfort and encourage use for a range of cyclists. This could result in more people biking and fewer people driving.
- This type of facility could create a sense of place and a neighborhood identity.

What are the options?

The West Elizabeth Corridor could include protected bicycle facilities on West Elizabeth while retaining the existing number of travel lanes and remaining within the public right-of-way. The project team is currently evaluating three different protected bike lane options for the western part of the corridor. Each of these options has tradeoffs. Some of these trade-offs relate to the proximity of cyclists to vehicles and pedestrians, snow maintenance costs, and visibility to vehicles.

Option A: In-Street Protected Bike Lane



PROXIMITY TO VEHICLES & PEDESTRIANS



MAINTENANCE COST



VISIBILITY TO VEHICLES



Option B: Raised Protected Bike (next to travel lane)



PROXIMITY TO VEHICLES & PEDESTRIANS



MAINTENANCE COST



VISIBILITY TO VEHICLES



Option C: Raised Protected Bike Lane (next to sidewalk)



PROXIMITY TO VEHICLES & PEDESTRIANS



MAINTENANCE COST



VISIBILITY TO VEHICLES



Question of the week #4:
What should protected bike lanes in the corridor look like?

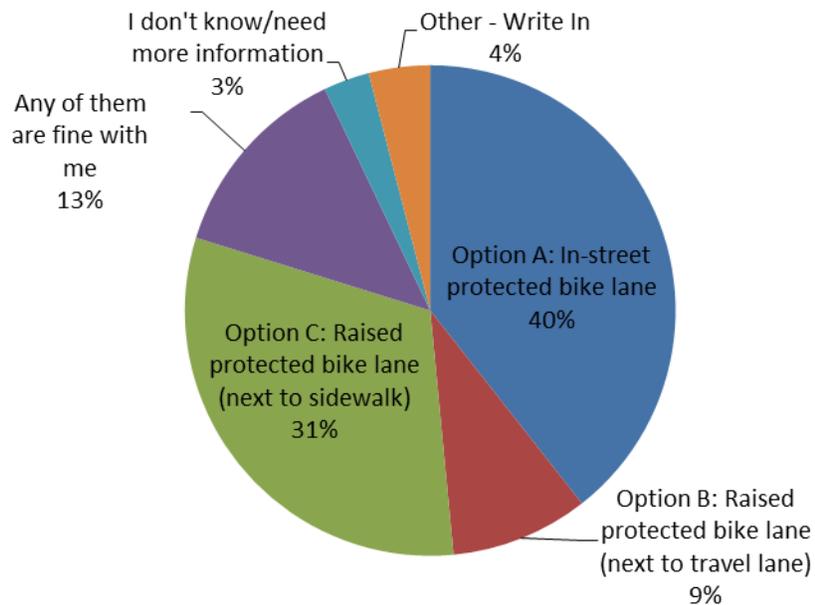
 **Participation Snapshot**

Survey	Participants
Instrument	
SurveyGizmo (online)	157
<i>Total</i>	<i>157</i>

What we heard from you...

SurveyGizmo Responses:

1. Which option would you prefer for the western part of the West Elizabeth Corridor?



Value	Percent	Count
Option A: In-street protected bike lane	40%	62
Option B: Raised protected bike lane (next to travel lane)	9%	14
Option C: Raised protected bike lane (next to sidewalk)	31%	49
Any of them are fine with me	13%	20
I don't know/need more information	3%	5
Other - Write In	5%	7
<i>Total</i>		<i>157</i>

...here is what some of your fellow citizens had to say

Option A: In-street protected bike lanes

“Visibility to vehicles is more important to me than either being physically raised or spatially separated from vehicles. It is also the most economical and easy to maintain in snow conditions.”

“The balance of cost, visibility, and proximity to pedestrians seems to be best with option A. Being too close to the sidewalk comes with its own risks, and most motorists are used to seeing cyclists near traffic lanes.”

“I really want cars to be able to see the bikers. I think that helps a lot with reduction of accidents.”

Option B: Raised protected bike lane (next to travel lane)

“This will make it safer for pedestrians on the sidewalk, and help prevent vehicles from encroaching on the bike lanes.”

“Currently the plows bury the bike lanes in snow during the winter time. A raised bike lane will not get buried during the winter season, and will still be separated from both bikes and pedestrians year round.”

“The greater the buffer there is between autos and bicycles the fewer collisions there will be between them and the more comfortable the interested-but-hesitant cyclist will be riding on W. Elizabeth.”

Option C: Raised protected bike lane (next to sidewalk)

“Keeping bikes away from the car lanes are the safest method of transportation for all parties involved.”

“Maintaining a pedestrian sidewalk and dedicated bike lane side by side would be cost effective. Use on-pavement signage to indicate users and direction. Pedestrian and bike traffic is much slower than vehicular speeds.”

“Cyclists will ride more comfortably next to pedestrians than cars. Cyclist will be less likely to cross the street at dangerous points if the bike path is separated from the road.”

Any of them are fine with me

“I have difficulty envisioning how a single solution would be appropriate for the entire study area. Any of these options would be an improvement (particularly for areas between Taft & Overland where there is currently no bike lane at all!)”

“I assume there are lots of students on that stretch. I would want the most safety for them without disrupting an already congested traffic pattern.”

Other Comments

“I’m very excited to see these changes being considered! I’ve had many close calls as a cyclist, particularly now that the bike lane at Shields and Elizabeth is nearly nonexistent paint-wise. As a driver, I can understand the frustration because the lane isn’t visible, and many drivers don’t realize that the right turn lane is in fact to the right of the bike lane at this intersection. I think a separated lane would improve clarity and safety for everyone.”

"We need bike lanes that are completely protected from vehicles. Buffered bike lanes just don't do enough."

"I think it's a great idea, and will provide a greater incentive to bike around Fort Collins. I know many people who prefer to drive because they know it's a safer option, so protected bike lanes will allow for an increase in safety."

5. Phase 3 – Recommended Design and Implementation Planning and Phase 4 – Draft Plan and Adoption Process

Outreach for Phases 3 and 4 generally covered January – October 2016. The key elements include:

- City Council Work Session (March 10, 2016)
- Recommended Design Open House (June 16, 2016)
- Recommended Design Online Survey
- Draft Plan Review

City Council Work Session (March 10, 2016)

Staff brought the project to City Council for feedback and an update in March 2016. Topics presented included:

- | | |
|--|--|
| <ul style="list-style-type: none"> • What is an Enhanced Travel Corridor (ETC)? • Project Study Area • What are we trying to solve? • Community Engagement—What We Did | <ul style="list-style-type: none"> • Community Engagement—What We Heard • Vision • Design Approaches • Evaluation Process • Preliminary Recommendations • Next Steps |
|--|--|

Key questions for Council included:

1. What are Council’s thoughts on the recommended elements and proposed phasing concepts presented? Are there any elements that are missing or that you would like to see implemented differently?
2. Would Council like another Work Session on this project prior to considering adoption of the plan in July¹? Are there specific items Council would like covered beyond what is listed in Next Steps?

Highlights of Council discussion included:

- Support for elements and phasing presented, particularly those elements that will improve safety.
 - Complete sidewalk network.
 - Complete bike facility network with connections to rest of low-stress network.
 - Additional transit service and amenities.
- Questions about CSU contributions for future potential BRT-like service.

¹ Note: The project originally had the adoption hearing scheduled for July 2016; the schedule was later adjusted.

- Interest in exploring a rapid transit solution that could be Bus Rapid Transit (BRT) or express bus in nature, or a new technology.
- No additional work session is needed unless content changes markedly.
- Interest in more information on the bike share system.

Follow-up Items included:

- Explore cost-effective opportunities to include sidewalk improvements beyond minimum standards in near-term implementation package.
- Consider potential funding sources as part of Implementation Planning.
- An update on bike share launch plans, including a map of station locations will be provided by the end of March.

AIS materials are available on the City Clerk’s website at <http://www.fcgov.com/cityclerk/agendas.php>.

Recommended Design Open House (June 16, 2016)

Table 6. Summary of West Elizabeth Recommended Design Open House Comments

Comment	Board	Specific comment location
Some concern about deterring bike theft if bikes are left for long period, even if they're locked	Urban Design	Bike parking (all)
Prefer dense bike parking that takes up less space and is accessible from both sides	Urban Design	Bike parking (all)
Make it modern	Urban Design	Bike parking (all)
Need weather protection for seating	Urban Design	Seating (all)
Signage to educate bicyclists on use of innovative facilities	Bicycle Facilities Full Build	N/A
Add curb cut at bridge on Mulberry	Bike Share	Mulberry east of Taft Hill
Add bus stop	Phase 1 Transit	Mulberry at Tyler Street
Pedestrian scramble at Shields and Elizabeth, consider double right turn SB to Shields	Interim Design plots	Shields and W Elizabeth
At Shields and Elizabeth, add leading pedestrian interval, longer pedestrian phase, remove shrub at SW corner	Interim Design plots	Shields and W Elizabeth
Losing connection from King Soopers and Prospect, now that 2 and 32 don't loop, providing N-S connection	Phase 1 Transit	
Extra traffic on Plum and Springfield due to no left turns on Elizabeth	Recommended Design Plots	Plum and Springfield
Parking for Campus West	Recommended Design Plots	Campus West
Specify left turn lanes from Shields onto Elizabeth so people don't change lanes mid-turn	Recommended Design Plots	Shields and W Elizabeth

Comment	Board	Specific comment location
Restricted WB traffic with only 1 lane, but can only access businesses from the WB	Recommended Design Plots	Campus West
Right turns from W Elizabeth onto Shields: shorten light, make distinct separation between right turns for vehicles, bikes and pedestrians	Recommended Design Plots	Shields and W Elizabeth
No left turn in at St Paul's, Hot Wok, Crazy Karl	Recommended Design Plots	Campus West
Extend single west lane on Elizabeth just west of Shields further west past where underpass concludes, so people don't accelerate so close to intersection	Recommended Design Plots	W Elizabeth EB approaching Shields
No bus stop in Campus West at AM	Recommended Design Plots	Campus West
Remove parking on City Park north of University	Recommended Design Plots	City Park south of W Elizabeth
Add speed bumps on City Park north of University	Recommended Design Plots	City Park south of W Elizabeth
Sightline of bikes blocked by buildings and railing	Recommended Design Plots	W Elizabeth west of City Park
Need proposed crosswalk between Constitution and City Park ASAP	Recommended Design Plots	W Elizabeth east of Constitution
Move EB bus stop at Skyline from east of Skyline to west of Skyline	Recommended Design Plots	W Elizabeth at Skyline
Push Foothills to Main Campus traffic to mulberry or Prospect	Recommended Design Plots	
Improve crossing at Orchard and Taft Hill	Recommended Design Plots	Taft Hill and Orchard
Concern about left out at properties north of King Soopers - needs to be maintained	Recommended Design Plots	W Elizabeth and Taft Hill
Bushes at corner of Ponderosa and W Elizabeth need to be cut to improve sightline	Recommended Design Plots	W Elizabeth and Ponderosa
Liability of snow clearance on West Elizabeth	Recommended Design Plots	Throughout corridor
Garages will obstruct sidewalks	Recommended Design Plots	Throughout corridor
Check on maintenance, streets: snow plowing, mowing and watering	Recommended Design Plots	Throughout corridor
Noise mitigation concern	Recommended Design Plots	Throughout corridor
Love the bike/bus combinations at bus islands	Recommended Design Plots	Throughout corridor
Build a raised buffer between car and bike lane	Cross Section	W Elizabeth at Cragmore
Add bike detection	Photosimulation: Protected	W Elizabeth and City Park

Comment	Board	Specific comment location
	Intersection	
Add bike parking at bus stop islands	Typical Bus Stop Design	
Don't like MAX cutting through middle of campus	Phase 4 Transit	CSU Main Campus
Close off Elizabeth from City Park to Shields for special events	What if Campus West Redevelops?	
Is there data for mode split to businesses	What if Campus West Redevelops?	Campus West
Concerned parking situation doesn't improve with this scenario	What if Campus West Redevelops?	Campus West
Could trucks make deliveries to both sides with curb	What if Campus West Redevelops?	Campus West
Concerned parking behind building harder for those with walkers, wheelchairs and other accessibility challenges	What if Campus West Redevelops?	Campus West
Connect back parking lots all the way across	What if Campus West Redevelops?	Campus West
Concern that no left out for businesses on the south side	What if Campus West Redevelops?	Campus West
Can't lose convenience with improvements, concern losing access to businesses	What if Campus West Redevelops?	Campus West
If parking removed at Spoons, make sure other parking improvements happen before	What if Campus West Redevelops?	Campus West
Priority for bikes and pedestrians at Shields and Elizabeth	What if Campus West Redevelops?	Shields and W Elizabeth
Like private courtyard	What if Campus West Redevelops?- Prototypical Designs	N/A
Don't like raised terrace option - not enough buffer left over	What if Campus West Redevelops?- Prototypical Designs	N/A
Buildings too big in corner plaza option	What if Campus West Redevelops?- Prototypical Designs	N/A

Recommended Design Online Survey

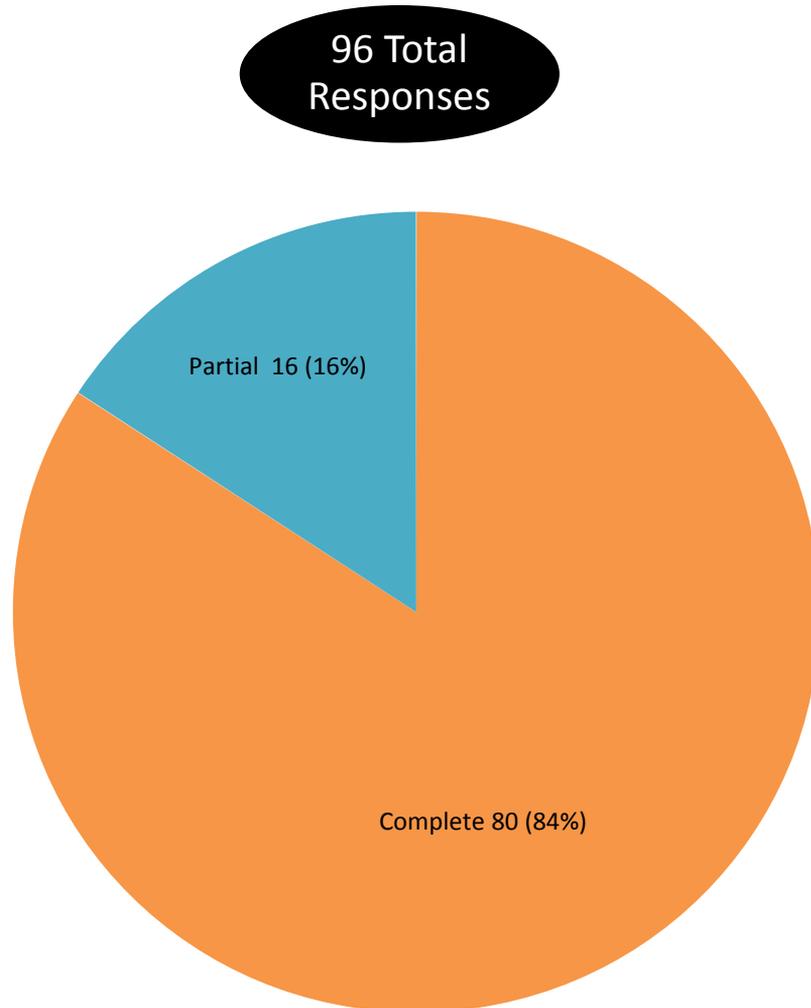
Background

The Recommended Design for the West Elizabeth Enhanced Travel Corridor including proposed phasing was presented to the public at an open house on June 16, 2016. In an effort to share the design with a greater audience an online survey featuring highlights from

the Recommended Design was created which further provided citizens the opportunity to provide feedback.

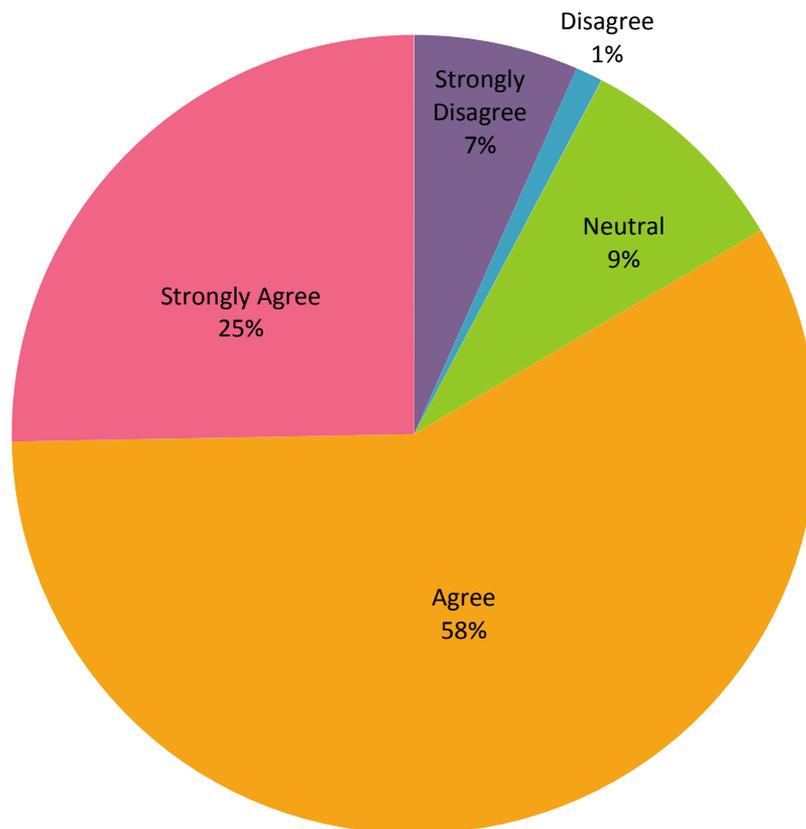
Results

 **Participation Snapshot**



1. The Recommended Design's transit improvements address the Identified Needs and accomplish the Corridor Vision described above?

83%
Agree or
Strongly
Agree



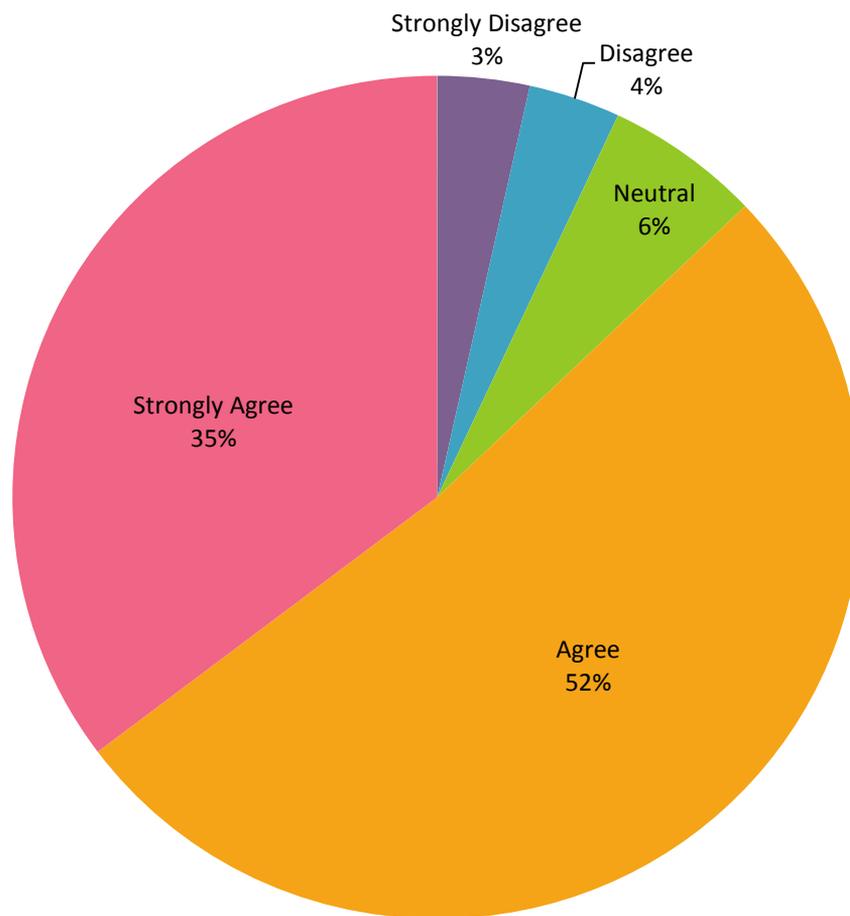


Comments:

1	Before I even saw the Recommended Design, I'd prepared to present a case for constructing a roundabout at the intersection of West Elizabeth & South Overland. (Of course I also think these would facilitate better and safer multi-modal transit at the intersections involving South Overland with Mulberry and (replacing the stoplight at) Prospect.
1	Exciting plan
1	Good approach to phased in work.
1	I thought a goal was to calm the traffic in light of bikes and pedestrians and businesses requiring access. Seems like focus has been to move car traffic at shields and west elizabeth.
1	It appears to change from 2 lanes to 1 lane traffic which I find unacceptable for the people who live in the area who are not students. There is no example that I can see that relates to the area west of Taft hill Rod., where that amount of space is not available. I really am selfish and do not care or wish to have money spent on special bus stop areas, special bike lane areas or anything much that changes. I feel that businesses are going to get the short end of the stick and people on the north side of the west end of Elisabeth or going to lose their front yards.
1	It is a major error to send the bicycle path BEHIND the bus stops: 1) conflicts between pedestrians and bicyclists; 2) loss of visibility between cyclists and motorists.
1	Love the transit stations and the integrated bike lanes. Hope that the direct bus service between Elizabeth and Downtown happens sooner rather than later. Huge potential for a direct to downtown bus to connect Elizabeth folks to jobs and night life if open late.
1	Mass transit is going to need a higher priority - sooner.
1	Not to be critical: Are some people (e.g., seniors, visually impaired, those using wheelchairs) going to be intimidated crossing the bike lane? Is there some sort of elevation change or other notice to alert cyclists to people crossing, who may be moving quickly to get to the bus? I'm a cyclist; just expressing concern. Thanks.
1	Phase in all work. People need to adjust slowly.
1	Thank you and done!
1	The bus islands should help the flow of traffic when buses have to stop!
1	The improvements look terrific. Increasing bus service is vital.
1	There is a need for a stop further south down Overland by Drake
1	Where is the traffic that now uses the corridor going to go? How will the businesses on Elizabeth be accessed? Is the bus transit more important than existing uses?
1	Why buses on Plum? Elizabeth has room for them, and is just a blockaway. I oppose buses on Plum --- there is not enough room.
1	late night transit options for weekdays and weekends
1	like that transit is a priority

2. The Recommended Design's biking improvements address the Identified Needs and accomplish the Corridor Vision described above?

87%
Agree or
Strongly
Agree





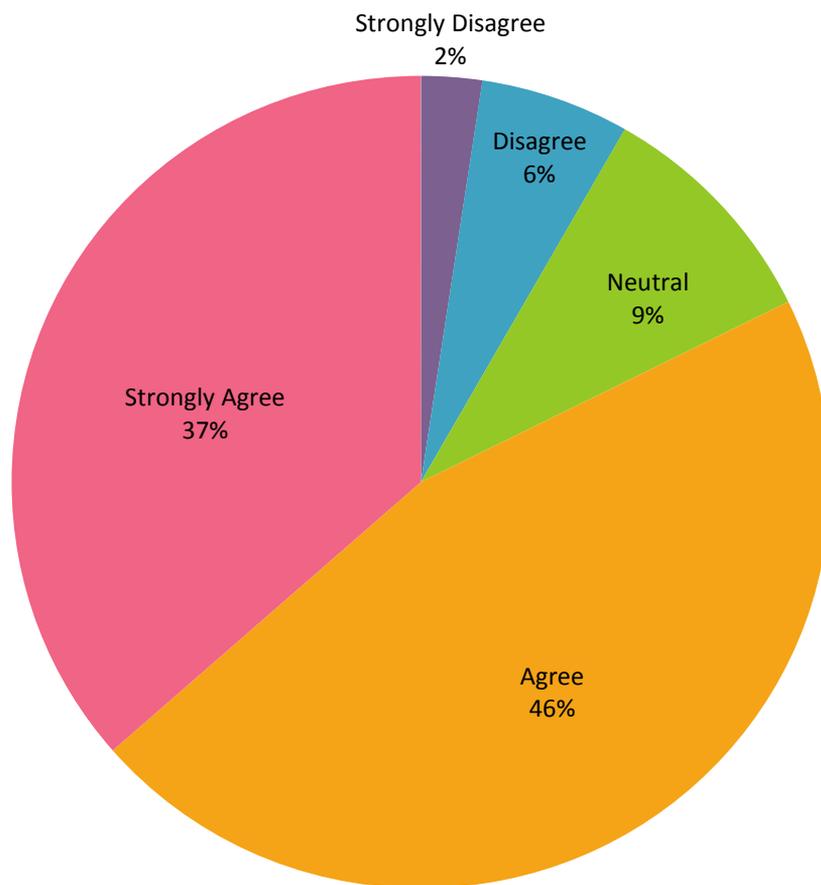
Comments:

1	I think this would need to be accompanied by a strong educational/marketing push so cyclists understand how the new intersections work. I love the two-stage turn boxes!
1	Improvements to the intersection of skyline and Elizabeth including a signal light are badly needed. The current signal light west of this intersection is useless
1	No mention is made of the proposed raised curbs for bike lane buffers. Failure to mention this is itself a problem. Raised curbs as bike lane buffers are a serious hazard for cyclists, motorists, and pedestrians. Bulbouts and other obstructions in the roadway are also a hazard and an inconvenience and are unacceptable. What, exactly, does the phrase "Safe and comfortable Protected Intersection" mean?
1	Re. Segregated bike lanes: Where appropriate, it may be helpful to include barriers designed to prevent bikes from entering and/or crossing the motor vehicle lanes. (as at Laurel west of College?) Re. Signage designed to instruct cyclists: Be sure these indicate clearly what a cyclist is expected or asked to do. Don't use the term "path" (as on Centennial Rd at LeMay) when the obvious meaning is a sidewalk. Leave "path" for what will be immediately recognized as a bicycle route (as on Heatheridge at W Prospect and - not so much - on Lynnwood at W Prospect.) And remember that paint on pavement fades rapidly.
1	Supporting bikes is key to a modern transportation design.
1	The W Elizabeth and City Park Ave bicycle DETOUR and so-called "protected island" obstacles, as well as raised bicycle curb separators are dangerous and thus unusable.
1	The protected bike lanes and intersection additions to improve cycling safety are great! I think these will be a wonderful and needed addition to the community. More areas of Fort Collins should implement them too!
1	A big improvement! The problem with the City Park and Elizabeth intersection in particular is that the city allowed development too close to the corner, so that when you are on City Park stopped at the light, heading north with 7-11 on your left side, you can not SEE the bikes coming at all, so no amount of improvement will help the situation. Also the black railing further blocks the view. Overdevelopment of busy intersections with a lack of proper setback creates dangerous situations for bicyclists. We also need speed bumps on City Park, south side of this intersection, to slow traffic as it exits all the businesses and goes into the neighborhood or into the intersection. Finally take OUT the parking spots on City Park streets to the east after the shopping strip exit. These vehicles BLOCK the view of City Park and University, where few people come to a stop and I was HIT by a car while walking.
1	As many protected bike lanes as possible. Particularly with concrete curbing as in Europe and other places.
1	City of Fort Collins also needs to hold cyclists responsible for using lights at night--this would go a long way towards increasing safety.
1	Except for sidewalks, no needed from S. Taft to Overland. Crossing improvements definitely needed.
1	Great bike improvements, however the underpass at sheilds should be better addressed. If it happens, how do westbound bikes get to bike lanes after exiting the underpass?
1	Having the bus cross bike lanes to get to a protected loading/unloading zone is not a good idea.
1	Hope the phase-in "over time" is well thought-out and not too long in duration. Not sure about the pilot protected intersection; missed the example/drawing if there was one.
1	I am a bike commuter and so this is the most important priority for me. I like the idea of the buffered bike lanes but I was hoping they would be raised for the entirety of the W Eliz. Corridor.
1	I support underpass

- | | |
|---|--|
| 1 | Too many drivers AND cyclists do NOT know what a "sharrow" is, and thus as an avid road cyclist, mt-biker, motorcyclist, fuel efficient automobile driver; and League of American Bicyclists League Cycling Instructor, I've often been concerned about cyclists and drivers knowledge and safety along West Elizabeth - particularly where the sharrow is located (W-bound), and where designation of the bike line (E-bound) disappears (despite the road appearing to be approximately the same width before and after this disappearance). |
| 1 | Well done. |
| 1 | not a fan of the protected intersection, seems more like a gimmick than actually being beneficial to bikers. The angles that the bikers have to turn seem unsafe rather than safer. Protected bikes are also an over treatment. Buffered would be better from a safety perspective and the maintenance would be less expensive. |

3. The Recommended Design's walking improvements address the Identified Needs and accomplish the Corridor Vision described above?

83%
Agree or
Strongly
Agree



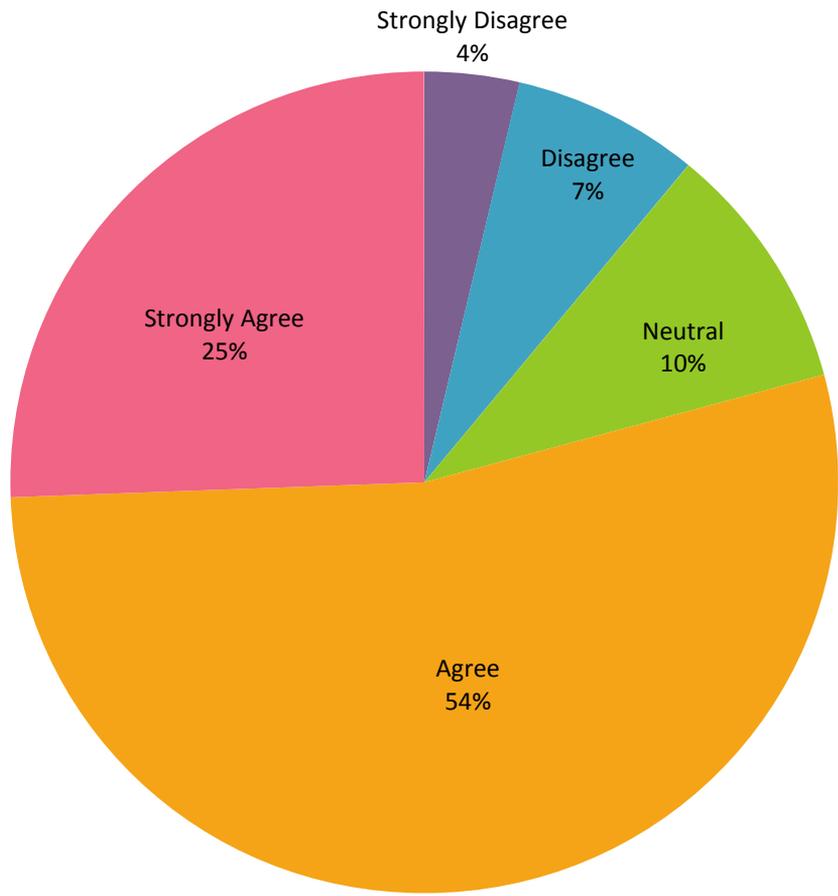


Comments:

1	"protected intersection" --- MEANING? --- definition please. Only acceptable if "bulbouts" and other obstructions in the road are eliminated.
1	An under/overpass at Shields would, in my opinion, greatly improve pedestrian safety.
1	As long as parking spots and building setbacks allow for a view of crosswalks.
1	Crosswalks should NOT be set-back from intersections (such as shown above at Ponderosa Dr) as pedestrians should not have to make a detoured path from the continuation of the sidewalk. The traffic stoplines can be setback but the crosswalks should stay aligned with the sidewalks.
1	Current users are mostly college aged people who will jay walk regardless of additional crossings. Design should anticipate this.
1	GREAT to read there will be a crossing at the senior housing and that everything (I believe) will be ADA compliant.
1	I think east and west bound West Eliz between City Park and Shields should be a single lane with turn lanes with 25 mph and raised pedestrian crosswalks
1	Identify locations most likely on Elizabeth East of Campus West
1	It might be helpful to define "Campus West" because you use it for every question.
1	It's not clear, but if adding a sidewalk on the W-bound side of the road between Taft Hill and South Overland is included in the Recommended Design, then I "strongly agree" that walking improvements address the identified needs. That is, a safely protected, wide sidewalk is necessary on BOTH sides of the street.
1	Pedestrian crosswalks apart from intersections need bright intermittent lights to catch attention of drivers. Side streets like Springfield need electronic speed limit signs.
1	Sidewalks=good :)
1	That may help out, so long it doesn't impede on shop territories and parking there -- otherwise conflicts will occur
1	The consistency is a big issue. Also, the mid-block crossing at Ponderosa is a hazard--the flashing lights are blinding to vehicles and yet the actual crosswalk is completely unlit. It is very hard to see where pedestrians are.
1	The current sidewalk infrastructure in Fort Collins is laughable. Many sections are non-existent and those that do exist are usually narrow and adjacent to the roadway. This is dangerous and scary!
1	The plan doesn't address on-street parking for residences along Elizabeth St.

4. The Recommended Design's driving improvements address the Identified Needs and accomplish the Corridor Vision described above?

79%
Agree or
Strongly
Agree





Comments:

- 1 All the plantings will impede visuals for drivers, bicyclists, and walkers. Will there be a height limit? Will neighborhood access be maintained all along the corridor?
- 1 Design won't slow vehicle down much, just makes it a challenge for them to drive through as fast as they can.
- 1 Didn't see anything written about vehicular speed. As a cyclist, this is my biggest concern, even over infrastructure. {I can ride anything (e.g., with sparrows) IF the speed is low.} Roundabouts are great and will be used -- if the speed is low enough for the comfort and safety of cyclists and pedestrians.
- 1 I like everything except the 4 travel lanes which to my mind continues to encourage car use when bus, pedestrian or bike bicycle travel would be more appropriate.
- 1 I like the idea of the roundabout and bringing the lanes down to one in both directions.
- 1 I support roundabouts for most intersections like overland Elizabeth.
- 1 I'm uncertain how enough room may exist in some areas to facilitate four lanes, protected bicycle lanes, AND center medians (i.e., given preexisting property boundaries and ownership easements [?]) without decreasing value of some adjacent properties, but if it's possible....
- 1 Instead of using superlatives in your descriptions, you need to provide more factual detail.
- 1 Roundabouts are horrible and should be banned
- 1 Turning west out of the King Soopers parking lot is a challenge as is turning east off Ponderosa from the north because of visibility. Not sure how a roundabout at Overland would help
- 1 What a crazy idea to place truck loading zones in the center of the street! Even if trucks currently use the center turning lanes for loading, this remains very, very dangerous and is a very bad idea. It is not a substitute for real loading zones at the businesses. If there is no other space, then remove parking.
- 1 Would like to also see more roundabouts along Elizabeth to slow traffic.
- 1 Would like to see speed bumps or more speed-reducing designs included in the plan. Roundabouts are not enough.
- 1 agree, you have speeded up the turn/wait times at Shields and Eliz

5. Additional Comments?



Comments:

1	As many protected bike lanes as possible
1	Continue this measured approach.
1	Hopefully, these get implemented
1	I am excited for the improvements on Elizabeth.
1	I am so very appreciative of the effort, time, inclusion of citizens, along with the experience and intelligence that go into the design and planning in Fort Collins. Great to see the drawings with the changes to come. Please keep pushing the envelope and yourselves!
1	I appreciate all the efforts the City has put into this project. Keeping the citizens informed and listening to all of our comments/complaints is not an easy task.
1	I like the general WElizabeth travel corridor plan, but the above comments point out real mistakes. There is NO information about the possible Shields St. pedestrian and bicycle underpass.
1	I wish there was a sooner direct transit link to the max.
1	I would like to see a MAX shuttle bus equivalent run the entirety of the WEliz. Corridor also.
1	Invest in multi modal transportation and invest in the future.
1	It's not good to sacrifice easy driving for a better bike lane. Access to Campus West shopping center needs to be improved.
1	Looking good so far!
1	Looks awesome!!
1	Nice work in addressing shared space for all users.
1	Route 2 should be extended to Remington and have a Lake circulator route as soon as possible.
1	Thank you and we'll done!
1	Thank you for all your hard work on this massive endeavor!
1	Thank you for listening to the concerns voiced by the citizen stakeholders on the West side! 😊
1	Thank you for prioritizing this project. This will definitely help.
1	Thanks for all of the public input opportunities.
1	Thanks for all the work and gathering of input on this. Really hoping it is a grand success.

1 To reiterate, I'm ecstatic to learn that a roundabout has been proposed for West Elizabeth and South Overland and PROTECTED bike lanes are included in the proposed enhanced travel corridor plan. That being said, I also hope that FC Moves and others educate those involved with this planning that bike lanes ABSOLUTELY CANNOT taper out of existence upon nearing a traffic light, for MOST cyclists and drivers both do NOT know CO road rules. Thus, I propose that CDOT, etc. Rules of the Road educational material be developed into a permanent component of each transit station. Ideally, this would also be a location for stocking bike maps, road rules, pocket guides, etc.; however, I understand that this would take resources likely above and beyond that which FC Moves, Bicycle Pedestrian Education Coalition (BPEC), etc. could maintain adequately with volunteers. Hmm, is it possible to incorporate some of these materials into the Transfort system vehicles themselves (and thus drivers could a

1 You survey is short on descriptive detail and long on self congratulatory superlatives. Also, you should use text which can be copied rather than images. Raised curb buffers, blubouts, porkchops, and other road obstructions must be eliminated from the plan.

1 we need a turn lane into episcopal chrch/Krazy Karls parking lot for eastbound elizabeth traffic. I worry about the acceleration that will be invited by going from one to two lanes on westbound elizabeth from Shields--- suggest expanding to two lanes after City Park ave

Draft Plan Review

During July and August, the draft plan was posted online for review and comment, and staff arranged small-group and one-on-one interactions with property owners and residents to help refine the corridor design. Some of the key topics included questions about:

- Plans at Shields/Elizabeth (which were forwarded to the project team working on the underpass and other intersection improvements)
- Impacts to property, speeds being proposed, maintenance, etc. (which were clarified via interactions with neighbors and through an FAQ on the project website)
- Design elements in the western part of the corridor, including the proposed park-n-ride, roundabout at Overland, and the design along some of the single-family residential areas (which we clarified via interactions with neighbors and through an FAQ on the project website)

The plan is scheduled to come to Council for consideration of adoption October 2016.