

Walking Survey Results, 2010

1. Where are your top three favorite places to be a pedestrian in Fort Collins?

Generally where	Specifically Where	count
Oldtown		186
	Downtown	51
	Mountain Avenue	6
	Oak Street Plaza	2
	Oldtown	99
	Oldtown Neighborhood	17
	Oldtown Square	10
	Shields and Laurel	1
Trail		102
	Mason	2
	Mason Trail	1
	Natural Areas	10
	Poudre Trail	35
	Power Trail	4
	Spring Creek Trail	28
	Trail	22
Park		62
	Aztlan Center	1
	City Park	27
	Fossil Park	3
	Gardens at Spring Creek	1
	Lee Martinez Park	3
	Library Park	5
	Lions Park	1
	Parks	12
	Rolland Moore	2
	Spring Canyon	4
	Spring Creek	1
	Troutman Park	1
	Warren Lake	1
Local Neighborhood		36
	Local Neighborhood	36
CSU		30
	CSU	30
Miscellaneous		15
	Accessible locations	2
	Council Tree	3
	Drake and Shields	1
	Drake and Timeberline	1
	FC Club	1
	Golf Course	1
	Northeast	1
	Northwest	1
	Poudre Valley Hospital	1
	South Transit Center	1
	(blank)	2
Front Range Village		6

	Front Range Village	6
Mall		6
	Mall	6
College Avenue		5
	College and Drake	1
	College Avenue	4
Harmony		5
	Harmony and JFK	1
	Harmony and Timberline	2
	Harmony and Ziegler	2
Campus West		3
	Campus West	3
City		3
	Entire City	3
Overland		3
	Elizabeth and Overland	1
	Overland	2
Epic		2
	Epic	2
Lemay		2
	Lemay	2
Midtown		2
	Midtown	2
Senior Center		1
	Senior Center	1
Grand Total		469

2. Where are your top three least favorite places to walk Fort Collins?

General Area	Count
College South	44
Miscellaneous	46
College North	38
College Avenue	28
Harmony	27
Intersections	22
Lemay	19
Mulberry	15
Shields	12
Mall	9
Riverside	9
Oldtown	8
Prospect	8
South Fort Collins	8
Near CSU	7
Parking Lots	7
Arterials	6
Downtown	5
Sidewalks too narrow/uneven/missing	5
Campus West	4
College (not Oldtown)	4
Horsetooth	4
Midtown	4
School area	4
South of Prospect	4
Linden and the Poudre	3
Rolland Moore	3
Taft	3
Vine Drive	3
Anywhere but oldtown	2
Busy Streets	2
Front Range Village	2
Lincoln	2
narrow sidewalks	2
Old neighborhoods	2
Overland	2
Spring Creek Trail	2
Streets	2
Trilby	2
Grand Total	379

Question 2 - Miscellaneous

Any street north of vine
Anyplace the sidewalk is on top of the road
Anywhere east of riverside
Anywhere near college and harmony
Behind the safeway, really!
Bike trail
By bars
By catholic charities
By crazy teens
By csu parties
By hwy 1
Certain areas of springcreek - full of bikers
City park
College and prospect
College and rutgers north bound
Conifer st. (college/lemay)
Curb cuts
Drake
East poudre trail
English park and trail
Entire city
Everywhere after the buses stop running
Fort collins
Highway
Horsetooth lake
Icy sidewalks
Lake sherwood area
Laurel
Mason corridor
My neighborhood
My neighborhood (north of laporte and west of shields)
No north-south trails
Not many picnic areas there too, few tables
On trilby between lemay & timberline (we need a trail head connected in south ftc.)
Power trail
Side walks
Sidewalks
South mason
The back trails alone
The 'burbs with endless cul-de-sacs
The honey place out on route 8
The square
Timberline road
Wal mart
West ft collins by stadium area

3. Do you have a problem spot that you'd like us to know about?

Across from the bank wells fargo
additionally, there are no wheelchair ramps on most corners affecting kids on bikes, parents with strollers, and disabled pedestrians.
all handicap parking spots not big enough for parking & getting wheelchairs out & people off.
All north south traffic signals on college ave. have a short walk time cycle. disabled, elderly, children, sick and injured can't make it across in the time allowed.
All public bathrooms, no changing tables for adults or room for wheelchairs + 2 people.
Any where in the city where sidewalks or bike lanes don't exist. here are a few places that come to mind.
Anything in the south end of town removed from the mason st. trail is virtually inaccessible to pedestrians (wether or not you consider bicycles as pedestrian traffic).
Anywhere in the downtown area. the sidewalks are in horrible shape for persons who use a wheelchair.
Anywhere near college and harmony
Around downtown at vine & the mission
As development moves north it is likely my problems will be solved
Behind the safeway just stinks and sometimes there is something on the sidewalk that is slippery, not sure what that is but it's there now and then. i avoid that block.
Bike trails are full of bicyclists that think they own the trails. bicyclists are very unfriendly to walkers.
Bikes vs. pedestrians - overall
Bus stop @ lemay, cross walk columbia road hwy 287 & skyway
bus stop logistics-please make sure is clear of snow, ice, foliage for wheelchair users.
By catholic charities
By the 7-11 on shields
Campus area, students have no respect for anyone
cars stop at ped. crossing on mountain east of college.
City drug, transfort sdiewalks
City park curb cut by tennis courts at street car pick-up
college & horsetooth
College & maple
College and laurel
College avenue from laporte to olive
College avenue from prospect south to harmony - uncomfortable, lack of sidewalks
Crossing at mulberry and college-no place for me to go halfway across like laport and college
Crossing college anywhere between drake and harmony
Crossing college ave.
Crossing harmony & timberline or corbett is dangerous. the pedestrian walk indication is very short and turning drivers are inattentive to peds, or assume peds have to be across the street in the few seconds the walk indication is present.
Crossing jfk to/from home depot. people are reluctant to stop.
Crossing prospect to/from sheely dr. very difficult area to cross to get to sidewalk on n side of prospect.
Crosswalk at ziegler & paddington. traffic seldom stops for pedestrians.
Crosswalks need better and more consistent signage to alert drivers to stop.
Curbs
Don't walk much except my dog.
E. mulberry between college & lemay
East prospect, west vine, need more transit service
Enforce dismount/no skateboards in old town.
front range village- i think this was designed very poorly. too many cars drive too fast through there and it is very tight pulling into the target parking lot area from the south side. too much traffic in a very congested area. plus there are no bike lanes through the main village area. so it was designed sort of to encourage biking but then you have the cyclests running over the walkers.

Hard to cross laurel ave north of csu
hard to figure out what happens to poudre trail & lemay.
Harmony & lemay
Harmony & shields needs a no right on red when pedestrians are present""
Harmony road and boardwalk
Horsetooth dunbar to senneca
Horsetooth east of landings dr on north side. lemay on east side, north of parkwood
horsetooth rd. there is a small portion on the noth side of the road before you hit college that does not have a bike path or much of a shoulder to ride in or side walk. a bike lane and side walk would be helpful there.
Horsetooth road between seneca and taft - horribly disjointed, extremely difficult to cross horsetooth to get to schools, pool and parks.
how about a pedestrian bridge (or underpass like there is for college) for getting across shields near csu close to elizabeth? also, now that many who formerly went to moore will be going to bauder, the crossing could be better than just a light and school guards (also the sidewalks on the north side of prospaect).
i should also mention that i rarely visit anything south of prospect because it is so unfriendly to bicyclists and walking pedestrians.
I'd like to see walkability (and bikeability) improved on north college corridor north of old town up to hwy 1 - it seems like an area that is developing as far as business and residential, and the need for better transport on the corridor is apparent. also, lemay/lindenmeir from vine st north is seriously lacking in sidewalk (although the bike lane rules).
In southern fort collins, right on vantange view place there is no turn lane (to turn into the neighborhood) so it is hard to turn or walk by without causing all the traffic to slow down and potentially causing a wreck if drivers don't notice the cars slowing down.
in the miller neighborhood, is there any way along that we might ever get walking paths along the irrigation ditches which back to people's properties? between shields and taft hill on the n side of prospect there is some widened sidewalk. how about doing the same on elizabeth?
it would be neat if college and mountain had both lights red at once for diagonal crossing dedicated to pedestrians. this would eliminate competition with cars turning.
Just as mentioned in prior question. wish the greenstone neighborhood in south ftc would connect to the other nearby trails so we can stay off the streets. we walk in areas w/o bike lanes along trilby, and have areas along lemay w/o sidewalks so we have to walk in the street, and share the bike lane.
lake and shields intersection. no pedestrian crossing option on s side of intersection (crossing shields at lake. you have to cross shields then lake to get to the s side of lake.
laporte ave near psd support services center and poudre hs
Laporte ave west... needs big time bike lane improvements... as well as parts of west vine.
Laurel avenue by csu. crosswalks are hazardous - just a matter of time before someone gets killed. flashing lights might help. i should have listed this on least favorite places to walk.
Laurel street @ csu.
Lemay & stuart intersection
lemay and horsetooth
lemay and mulberry street very skinny attached sidewalks.
lemay ave between mulberry and drake
Lemay avenue from doctors lane to riverside has poor sidewalks
lemay between pvh & prospect.
Lincoln ave is really bad. riverside is bad.
Lincoln st. is not pedestrian friendly. the railroad tracks are very bad and the bridge over the poudre river needs repair for pedestrians.
Linden street north of downtown
Lots of glass and gravel in bike lanes
Major arteries with higher speed traffic (40 to 45 mph plus) with limited or no sidewalks set back.
Many sidewalks are cracked and uneven.
Many sidewalks in downtown areas are buckled and dangerous
missing sidewalk links along myrtle between howes and washington. difficult to walk the dog.
More attention to n college

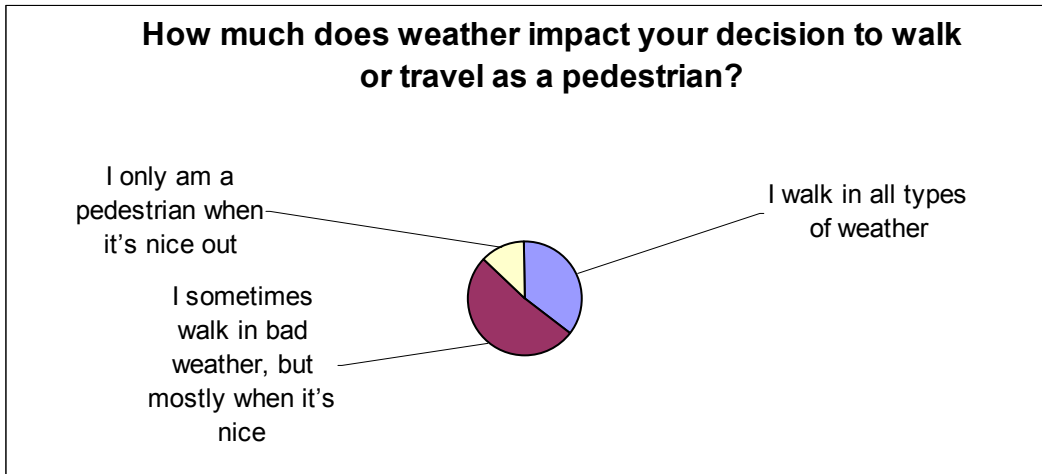
more parking for avery park and the fox meadows areas? an historical sign in avery park suggesting visiting the avery house and its location? all parks in town should have multiple accessible swings (the landscape structure's swings which look like banana boats) on playground equipment and safety belts could be sold to the public at cost for parents to take with and bring home (some of this wish list stuff could be put out to csu landscape management, sororities/fraternities, charities)
Mulberry intersection. scary to cross from neighborhood to safeway. can there be resting places half way across the intersection?
Mulberry st. at west edge of city park. also the pizza advertising person distracts drivers at this busy intersection.
N. college
Need a bike lane the length of overland at least between lyons park and spring canyon
Need cross walk signals that bikers can access or allow us to run the red lights we can't trigger
No sidewalk parkwood road to the northwest side of parkwood lake.
No-but it would be nice if some property owners trimmed their shrubs.
None
North college
North college
North college - no sidewalks.
North college avenue from the river up to about willox.
North college is pedestrian intolerant.
North college is really dangerous. i like going to the mexican food markets, jax and poudre ped and feed. dangerous
North college is scary to walk or ride gravel sprays up in my face and the streets are dirty
North college is very difficult to walk/bike.
North college, between the river and willox lane
north lemay ave. -no bike lanes/sidewalks up to green briar village.
North lemay very challenging to walk
Not particularly
Not really. although there are places in neighborhoods where there are low hanging branches over the sidewalk or the hedges and bushes cause you to go into the road. it would be nice if residents would be aware of the inconvenience this causes.
Not that i can think of.
Obvious difference in quality of sidewalks between adjacent neighborhoods north and south of laporte
Old town neighborhoods - uneven sidewalks
Old town-dogs and skateboards, bicyclists.
Pedestrian crossings at lights at major intersection...lights for peds are not long enough - drake and timberline for example
Pedestrian path between shawnee ct. and dartmouth dr. needs an improved bridge, weed control and repaving
Places without sidewalks.places without sidewalks on one side of the street.
poudre trail access under lemay
Prefer to have automatically activated ped signals at laporte and mason
Riverside - build sidewalk
Riverside (no bike lanes/narrow travel lanes, missing or narrow sidewalks)
riverside ave. -no bike lanes!!! this is my route to work.
rock creek-no parking in front of a school? bike land is completely unavailable to bikers, have to use sidewalk, dangerous.
rutgers - right too short
Shields north of myrtle on the west side the sidewalk is too close to the traffic and the sidewalk is very uneven. a huge safety issue.
Shields st crosswalk (needs a flashing light headings and sign in middle of road to crosswalk.
shields street crossings @ csu
Sidewalk along college is dicey from oldtown to whole foods. can't ride my bike well on it either and no great alternative route
Skyway & 287

skyway & college
Snow mesa & harmony shopping complex.
some areas adjacent to bus stops where little or no sidewalks exist.
south and north of bridge, yuk!
spray for mosquitoes in parks/open ares, especially those north of old town.
Spring creek trail at lemay--low clearance height
Streets immediately east of college ave the sidewalks are extremely uneven (ex: garfield st between college and remington). also crossing college ave near csu campus is extremely difficult without traffic signal. infrastructure is already in place in the medians but no crosswalk markings or signs (ex garfield and college)
Taft hill & elizabeth-walking to city park pool.
Take your pick, any of the busy intersections such as drake/college, horsetooth/college, harmony/college are horrible for pedestrians
The area around epic pool is not available for public transportation
The bicycle on ramp to the spring creek bike trail near the foot bridge" on drake. close to rolland moore park--no stop sign or caution sign for bicyclists"
The bus doesn't run late.
The entire south side of town. harmony and college intersection really sucks.
The issue with the major streets is that there are no buffers between the sidewalks and cars and cyclists zipping by at 40+ mph.
The lack of sidewalks around the west side of city park nine is a safety issue.
The lemay strip of andersonville is so busy that it's destroying this barrio. it would be helpful to have a protective buffer for the neighborhood, maybe entrance for those properties facing lemay through the alley or??? the romero house could use parking. it would be a long-term dream for a pedestrian bridge across for the neighbors and to connect in people's mind the barrios (also buckingham and alta vista) with the re-purposed former sugar beet factory.
The lights on college are still a little short for anyone who walks slowly
The powerline trail crossing at drake is scary. people still don't understand what to do. cars try to slip between pedestrians/bikers, or don't look for additional crossers while light is still flashing and one has crossed.
The riverbottom trails are full of bums.
The sidewalk from college ave to the hilton hotel is horrible all the time - narrow and close to traffic and with sand and gravel on the surface. in winter it's worse with packed snow that stays and stays.
The sidewalk on prospect and college feel so exposed and narrow with the traffic flying by. i love the springcreek trail, but at night its very dark.
The sidewalks in my west oak/old town neighborhood and particularly the ones in front of and on the side of my house are falling apart. they are being pushed up by tree roots from the street trees and are broken in spots from large tree limbs falling during now storms. as i live at the corner of oak and grant, i have pretty long sidewalks and can't afford the cost of replacing them.
The sidewalks in old town. they need to be smooth.
The sidewalks on prospect between college and lemay become restricted in some parts such that you have to get onto prospect to get by. horrible with a stroller.
The smokers at the square not moving out where they are allowed. even when i asked some of them don't move.
There are several quiet areas in and around fort collins.
There don't seem to be any north-south west-end bike trails, only east west and circular and mason in the middle. it would be nice to connect from the poudre river trail to the drake area trails and parks via a north-south west-end route, completing the circle.
timberline rd. around bacon elm. -no sidewalks, this was a main reason why i decided against purchasing a home further south on timberline.
To the west of the sanctuary apartments the trail that starts on horsetooth and heads south, there is a sopt where there is a pretty significant dip that is a trip harzard. also, downtown residential west of college the sidewalks are extremely dangerous.
Too many bikes on the roads
trails that cross harmony- you have to go around harmony rd. there is no easy connection between the trails running north/south.
Transit access on harmony-detached walk with drainage ditch

Trilby between college and timberline either does not have a sidewalk or it is very narrow and broken up so it makes it difficult to walk a stroller. especially between lemay and timberline there is not a sidewalk on either side that is the entire length so people walk on the road or in the very narrow bike lane.
Vermont & timberline
Vine & lemay
Vine & timberline rr crossing
w. laporte (no shoulder/fast traffic)
Walking is very enjoyable, but few refuges exist where one can escape a blast of exhaust in their face or the constant noise pollution of revving engines.
We live in the waterglen neighborhood and have a decent walkway through our neighborhood, but getting to old town is difficult. the streets are busy and some areas are too narrow to be safe for bikes or pedestrians. the 4 way stop at timberline and vine is a nightmare. if we had a bike trail that was safe, we might have more people bike into town.
Wee need a cross walk or yield for pedestrians across over on myrtle & shields
Yes, those of us paying taxes on the northside of town get nothing! i live inside the city limits in the richards lake area. we have nothing, no trails no way to get to town. yet we pay more in taxes than a average home in old town! we would like to ride a bike or walk to town too!!!

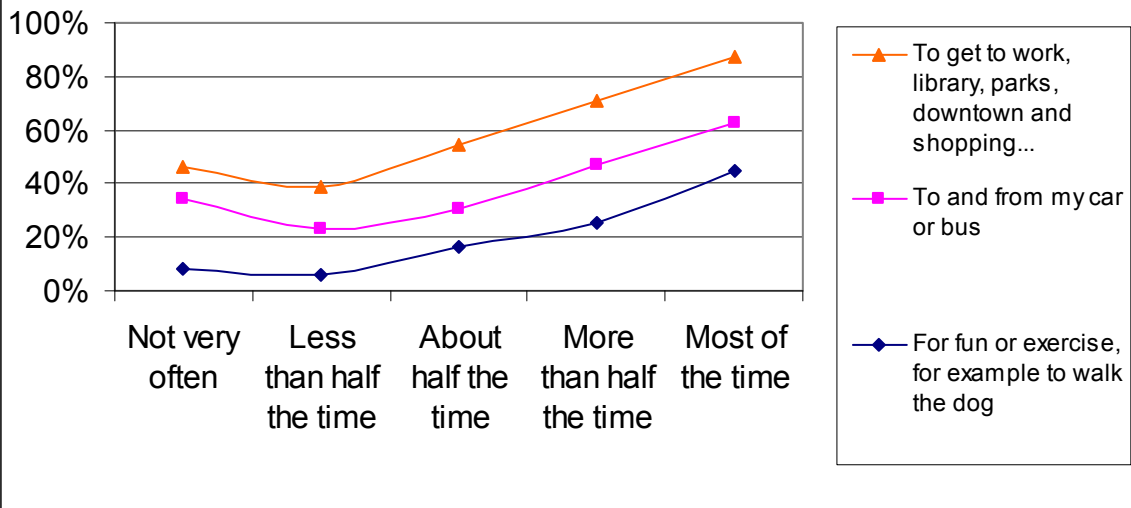
4. How much does weather impact your decision to walk or travel as a pedestrian?

I walk in all types of weather	62	35%
I sometimes walk in bad weather, but mostly when it's nice	90	51%
I only am a pedestrian when it's nice out	23	13%



5. As a pedestrian, how much of your pedestrian travel is spent in the following categories?

As a pedestrian, how much of your pedestrian travel is spent in the following categories?



ranking	1	2	3	4	5
For fun or exercise, for example to walk the dog	14	10	28	44	78
To and from my car or bus	46	30	25	38	31
To get to work, library, parks, downtown and shopping...	21	27	42	42	43
Other	21	16	19	8	10

6. If you chose 'Other' in question #5, please describe.

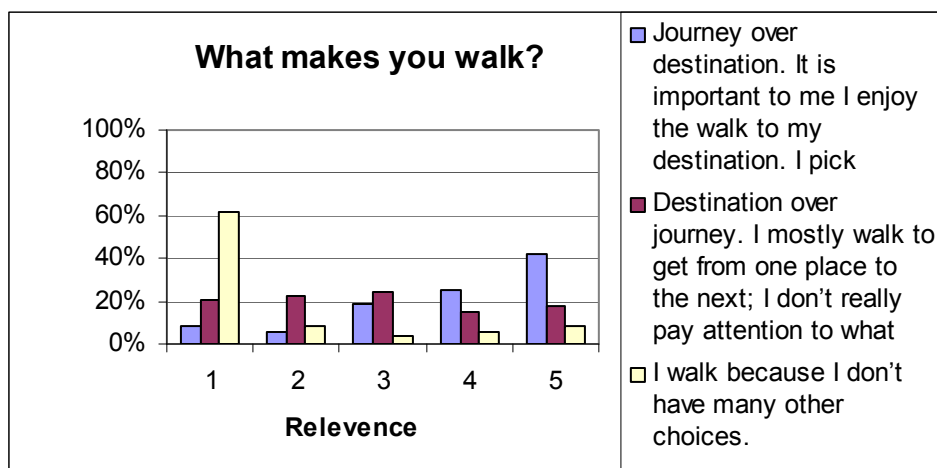
Guilty pleasure: we love to drive in and take family & friends or walk our dogs around the old town neighborhood area - we live too far away to make it to ot walking, but we still walk that area a lot for fun & recreation. we do bike to downtown a lot (then park & walk), and the commute would be improved by a safer north college corridor.
Hiking
I enjoy walking around my neighborhood and visiting with my neighbors.
I like to walk around pastures & see animals like horses and check fences.
I walk a lot in the neighborhood for exercise.
Just out for a stroll in old town with the mrs.
Recreation only. i walk along the ditch & around my neighborhood for exercize. i use my car & scooter for transportation.
Sightseeing
Walking aout and about looking for treasures
Walking around old town while out on the weekends.
Walking on bike trail along river
Wildlife viewing
To and from the streetcar
Walking if my car has broken down
Doctor appointments
Doing my job
During work
Get the mail.
Going to the grocery store.
I go tto school at csu spend a lot of time walking to class
I walk and/or ride my bike to work, to school, and to go shopping everywhere except the south

end of town. i just had a conversation this morning about how ridiculous traffic is on college, harmony, and prospect. the areas in town that are pedestrian friendly are pretty good, and i greatly appreciate your efforts.
I walk to get to my community garden
I walk to visit my friends.
Lunch
Lunch
Medical appointments
Medical appts.
Other errands
Run errands
Running errands around town
To children's sporting events
To get to and from scheduled events or appts.
To get to restaurant, library, grocery store
Walk to get to midtown shopping, theaters, etc.
Walk to gym
Walk to lunch
Walk to work
Walking to a business i may want to frequent from a downtown location.
Walking to non-downtown restaurants, video store, liquor store, etc.
Walking with participants from elderhaus
We centralize our car stop & walk to include multiple errands

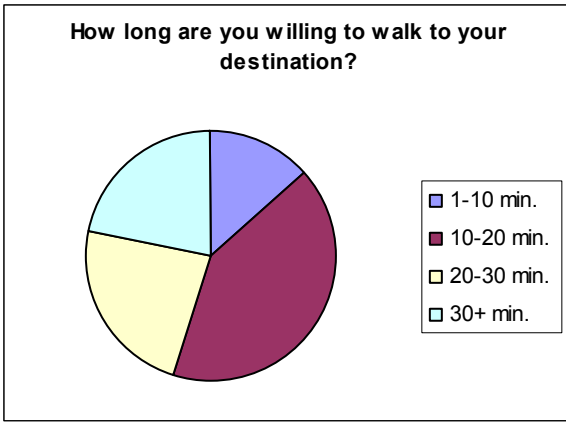
7. What makes you walk?

	1	2	3	4	5
Journey over destination. It is important to me I enjoy the walk to my destination. I pick routes that are fun for me.	15	10	32	43	73
Destination over journey. I mostly walk to get from one place to the next; I don't really pay attention to what the route looks like.	35	38	42	26	31
I walk because I don't have many other choices.	106	14	7	10	15

Note: 1=low score, 5=high score



8. How long are you willing to walk to your destination?



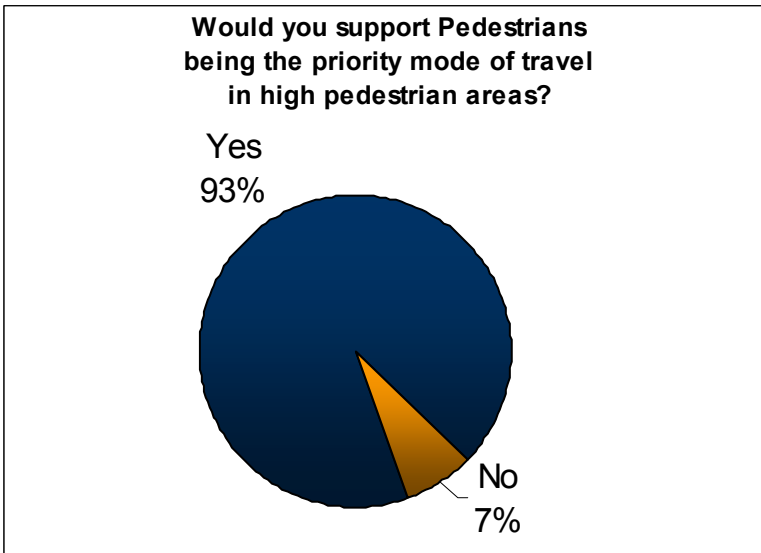
1-10 min.	24
10-20 min.	73
20-30 min.	41
30+ min.	39
	177

9. Do you have children/grandchildren who walk to school, the park, the store or a friend's home? If so, do you have any thoughts or concerns about them walking in Fort Collins?

Crossing busy streets	84
Long distances	25
Complicated routes with chance of getting	24
Strangers	46
	179

10. Would you support pedestrians being the priority mode of travel in high pedestrian areas?

Yes	93%	165
No	7%	13
	100%	178



11. If so, where? E.g CSU, downtown.

Downtown	24
Old town	5
Csu, old town	4

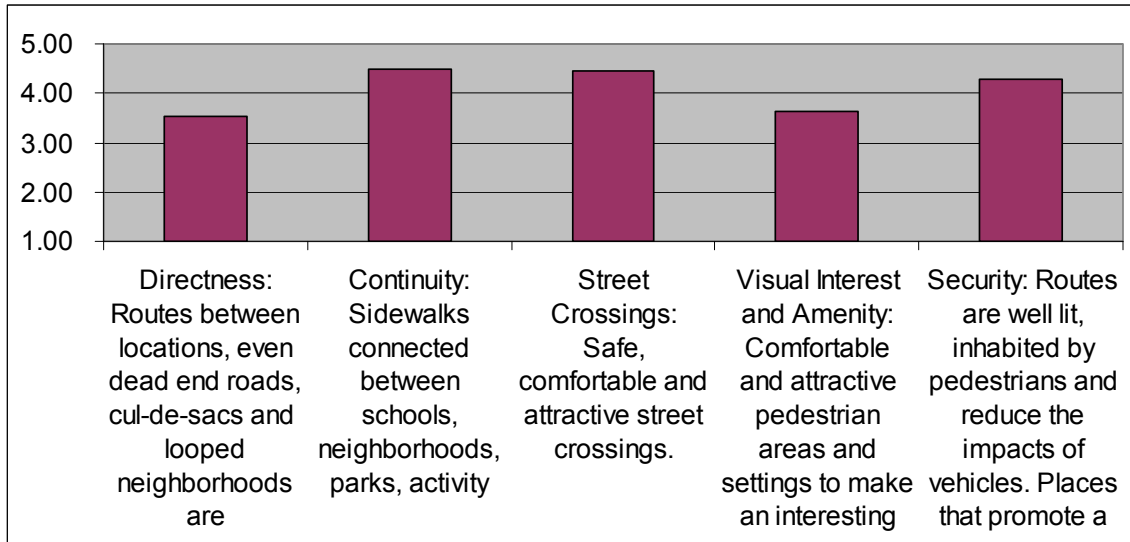
Csu, downtown	2
Old town, csu	2
Across college to whole foods market, stuart crossing lemay, all crossings of lemay and drake	1
All of old town should be turned into walking/biking mall	1
All over	1
Any main intersection	1
Anywhere needed	1
At each main street intersection. i.e. lemay, horsetooth, drake, laporte, taft hill, shields, college, etc....	1
At the intersection of each of our main streets on the mile grid. make these nice places to walk to and enjoy community spaces not only in oldtown.	1
Both and campus west	1
Both csu and downtown	1
Both of the above. csu & downtown	1
Both of these.	1
Both,parks	1
Certainly emphasize the importance of pedestrians on laurel and downtown. i have had way too many close calls crossing in the crosswalks on laurel with drivers on phones not paying attention, or generally just in a bad mood and in a hurry. i emphasize the need to follow the rules when walking with the kids, but even so, most drivers are not paying attention. it gets scary sometimes.	1
College avenue at key destinations, campus west, foothills mall area, harmony road at key destinations, all activity centers, near parks and schools	1
Csu	1
Csu & downtown	1
Csu and downtown and evrywhere. we should always encourage people to be active and making safe pedestrian access is a step in this direction.	1
Csu and downtown/old town. i can't think of any other place in fort collins with large volumes of pedestrians present.	1
Csu center of campus, downtown	1
Csu needs better separation of bike and walkers. in south fort collins the sidewalks need to be better maintained so that people will walk. downtown is fine how it is.	1
Csu downtown	1
Csu downtown maybe some shopping developments	1
Csu old town	1
Csu, city park, old town	1
Csu, downtown, around schools, around churches at high peak times, during parades etc.	1
Csu, downtown, around the mall area	1
Csu, downtown, bus stop areas	1
Csu, downtown, but in both these places they really are the major mode already	1
Csu, downtown, campus west	1
Csu, downtown, city park	1
Csu, downtown, city park, brewery areas, old town neighborhoods such as mountain street, areas where natural areas and the city meet.	1
Csu, downtown, everywhere!	1
Csu, downtown, flower gardens @ csu, city park	1
Csu, downtown, front range	1
Csu, downtown, oldtown, city park	1

Csu, downtown, on the sidewalk!	1
Csu, downtown, trails	1
Csu, downtown. that is probably all that is practical.	1
Csu, maybe core downtown like old town square	1
Csu, old town (downtown), residential streets	1
Csu, old town area	1
Csu, old town, any place with a high density of shopping	1
Csu, old town, shopping along the harmony corridor.	1
Down town	1
Down town, campus west, technogogy center, south college, parks and trails	1
Downtown and csu (csu is scary because bikes and cars are everywhere	1
Downtown and laurel street	1
Downtown and near parks!! i support it near campus also, but feel as though sometimes there is a sense of pedestrian entitlement that can become unsafe around campus, and i don't want the city to further foster that behavior.	1
Downtown for sure!	1
Downtown intersections (especially right turns on red)	1
Downtown not csu! or anywhere but csu!	1
Downtown around main library	1
Downtown csu	1
Downtown laurel along csu	1
Downtown laurel and college csu shields & elizabeth w. elizabeth	1
Downtown schools parks rec centers	1
Downtown, although i think that old town square is enough of a pedestrian zone for now.	1
Downtown, around areas of retail - like the stores on either side of college between horsetooth and harmony	1
Downtown, campus area, west elizabeth, mason corridor, trail corridors,	1
Downtown, city park to csu, downtown to river.	1
Downtown, csu	1
Downtown, csu, (get parking off campus - park out and bus in.	1
Downtown, csu, main intersections on harmony.	1
Downtown, csu, northern fort collins near housing developments	1
Downtown, csu, south college/mall/midtown area	1
Downtown, csu.	1
Downtown, mason corridor.	1
Downtown, near senior and disabled housing complexes, near areas with a high volume of shopping	1
Downtown, schools (grade schools in addition to csu), parks.	1
Downtown, some csu	1
Downtown, some of the parks	1
Downtown.	1
Downtown. well, actually, i take that back. downtown is already pedestrian friendly. the square is already pedestrian only. on street parking and biking in all other areas of	1

downtown is fine.	
Downtown... by schools!	1
Downtown/ cherry / south to & through csu south from between college and shields. one continous street: mason.	1
Every where lights in crosswalks esp not on major intersection should respond to ped. if it were as fast to walk somewhere more people would do it.	1
Everywhere that it is possible.	1
Everywhere!	1
Everywhere! and bikes, too.	1
Everywhere. downtown certainly.	1
Fort collins in general; we are too auto-centric and need more emphasis on other modes for a variety of reasons, such as health and environment. of course, anywhere where we have high pedestrian traffic should have emphasis, and as clearly demonstrated by the trails use, we need more safe ped travel with less risk of motor vehicle exposure.	1
Hard to say. i would support over or under passes or walking trails across main streets like shields, elizabeth, college etc. i would not support pedestrian walkways replacing any main arterials. perhaps would support closing off more of the campus, but for someone mobility impaired, the distances could be long without an internal shuttle. some of the side-streets in the old town area could be turned into another pedestrial mall like old town square, but this should be done carefully, so that the area remains somehow unified...	1
I do not want to see pedestrians have more clout over automobiles. peds need to be held accountable and careful in traffic. pedestrians need to wear white at night and be forced to use crosswalks.	1
In districts, not the entire city. csu. downtown	1
Isn't this already happening? or, what would we do different?	1
Need shopping center near panera, 5 guys, qdoba off harmony	1
Need to somehow bring wheelchairs & people who can't walk far distances to a specific place.	1
No where!	1
North fort collins	1
Old town - campass - old mall site(foothills fashion mall)	1
Old town and other activity centers	1
Old town from laporte to olive and mason to remington	1
Old town bike trail along river	1
Old town! downtown	1
Old town, bike trails	1
Old town, csu, residential areas, higher density development areas	1
Old town, csu, the brewery district, along poudre river	1
Old town, in parking lots, all neighborhood streets	1
Old town, near foothills mall & the new shopping areas on east harmony.	1
Old town.	1
Parks, shopping, libraries	1
Parts of old town and csu campus. buses should be allowed, but the majority of traffic should be on foot or bike. for a good reference point, consider madison, wi's handling of the capitol square/state street area and parts of campus. they do a fantastic job and are very bike/pedestrian friendly.	1
S. college, csu, downtown	1
South & north college	1

Wherever possible. pedestrian friendly places are more sustainable and improve quality of life.	1
Yes	1
Yes, both csu and downtown. but i think we need to consider many of the senior communities as well, where walking is often the only way of travel, but promotes healthy living as well.	1
Yes, down town, cars are clueless to peds. at corners & who has the right of way	1
Yes, more enforcement of no bike riding on sidewalks downtown.	1

12. How important to you are the following?



	Unimportant	Semi-unimportant	Neutral	Semi-Important	Important
Directness: Routes between locations, even dead end roads, cul-de-sacs and looped neighborhoods are uncomplicated.	6	15	44	39	34
Continuity: Sidewalks connected between schools, neighborhoods, parks, activity	2	3	12	40	85
Street Crossings: Safe, comfortable and attractive street crossings.	1	4	11	35	88
Visual Interest and Amenity: Comfortable and attractive pedestrian areas and settings to make an interesting pedestrian experience.	8	13	40	45	35
Security: Routes are well lit, inhabited by pedestrians and reduce the impacts of vehicles. Places that promote a general feeling of security.	3	3	28	34	74

13. Where do you think are the best three street crossings in town? And why?

College/Mountain	31
College/Oak	19
College/Olive	12

Survey Question #13

Where do you think are the best three street crossings in town? And why?

All of the crossings on Hampshire between Prospect and Drake - traffic calming is instituted in the form of raised crosswalks.
All of the crossings on the Poudre and Spring Creek Trail that allow you to go over or under the roads. This is extremely important for safety and continuity in travel.
All Oldtown intersections are good (the ones with pedestrian assist.)
Any 4-way stop in neighborhoods - slow speeds, pedestrian right-of-way.
Any place where you can cross without having to wait for a light.
Anywhere where the walking signal is heard and favors the walker over the traffic.
City Park Avenue at Mulberry - responsive pedestrian signal.
College & Laporte; the traffic is forced to slow down.
College & Mountain, I believe there are signs that don't allow right turn on red when pedestrians are present.
College & Mountain.
College and Laurel.
College and Mountain because the crosswalks are well marked, the signal gives you enough time and there are medians in case you do get stuck.
College and Mountain, College and Oak, College and Olive. All of these intersections allow adequate time to cross. They are wide and you don't have to wait too long for the light to change.
College and Mountain.
College and Olive - shaded, slow traffic speed, smooth street.
College and Walnut - attractive area, colored sidewalk, resting place in the middle.
College Avenue in downtown - medians provide safe harbor.
College crossing at Olive St. in old town: it's purely for pedestrians and not an intersection where one has to watch for turning cars!
Crossing College on Laurel -- lights are timed well for pedestrians and drivers generally obey turn arrows, etc.
Crossing Mountain Avenue by Coopersmith's because drivers are very considerate of pedestrians.
Crossing the street between Luciles and the post office because of the protective and beautiful tree canopy.
Crossing under College Avenue on the Poudre River Trail because it is next to the river and I don't have to hassle with cars.
Crosswalk on Mountain and Remington-because again, the cars are well aware of the possible pedestrians.
Downtown - slower traffic speeds.
Downtown streets that accommodate pedestrians.
Downtown, feeling of security, and areas to wait if you can't make it across in one signal.
Drake & Horsetooth roads @ Powerline Trail because the flashing light easily stops the busy traffic.
Fossil Creek Park- scenic and safe.
Good lighting, good signage.
Harmony & Corbett - long walk signal.

Howes and Olive--beautiful street with big trees, slow vehicle speeds and good visibility.
I like being able to cross the streets where I want such as in Oldtown--to me that is one of the things that makes a place pedestrian friendly. It usually means traffic is slower at that location.
I like this intersection, and others, which have a countdown crossing signal. It allows the pedestrian and motorist to see when the light is about to change.
I love the downtown crossings of College. There is pedestrian refuge in the center and visual interest such as fountains and landscaping. They are heavily used by pedestrians which makes me as a pedestrian feel safer.
In Oldtown from the parking garage to Coopersmith's.
Kechter and Zeigler, the roundabout is extremely easy to cross.
Laporte and College--you have enough time to cross if you're in a wheelchair.
Laporte and Mason - smooth railroad track crossing, crossing lights with buttons.
Laurel & College, well marked.
Laurel and College.
Linden and Laporte - drivers are very respectful of the crossing.
Linden and Walnut-brick street.
Long lights for pedestrians.
Loomis and Mulberry - fast pedestrian button.
Lots of things to see.
Many areas could still use more trees (individuals or groups could help with this), parking, rest areas, and seating.
Maple Street between Howes and Mason - most random place for a crosswalk but I use it almost daily. Has extended curbs, brick crosswalk and signs.
Mason Trail and Drake. Good clear signal for bike/pedestrians.
Most are very difficult. Either timed too slow, steep ramps or cracked ramps, or inaccessible buttons.
Most of Oldtown, mostly due to reduced speed.
Most of the downtown corners allow adequate time for people to cross.
Most people stop at the cross walks.
Mountain & College intersection; no right turns when light is red. Well marked. Island in middle of road. Frequent light changes.
Mountain & College, because there is no right on red and it's well marked.
Mountain and College - cars are aware there are many pedestrians and traffic is slow.
Mountain and College because of no right turn on red.
Mountain and College because vehicles are well-controlled regarding speed and turning ability.
Mountain and College.
Mountain and College; as many pedestrians as cars!
Mountain and College--because cars are well aware of the pedestrians.
Mountain and Olive: clear crossing, pedestrian refuge, predictability, long enough light to get across, trees to shade.
Mountain and Remington - pedestrian signal is instant with the resting place in the middle.

Mountain and shields, there's a median you can stand on if you only get 1/2 way across Mountain.
Mountain and the roads where there are pedestrian buttons and blinking lights when you want to cross. I believe there are two of these right in the middle of Mountain Avenue.
Oak & College - because it's pedestrian crossing only and the light lasts long enough for everyone to get across.
Oak and College - attractive resting area in the middle, visually interesting area.
Oak and College, light is activated by walkers.
Oak and College, pedestrian signal, well marked crosswalks.
Oak and College, simply because it is just a pedestrian crossing (which is arguably just as close to a traffic signal as some of our other problem areas which have been deemed too close to a traffic signal to put in a pedestrian crossing!!)
Oak and College: safe and fun.
Oak and College-halfway resting place for pedestrians.
Oak street because it feels safe.
Oak/College - traffic signal, visual and sound.
Oldtown on College the signals are long enough for people to cross.
Oldtown-frequent signals.
Oldtown--pedestrian lights.
Olive & College, well marked.
Olive and College because vehicles are well-controlled regarding speed and turning ability.
Olive and College- good timing, I never have to wait too long, and I like the countdown so I know how long I have to cross.
Olive and College--activated pedestrian crossing with median refuge.
Olive and College--love the feel.
On West Prospect between Shields and Taft, a pedestrian crossing with a trigger light that stops traffic.
One of the crossings from west of Shields to the CSU campus has a very long walk light, so that gets my vote since most are not very long.
Pedestrian activated signal by elementary school on South Shields just south of Oak Street. Signal is in mid-block and takes affect almost immediately making it very safe.
Power Trail crossings at Horsetooth & Drake. Drivers are generally courteous and respect the flashing pedestrian lights.
Prospect and Welch - the button stops traffic immediately.
Speed limit of less than 30 MPH.
Spring Creek Trail at Lemay, College, Shields, and Taft Hill (4), because the underpass and walk up ramps allow pedestrians to avoid vehicle traffic entirely.
The crossing on Drake and Powerline Trail because drivers actually stop and it is very responsive.
The intersections of City Park Place and Mulberry, of Shields and Maple, of Shields and Oak, because in all three situations, the lights change to favor the pedestrian as soon as the cross-walk button is pushed.
The one from the parking garage by Coopersmith's to the square because drivers actually stop and wait for you.
The one near Oak crossing College, and any others that give the pedestrian priority.

The ones that have a pedestrian overpass or underpass (e.g. Spring Creek Trail at College, Spring Creek Trail at Drake, Poudre Trail at College).
Those with sounds and seconds warnings and blinking.
Under bridges on bike trails at College, Lions, etc.
Vine-Taft roundabout - it is easy and smooth.
W. Elizabeth and Shields--long enough crossing time.
Walnut and Linden: clearly delineated crossing, low volume, drivers trained to look and give pedestrians priority. Pretty plantings on the corners. Feels safe and pleasant.
Walnut and Linden--attractive street with low vehicle speeds and good visibility.
Well observed pedestrian and train crossings.
West campus area (between Shields and City Park). It has signs, lights, brick crosswalk and island/median for pedestrians.

14. Where do you think are the worst three street crossings in town? And why?

1	14. Where do you think are the worst three street crossings in town? And why?
2	1. anything on harmony!!! 150ft of nothing but pavement with cars wizzing by 3in from you at 60mph is not fun! 2. taft hill's crossings could be improved a bit 3. college ave same as harmony comment.
3	1. country club & turnberry 2. country club at the country club itself. kids everywhere going to the lake. cars everywhere, most running the stop sign. 3. country club drive at lemay, four way stop with cars everywhere. runners, walkers and cars all mixing it up. very dangerous!
4	1. crossing lemay eastbound at boardwalk requires walking over the sod (or snowpile) to reach around to the far side of the light pole to trigger the pedestrian signal. 2. harmony crossings have very short pedestrian walk indications, especially for crossing a 6-lane autobahn. se fort collins is very pedestrian unfriendly outside of the neighborhoods. the power trail crossing at horsetooth. for whatever reason drivers there are frequently inconsiderate and will ignore the pedestrian signal.
5	1. mulberry crossing near coopersmith's - despite the crosswalk flashers, cars rarely actually stop because there's not a traffic signal - i've almost been hit there on several occasions 2. riverside-mulberry intersection when there's a train around - cars get antsy, and the angle of the intersection makes seeing pedestrians (and bikes) difficult.
6	All college bu at downtown
7	All harmony crossings east of college to kechter.
8	All of them.
9	Any college crossing south of prospect.
10	Any crossing of harmony or timberline = traffic speeds are very high laporte @ college avenue - very short light & cars don't yield to peds harmony & zeigler - if on bike, can't go from peleton to northbound (difficult for peds too)
11	Any of the crossings for csu students across laurel (washington, mason, whitcomb?) - drivers don't stop for peds to cross and police don't enforce the law
12	Any on harmony old town college
13	Any on s. college powertrail lights e. stuart at rollingwood when cars are parked on it.
14	Any street that crosses harmony, horsetooth, and college
15	Any where on college ave.

16	Anything and harmony
17	Anything crossing college out of downtown - very wide, cars aren't looking for peds.; harmony and jfk - very, very wide with disabled housing in the area; crosswalks throughout town only marked by a yellow sign - completely ignored by cars
18	Anything on college
19	Anywhere along harmony-too fast, too wide and more like a freeway than a road in a town
20	Anywhere on south college - south of prospect, drivers don't seem to expect pedestrians there. anywhere north-south on prospect corner of shields & vine pretty squirrely!
21	Anywhere on taft hill anywhere on harmony anywhere on shields
22	Anywhere south of prospect.
23	Busy intersections w/o ped asst. prospect/riverside
24	By all railroad crossings
25	By the mission
26	Canyon/mulberry/whitcomb 5 way intersection. it can be treacherous to even bike across. university ave and mason streets between rxr - intersection is hard for motorists to see pedestrians and pedestrians end up impeding traffic to motorists for long periods of time. taft hill and elizabeth - sidewalks are narrow, and crossing surface is not flat (many ruts in the road)
27	College & drake college & harmony harmony & lemay
28	College & mountain (too many large trucks, semis, autos)
29	College & olive college & drake college &
30	College and cherry. long distance across street. doesn't feel safe. limited pedestrian island
31	College and harmony - what is good about it? mason trail at both drake and horsetooth - trail users are completely treated as second class
32	College and harmony college and horsetooth college and drake too much traffic turning in all directions make them risky.
33	College and harmony, harmony and zigler, prospect and i-25
34	College and laurel, dangerous! the drivers seem so distracted at that corner. crosswalks are not well marked. light (signal) pattern is unpredictable. remington and mountain, there's ped cross lights there but the crosswalks are not well marked or lined up.
35	College and prospect college and drake college and horsetooth etc. there are no good pedestrian refuges and it's a long distance in a short time.

36	<p>College and prospect: lots of traffic, crosswalks are faded, lights aren't very long and cars aren't accustomed to seeing peds. feels unsafe and it's not pretty or inviting either--a shame for a corner so prominent to the university...</p> <p>jefferson and linden: trucks are scary so close to curb, light takes forever to change after ped light is triggered, often scuzzy people crossing with you.</p> <p>even though it has many amenities, the mid-block crossing on mountain east of college is scary because even after triggering the ped lights, many cars go whizzing through at top speed: gives a false sense of security.</p>
37	<p>College and troutmanharmony and boardwalk</p>
38	<p>College at mountain college at oak</p>
39	<p>College avenue almost any where. drake taft</p>
40	<p>College/harmony</p>
41	<p>College/harmony timberline/harmony lemay/horsetooth jog.</p>
42	<p>College-anywhere s of prospect mason stree due to train college and vine</p>
43	<p>Crossing college to king soopers on columbia. the queue areas don't give me a good sense of safety. i always worry that my kids and i will get hit by a car.</p> <p>the crossing by edora park where spring creek trail surfaces and you have to cross a road at an angle. pedestrians and drivers and cyclists are always confused there. plus most other crossings on this trail are completely protected (under/over road), so this one is an anomaly.</p> <p>stop sign at remington and stuart. drivers and cyclists always want to rush this intersection and it doesn't seem safe.</p>
44	<p>Crossing shields at mountain is the safest for bikes and peds but so slow for cars. crossing shields at mulberry is dangerous. crossing maple downtown</p>
45	<p>Crossing shields on harmony. timing isn't long enough for even a 30 year old fast walker to get across all those lanes of shields near front range. plus, most drivers blow through the left turn arrow leaving a pedestrian even less time to try and cross that wide street.</p>
46	<p>Crossing west college prospect east of college & north of lemay (not enough lights)</p>
47	<p>Don't know.</p>
48	<p>Downtown college e-w. you don't have enough time to cross if you're in a wheelchair.</p>
49	<p>Drake & timberline - cars in righthand turn lanes do not look for pedestrians and they roll through red lights drake & lemay - same problem roundabouts (vine & taft, ziegler & horsetooth, etc...) - cars are not looking or paying attention to pedestrians.</p>
50	<p>Drake and shields - turners are impatient and cut off pedestrians. college and mountain - again, impatient or inattentive turners.</p>

51	Drake harmony horsetooth
52	Everywhere else in fort collins
53	<p>From andersonville across lemay lacks sidewalks and way too busy (see also earlier comments).across college from the college heights residential area to shopping on the w. side. also, from the mall to businesses on w. college. traffic, traffic, traffic.from accessible apartments on s. harmony across to grocery store and other shopping on n harmony. trafficnot exactly a street crossing issue but more of access to services. between taft hill and overland (e and w) and between prospect and drake, there is a large pocket of low-income housing and rentals. also, mercy housing on taft hill near the habitat store. bus transportation is needed for these residents to get to the safeway, walgreen's, and urgent care on taft and drake and also to the senior center on shields.</p>
54	Harmony & college timberline & drake college & prospect
55	<p>Harmony and college - too much traffic, distance too far to cross comfortably. need visual cues to drivers to make it a more pedestrian friendly crossing, narrower crossing points shields and harmony - huge intersection with no visual interest. the turn lanes seem like they were designed for the largest trucks not for the majority of the traffic that goes through the intersection. could have made this more like boulder intersections, narrower with attractive elements to provide slower cars and more pedestrian users. cherry and college, the attempt was there to make this a better crossing, but just not enough visual cues to make it more pedestrian oriented. still feels like you have to stay very alert to cross.</p>
56	<p>Harmony and college - traffic is heavy and not very aware of pedestrians. horsetooth and college any intersection like these really.</p>
57	<p>Harmony and timberline--enormous intersectection with high vehicle speeds and motorists running the light. college and harmony--big intersection, high vehicle speeds. college and prospect--big intersection, high vehicle speeds and volume, crazy college student drivers, poor visibility.</p>
58	Harmony road - all too long and light doesn't protect enough
59	Harmony road drake road
60	Harmony/college mulberry/lemay
61	Harmony/timberline
62	Harmony/timberline harmony/lemay riverside/lemay

63	Horsetooth and college- too busy, ugly harmony and college- ditto prospect and college- ditto
64	Howes and laurel- takes forever for the light to turn and most people just jaywalk
65	In shopping areas like best buy/taco bell area, target/johnny carinos area, those types of places. a lot of cars and a lot of shops with no routes for walkers.
66	In the older part of town. the more north you go the worse it gets.
67	Lake and shields, prospect and shields and prospect and whitcomb. poor sidewalks, not enough time to cross street, long wait for light to change, no shoulder/bike lane on prospect, heavy traffic volume, fast driving speeds.
68	Laporte and college: confusing intersection for drivers - i see near accidents almost every time i cross harmony and shields: huge intersection is scary to cross as a runner or biker
69	Laurel and college laurel and shields college and olive
70	Laurel and college; too much car traffic with too much angst and too many cell phones. college and harmony; see above. college and prospect; ditto.
71	Laurel and mason, columbia and college, trilby and college large intersections, busy intersections, poor pedestrian signals, high speeds
72	Laurel street & csu shields street crossings & csu
73	Laurel street because there are crosswalks in the middle of the street, students walk, but the cars don't always stop.
74	Lemay & drake-light needs to be longer
75	Lemay & horsetooth-uncomfortable sidewalk also ends by tennis courts @ that park. cut across grass or take street.
76	Lemay and riverside - no concern for anything but automobiles. harmony and college - being revised, change may improve it. mulberry and vine - vast distance to cross in a short time span.
77	Maple & college - too many right turn angles to watch out for, and trucks turning onto 287 don't stop for peds
78	Mason and mulberry - terrible train tracks, high speed and short crossing lights. mulberry and lemay - poor light schedule, high speeds, low reconigion of pedestrians. harmony and college - too many lanes of traffic, not enough time to cross, killer speeds.
79	Mason at oak st. - hazardous crossing at railroad tracks (most crossings along the rr tracks) north college - wide street and heavy traffic
80	Mason/laurel laurel/college
81	Most any street crossing along mason because the railroad tracks are extremely dangers, it doesn't matter if you are walking, running, in a car, on a bike, with a stroller, or on a skateboard.
82	Most in south by harmony
83	Most of the harmony crossings, with little safe refuge for peds, and the drivers generally focus more on other traffic then peds. the noise along the route is also intimidating, especially with loud vehicles.
84	Most of them!
85	Most places on college and a lot of major streets. lake and shields comes to mind.

86	Mountain & college because for what i stated a few ? ago...drivers are clueless
87	Mountain and remington, drivers ignore the flashing lights college and willow, too many turning cars, cars stop in the crosswalks, merge from jefferson takes driver attention away from pedestrians shields and elizabeth, turning movements, lots of pedestrians who ignore wait lights.
88	Mountain/college
89	Mulberry & college laurel & college
90	Mulberry and college is not fun to cross either- possibly because it is such a busy vehicle intersection. i have almost been hit there by a car turning right while the pedestrian signal was on.
91	Mulberry and college-no resting place in the middle
92	N/a
93	North college across willox north overland trail anywhere north of drake trilby & college
94	On college at: willox, mulberry, and harmony
95	On mason - laurel st. to laporte ave.
96	Overland at drake no crosswalk badly marked traffic heading north onto overland from drake should have to stop not yield banyan and golden current needs a stop sign and crosswalk
97	Power line trail & harmony road harmony & boardwalk
98	Power trail and streets. the flashing yellow lights are to different for the average person. make a standard red yellow green light and people will follow the rules. right now many don't
99	Pretty much anywhere in north fort collins. obvious reasons.
100	Prospect & college; high density traffic, right turns on red light.
101	Prospect & lemay riverside & lemay timberline & harmony traffic and bicycles are unaware of walkers
102	Prospect & riverside riverside and power lights rutgers & lemay ave.
103	Prospect and center the light is not long enough to get all of the cars , bikes and people across so people run red lights and that is dangerous of all.
104	Prospect and college elizabeth and lemay vine and taft
105	Prospect and college, i don't think the signal light is long enough and i don't think that motorist pay attention, i see near misses way too often. prospect and shields (for the same reason). the other than white strips on the street, unmarked cross walks on laurel ave., students think its a game to see if cars will stop by walking slow or jumping out on a close vehicle. the cross walks are difficult to see and even though you are only traveling 30mph i find it still very dangerous!
106	Prospect and lemay, timberline and prospect---too much traffic not paying attention
107	Prospect at lesher. eastbound traffic doesn't have an arrow to turn north to get to the school.

	that backup eastbound prospect and turning traffic is more concerned about finding an opening in west bound traffic then bikes and peds. crossing. i've seen it happen.
108	Prospect/college harmony/college
109	Prospect/college prospect/lemay
110	Remington and mulberry and also wedbee and mulberry, they are incredibly fast light change in the north/south direction and eternally long in the east/west direction, so it makes it hard to have time to cross as a pedestrian or biker. i also dislike the intersection of mulberry and riverside, because it is just plain confusing and i'm not a fan of the trucks!!
111	Right now harmony & college/mason. anywhere the asphalt is worn away at train tracks! all along old town!
112	Riverside/lemay college/harvard riverside/mountain
113	Riverside/lemay stover/prospect
114	Roundabouts, horsetooth & college, harmony & college
115	See answer #2 above, also on the n side of shields crossing to the csu campus (shields and eliz) drivers often turn without heeding you.
116	Shields and harmony-really big and not many flowers and beauty like it could be
117	Shields street near raintree.
118	Shields street laurel street by csu
119	<p>So many! and i mean no offense by that. i just believe there is a lot of opportunity for improvement in cities like ours that were built around and for the automobile, as i'm sure you would agree.</p> <p>crossing laurel and mulberry almost anywhere is a hassle. cars are traveling fast and the lights take a long time to change.</p> <p>crossing anywhere south of prospect just seems unsafe (and unenjoyable) in so many ways.</p> <p>crossing riverside.</p>
120	South college
121	South college - harmony, horsetooth, drake - due to the very wide streets to cross
122	South college and skyway
123	South of drake, going north on lemay, near parkwood neighborhood. i'd like to see a flashing light for when pedestrians and bicyclist want to cross and have the right away. that's a scary crossing area at peak driving times between 5-6pm.
124	Supermarket liquors, blind spot
125	Taft & elizabeth may be in running.
126	Taft/bronson mulberry/loomis college/troutman
127	<p>The power trail crossing at drake--a lot of people don't pay attention to it.</p> <p>timberline rd. just north of fchs--very short light for kids on school mornings.</p> <p>drake rd just south of odea elementary</p>

128	The roads and entrances around the shopping center on the south west corner of drake and shields - drivers don't pay attention and often make left hand turns onto these streets/into the shopping center without looking, i've had multiple close calls with cars here elizabeth and shields - light gets run alot, especially by bikes, makes it dangerous most places along college - drivers not paying attention, lights being run
129	The weird streets near the lincoln center cars go every direction and the intersections are confusing because of all the angles
130	The worst ones are probaably ones which i would never even attempt such as crossing harmony.
131	There are too many to choose from
132	Those with several lanes. often a middle lane or side lane vehicle moves forward and doesn't see a walker/pedestrian or a biker that is in a pedestrian crossing.
133	Timberline & horsetooth - traffic seems congested and not big lanes for bikes bike crossing at drake & timberline - love the light signal to stop traffic, but since the railroad tracks are there, psd buses stop for the rr track crossing and are then under the bike crossing lights, so they can't see if the lights are on. harmony & college/jfk area - sidewalks end; big road to cross; heavy traffic.
134	Timberline and vine is horrible for pedestrian traffic due to the high volume of traffic and the 4 way stop that people consistently do not obey (or don't know how to use). the train tracks are also very bad here and are hard to ride over with a bike (cars too).
135	Timberline/harmony--people speed and run lights through here all the time. not very pedestrian friendly yet many people cross through there. prospect/riverside--again, cars traveling too fast,i don't feel very safe there biking or walking through the intersection. the cars that are turning east from riverside tend to keep going even when the pedestrian light is lite. harmony/corbett--the lights are timed poorly. as a car driver only 1-3 cars at most get through the light heading south on corbett and then when you are walking or biking you have to go fast in order to get across the street before the light changes. also, cars never yeild when turning west on to harmony when there are pedestrians there. the zoom through.
136	Too many to choose
137	Vermont and horsetooth-the light takes forever to change and cars turn regardless of the dont turn right on red when peds are present sign. crosswalk on drake near timberline-because some cars dont even stop when the light is flashing crosswalk on horsetooth near timberline-because cars don't even stop when the lights are flashing
138	Whitcomb & mulberry (convoluted intersection), stuart & lemay (light takes too long; because of hill, visibility not the best), mulberry & riverside
139	Ziegler - paddington timberline - drake
140	Overland at drake no crosswalk badly marked traffic heading north onto overland from drake should have to stop not yield
141	Power trail and streets. the flashing yellow lights are to different for the average person. make a standard red yellow green light and people will follow the rules. right now many don't
142	powertrail lights
143	Pretty much anywhere in north fort collins. obvious reasons.
144	Prospect & college; high density traffic, right turns on red light.
145	Prospect & lemay

146	Prospect and center the light is not long enough to get all of the cars , bikes and people across so people run red lights and that is dangerous of all.
147	prospect and college- ditto
148	Prospect and college, i don't think the signal light is long enough and i don't think that motorist pay attention, i see near misses way too often.
149	Prospect and lemay, timberline and prospect---too much traffic not paying attention
150	prospect and sheilds i don't think the signal light is long enough and i don't think that motorist pay attention, i see near misses way too often..
151	Prospect at lesher. eastbound traffic doesn't have an arrow to turn north to get to the school. that backsup eastbound prospect and turning traffic is more concerned about finding an opening in west bound traffic then bikes and peds. crossing. i've seen it happen.
152	Prospect/college
153	prospect/lemay
154	prospect/riverside--again, cars traveling too fast,i don't feel very safe there biking or walking through the intersection. the cars that are turning east from riverside tend to keep going even when the pedestrian light is lite.
155	remington and mountain, there's ped cross lights there but the crosswalks are not well marked or lined up.
156	Remington and mulberry and also wedbee and mulberry, they are incredibly fast light change in the north/south direction and eternally long int he east/west direction, so it makes it hard to have time to cross as a pedestrian or biker. i also dislike the intersection of mulberry and riverside, because it is just plain confusing and i'm not a fan of the trucks!!
157	riverside & lemay
158	riverside/lemay
159	Riverside/lemay
160	Riverside/lemay
161	riverside/mountain
162	Roundabouts, horsetooth & college, harmony & college
163	See answer #2 above, also on the n side of shields crossing to the csu campus (shields and eliz) drivers often turn without heeding you.
164	shields and elizabeth,turning movements, lots of pedestrians who ignore wait lights.
165	Shields and harmony-really big and not many flowers and beauty like it could be
166	Shields street
167	shields street crossings & csu
168	Shields street near raintree.
169	sidwalk also ends by tennis courts @ that park. cut across grass or take street.
170	South college
171	South college - harmony, horsetooth, drake - due to the very wide streets to cross
172	South college and skyway
173	South of drake, going north on lemay, near parkwood neighborhood. i'd like to see a flashing light for when pedestrians and bicyclist want to cross and have the right away. that's a scary crossing area at peak driving times between 5-6pm.
174	stop sign at remington and stuart. drivers and cyclists always want to rush this intersection and it doesn't seem safe.
175	stover/prospect
176	Supermarket liquors, blind spot
177	Taft & elizabeth may be in running.
178	taft hill and elizabeth - sidewalks are narrow, and crossing surface is not flat (many ruts in the road)
179	taft hill's crossings could be improved a bit
180	Taft/bronson

181	the crossing by edora park where spring creek trail surfaces and you have to cross a road at an angle. pedestrians and drivers and cyclists are always confused there. plus most other crossings on this trail are completely protected (under/over road), so this one is an anomaly.
182	the other than white strips on the street, unmarked cross walks on laurel ave., students think its a game to see if cars will stop by walking slow or jumping out on a close vehicle. the cross walks are difficult to see and even though you are only traveling 30mph i find it still very dangerous!
183	The power trail crossing at drake--a lot of people don't pay attention to it.
184	the power trail crossing at horsetooth. for whatever reason drivers there are frequently inconsiderate and will ignore the pedestrian signal.
185	The roads and entrances around the shopping center on the south west corner of drake and shields - drivers don't pay attention and often make left hand turns onto these streets/into the shopping center without looking, i've had multiple close calls with cars here
186	The weird streets near the lincoln center cars go every direction and the intersections are confusing because of all the angles
187	The worst ones are probaably ones which i would never even attempt such as crossing harmony.
188	There are too many to choose from
189	Those with several lanes. often a middle lane or side lane vehicle moves forward and doesn't see a walker/pedestrian or a biker that is in a pedestrian crossing.
190	timberline - drake
191	timberline & drake
192	timberline & harmony
193	Timberline & horsetooth - traffic seems congested and not big lanes for bikes
194	Timberline and vine is horrible for pedestrian traffic due to the high volume of traffic and the 4 way stop that people consistently do not obey (or don't know how to use). the train tracks are also very bad here and are hard to ride over with a bike (cars too).
195	timberline rd. just north of fchs--very short light for kids on school mornings.
196	timberline/harmony
197	Timberline/harmony--people speed and run lights through here all the time. not very pedestrian friendly yet many people cross through there.
198	Too many to choose
199	too much traffic turning in all directions make them risky.
200	traffic and bicycles are unaware of walkers
201	university ave and mason streets between rxr - intersection is hard for motorists to see pedestrians and pedestrians end up impeding traffic to motorists for long periods of time.
202	Whitcomb & mulberry (convoluted intersection), stuart & lemay (light takes too long; because of hill, visibility not the best), mulberry & riverside
203	Ziegler - paddington
204	Trilby and college, forgot to mention...this is not the safest crossing intersection.

15.What three things would you have the City do to improve the pedestrian experience in Fort Collins?

1	15. What three things would you have the City do to improve the pedestrian experience in Fort Collins?
2	Continuous sidewalks
3	Continuous sidewalks
4	Continuous sidewalks
5	Better sidewalks
6	Better sidewalks
7	Lighting
8	Lighting
9	More crosswalks

10	More crosswalks
11	Wider sidewalks
12	Wider sidewalks
13	A few more stop lights
14	A lot of work has been done around raising awareness of bikers, similar efforts regarding runners and walkers would be nice
15	Accessibility for disabled
16	Add better waiting areas at busy intersections near basic services (like near king soopers/columbia)
17	Adequate close-in parking, safe walk way to city park.
18	Allow for more time to cross
19	Allow more crossing time
20	Allow more time for peds to get across
21	Avoid creating any more narrow, attached sidewalks in neighborhoods
22	Ban smoking on trails & parks
23	Ban talking and texting on c-phones while driving
24	Bathrooms
25	Benches at all bus stops
26	Better crossing lights at intersections
27	Better educational efforts to let drivers know pedestrians count!
28	Better lighting
29	Better markings/lights flash
30	Better night lighting
31	Better signage/lighting for yeild to pedestrian areas
32	Better street lights
33	Better transit
34	Bigger shoulders on roads or more sidewalks
35	Build better parking
36	Build new buildings with the active community environment in mind
37	Build trails on the northside of town.
38	Bulb outs at all intersections where possible
39	Campaign to encourage walking
40	Can you fix steep grades?
41	Clean off the sidewalks
42	Clean streets
43	Clear guidelines on bike paths
44	Clear snow and ice as if you were someone with compromised eyesight, and using a wheelchair or cane
45	Clearly id crossing areas
46	College ave! make it more friendly beyond old town
47	Complete mason street corridor project
48	Complete sidewalks
49	Complete sidewalks on harmony
50	Complete sidewalks on lemay
51	Connect neighborhoods
52	Connect some more of the trails
53	Connected sidewalks
54	Connectivity to mason trail from the west side
55	Consider walking paths adjacent to irrigation ditches in nw residential area
56	Continual sidewalks on both sides of the street
57	Continue to add pedestiran controlled light crossings

58	Continue to beautify streets
59	Continue to expand trails to connect.
60	Continue to promote street trails
61	Continue to raise awareness.
62	Continue with the crossing treatments currently used as development moves north
63	Control right on red turners
64	Create more trails/paths along harmony
65	Cross signals
66	Crosswalk light lengths too short at harmony & ziegler
67	Design & implement more trails away from traffic
68	Detach sidewalks from curb for more comfortable walking.
69	Diagnol crossings like de4nver
70	Diagonal crossing at college and mountain
71	Discourage auto-dependent development like se fort collins
72	Discourage car traffic from congested areas (perhaps like system in copenhagen to tax frequent users
73	Don't know.
74	Drop speed limit by 5 mph
75	Easier access to routes
76	Educate community
77	Educate motorist
78	Emergency phones
79	Emphasis on stopping when pedestrians are in a crosswalk
80	Encourage reduction of single occupant cars (encourqage hov's) to reduce number of cars on the road
81	Encourage show removal across intersections, alleys and bus access..
82	Enforce crosswalk infractions
83	Enforce crosswalk laws
84	Enforce currant laws against bikes!
85	Enforce ped crossing mandatory stop by drivers - the police will pull over speeders there, but not people who don't stop for pedestrians
86	Enforce pedestrian right of way at all street crossings
87	Enforce snow removal
88	Enforce traffic rules on bicyclists
89	Enforce vehicular laws, noise, ordinances
90	Enforcement of the current laws in regards to cars turning on red
91	Enhanced crosswalks
92	Ensure all streets have nice sidewalks
93	Ensure safet of children and people with disabilities (especially blind and visually impaired)
94	Expand transfort to harmony/taft area because no one who lives there can take the bus to campus for work easily. right now, i walk over a mile to get to a bus stop at front range. if there were a stop closer to harmony/taft hill, more people would use transfort and fewer would drive. everyone is safer!
95	Extended corners like in the e elizabeth st. area
96	Facilitate walking by making sure street crossing favor pedestrians, not cars
97	Fewer cars
98	Fewer cars (more public transport)
99	Finish sidewalks in town
100	Fix and put in more sidewalks
101	Fix discontinuities
102	Fix hard to find/reach buttons for crosswalks

103	Fix infrastructure
104	Fix old sidewalks
105	Fix sidewalks
106	Fix the bike/walk lights on power trail
107	Fix the railroad crossings
108	Fix the sidewalks
109	Flashing lights at crosswalks not located at intersection
110	Free long term parking somewhere downtown so you can park and walk somewhere and not have to be back in 2 hrs or pay to be there all day
111	Get an encouragement program for local neighborhoods that don't have sidewalks to be able to afford to build them.
112	Give ped priority when button pushed
113	Grade separation
114	Greenbelt trails!
115	Grouping destinations closer
116	Have good signage
117	Have more protected crosswalks to csu with pedestrian activated lights
118	Have people shovel their sidewalks! it becomes quite an adventure trying to walk after the snow.
119	Have wheelchair accessible sidewalks
120	I think the city does an excellent job
121	If the bus system was more commuter friendly (aka more frequent than hourly) people would commute downtown and thereby walk more once getting to downtown
122	Implement more flashing lights at main road crossings.
123	Improve access to transit stops
124	Improve beautification of area
125	Improve crosswalks (add stop signs or signals to major walks)
126	Improve enlarge sidewalks
127	Improve trails
128	Improved maintenance of cut-through paths in neighborhoods without hoas
129	Improved pedestrian lighting
130	Improved sidewalks in lower-scale neighborhoods
131	Include grade separations in the street planning process
132	Include newly annexed south fort collins in your plans
133	Incorporate walkways in more locations
134	Increased safety (light, etc.)
135	Infrastructure improvements.
136	Install visual ped countdown timers
137	Just having it be less bumpy for persons in wheelchairs
138	Keep doint what you're doing!
139	Keep graphitti painted over in the tunnels
140	Keep sidewalks in good repair
141	Keep soapstone prairie and bobcat ridge
142	Keep up with the off street trail connections!
143	Larger shoulders on busy streets
144	Legthen crossing times
145	Less concrete
146	Less cracks
147	License bicyclists
148	Light dark areas
149	Lights - so many of the neighborhood streets are so dark
150	Like boulder, make pedestrians the primary use throught the entire town.

151	Limit city street width to 4 lanes.
152	Longer cross lights
153	Longer crossing lights
154	Longer crossing time in some areas
155	Longer crosswalk indicators
156	Longer crosswalk times at street lights
157	Longer pedestrian street crossing times-for ease of making it across larger intersections
158	Longer seconds to get across big intersections
159	Longer times to cross streets
160	Longer walk signals
161	Look at the traffic flow at intersections
162	Low branches over sidewalks are difficult to deal with
163	Lower speed limits and less car travel lanes
164	Maintain bike lanes
165	Maintain trail system
166	Make all bus stops wheelchair accessible
167	Make all major intersections beautiful public places and emphasis the pedestrian like in boulder with raised pretty cross walks to a mid point
168	Make good sidewalk connections in popular places like linden, lincoln and college at prospect
169	Make homeowners, especially when houses turn off, put in sidewalks where there are none!
170	Make more pedestrian-only" roads"
171	Make ped lights turn on auto rather than only w/pushing the button
172	Make public spaces and roads into attractive public spaces people want to walk around in
173	Make refuges in cross walks if possible
174	Make security high priority
175	Make sidewalks wheelchair safe
176	Make signals long enough so you don't have to rush
177	Make sure sidewalks connect
178	Make sure walk lights work
179	Make traffic aware of us.
180	Make wider bike lanes
181	Mark the crosswalks better
182	Marked crosswalks
183	Minimum 3 foot widths for sidewalks, preferably with parkway dividing sidewalks and streets
184	Mitigate uneven sidewalks
185	More access to bus routes
186	More art in public spaces
187	More art like on mason trail
188	More bike lanes
189	More bike lanes.
190	More bike-only routes to areas w/ bike racks
191	More bikes
192	More bus routes
193	More commuter lanes for bikes (separate from sidewalks) to encourage both biking and walking - esp in old town area
194	More connected bike trails in the north part of ftc
195	More cross connections (e.g. taft s of prospect)q
196	More crossing signals
197	More detached sidewalks
198	More dirt paths for runners - especially south end of city.
199	More education on pedestrian awareness for drivers

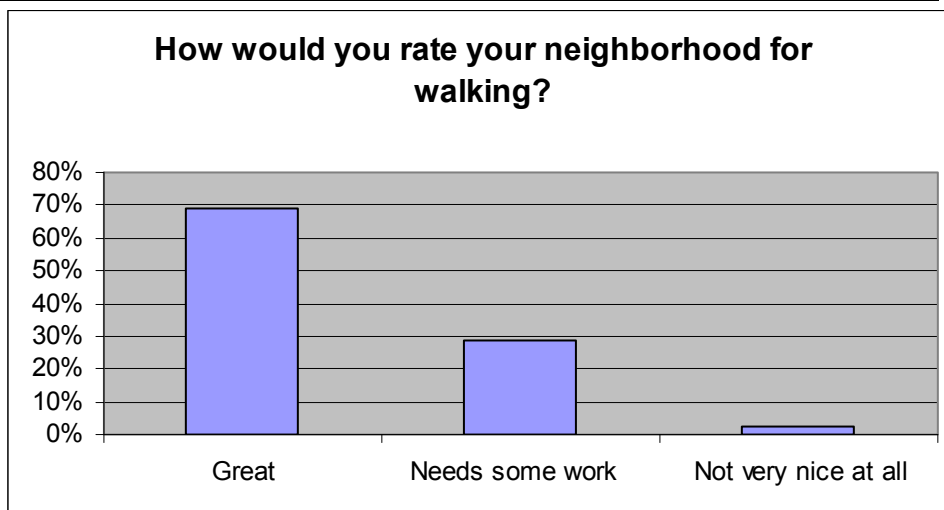
200	More enforcement of speed limits
201	More mid-block pedestrian cross walks on arterials
202	More neighborhoods that don't go through
203	More overpass/underpasses
204	More painted crosswalks
205	More parking at walmart
206	More patrols
207	More ped activated crossings
208	More pedestrian activated crosswalks
209	More pedestrian walk opportunities on busy roads
210	More pedestrian-only areas
211	More people willing to get out of their cars
212	More pet friendly items (trash cans & plastic bags) along trails
213	More safe crossways of busy streets
214	More shade trees on the south end of town. it's awful to walk out in the blazing sun in a concrete jungle.
215	More sidewalks
216	More sidewalks on north end
217	More sidewalks/bike lanes--complete sections!
218	More signage that tells cars to watch for pedestrians
219	More signs with flashing yellow lights that cars must yeild to pedestrians in crosswalk
220	More street lights
221	More street lights in main areas to improve feelings of safety
222	More strictly enforce sidewalk cleaning after snow
223	More traffic calming
224	More traffic calming bends on some streets
225	More trees and vegetation
226	More walkways near water
227	More wheel chair friendly
228	Motsre curb cu
229	Move green arrow rt. turns on major intersections (like @ college/laurel)
230	Move the sidewalks back from the street.
231	N/a
232	Neckdown intersections
233	Neighborhood connections, especially at cul-de-sacs, and dead end streets
234	Never use hollywood curbs again
235	No right turn on reds @ several intersections in old town
236	No semis on college!
237	North-south west-end trail
238	Nothing
239	Off-avenue, north/south routes particularly off of busy streets
240	On-street parkign to buffer high speeds
241	Option to extend walk light times
242	Outlaw cell phone use whiel driving
243	Parking
244	Patch street hole
245	Pedestrian bridges or tunnels over/under busy roads
246	Pedestrian connectors in parking lots
247	Pedestrian zones
248	Pedistrian islands
249	Peds first, bikes second, transit third, cars last

250	Permanent changes for pedestrian crossing, traffic calming
251	Pest control along trails
252	Plant more trees
253	Pleasant visual attractions
254	Police ticketing drivers who don't wait for pedestrians
255	Potholes
256	Prioritize pedestrians
257	Priority for pedestrians @ key crossings
258	Promote smart growth hubs with mixed retail, office and residential linked by convenient pedestrian walkways
259	Proper care of bus stops
260	Provide a better transit system to encourage people not to drive
261	Provide and shade sidewalks
262	Provide continuity of walks
263	Put a barn dance lighth at shields & w. elizabeth
264	Put pedestrian buttons on more traffic lights
265	Put public spaces at each of the mile intersections to encourage local community
266	Raised cross walks
267	Raised crossings
268	Red light cameras at more corners
269	Reduced speed limit
270	Remove graded driveway on sidewalks--the slant causes people with balance and vision problems to walk in the street
271	Renovate the mall and connect e and w college
272	Repair/add sidewalks
273	Retrofit existing neighborhoods with sidewalk connections eg. punch through at cul-de-sac streets, for continuity & to make more destinations fall in the walkable category
274	Scenery
275	School safety zones
276	Separate streets from sidewalks along high traffic areas
277	Set back sidewalks
278	Set sidewalks away from streets
279	Several new crossings on prospect
280	Shorter crossings
281	Sidewalk continuity
282	Sidewalks
283	Sidewalks are too bumpy
284	Sidewalks further from street
285	Sidewalks in general
286	Signaled crossings
287	Slope and curbs.
288	Slow auto speeds thru street design
289	Slow cars
290	Slow down car traffic
291	Slow traffic on arterials
292	Smooth well marked sidewalks
293	Smoother bike lanes
294	Smooth sidewalks
295	Some walk lights need to last longer.
296	Special signage for the handicapped and elderly (like children crossing" as an example)"
297	Speed & noise ordinance enforcement

298	Standardize sidewalks & intersections
299	Stop promoting walking or bike riding
300	Stop worrying about old town & start paying attention to the northeast side of town!
301	Streetcars downtown
302	There should be a pedestrian bridge over the train tracks in a couple of intesection in old town
303	This survey is slanted to only those who like walking
304	Ticket vehicles w/smoking exhaust
305	Time intersection lights better
306	Trail and sidewalk connectivity to the south side of fort collins
307	Trail underpasses or overpasses across major streets
308	Transportation
309	Trees
310	Unsure
311	Use a more visible crosswalk hatch
312	Use more traffic calming techniques like speed tables, mid-block ped signals, more attractive cross walks like fake brick street designs etc... instand pedestrian actuated lights, use color and bollards and urban design to make places feel more pedestrian oriented
313	Walkes should be treated with respect not like 2nd class citizens who can't afford a car.
314	Walking areas along trilby
315	Water fountains for drinking
316	Verify that amount of time given for crossing is actually reasonable
317	Wide sidewalks
318	Widen sidewalks on busy streets (especially elizabeth and taft hill) in campus west
319	Wider sidewalk
320	Wider sidewalks where there is no street or less than ideal biking conditions.
321	Wider walkways
322	Width of sidewalks increased

16.How would you rate your neighborhood for walking?

Great	69%	112
Needs some work	29%	47
Not very nice at all	2%	4
	100%	163



17.Anything else, pedestrian related, you want to tell us?

1	1.much neighborhood sidewalk repair needed (ie clearview and ash dr. 2. replace old narrow angles sidewalk-these must be a terror for disabled people!!
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2	An efficient bus system would increase folks walking.
3	As a frequent bike rider to downtown destinations, the pedestrian bulges at intersections that narrow the intersection down are very dangerous to bikes because cars are trying to pass & the bikes have to move into the traffic lane. the southeast corner of w. mountain and mason is a good example. traveling east, we stop our bikes by the courthouse at the traffic light but when we get to the otherside, just as the cars behind us are getting ready to pass, the sidewalk bulges out into the street. these my be good for pedestrians but they are really unsafe for bike riders.
4	At the beginning of this survey, i forgot to mention that i am a heavy user of the pouder and spring creek trails for recreation, commmting and exercise. i also think that midtown (college/prospect/drake/ lemay) is overlooked as a pedestrian heavy area. i can walk to three major grocery stores, my kids school, my huusbands work, by community pool, my csa, by preschool, friends houses, bike shop, coffee, dq, resturants..... we just need a bookstore back.
5	Bikes are rude and dangerous on the trails. we don't walk there to avoid being yelled at. need no-bike trails or alternative arrangements.
6	Cars just need to watch.
7	Dogs and bicycles out of old town
8	Downtown sidewalks are a wreck. dda or the city should spend some of their dollars replacing those sidewalks.
9	Downtown sidewalks are unsafe, many raised joints, cracked walks, etc. keep bikes, skateboards out of downtown
10	Drivers don't yield for pedestrians, skateboarders, cyclists - right hook a problem
11	Educate drivers to stop at pedestrian crosswalks better crossing lights on power trial traffic speeding in parks traffic calming on neighborhood streets
12	Educating people on walking curtesy would help.
13	Education helps - a media blitz about pedestrian safety for those in cars
14	Fc is miles ahead of cities back east. we're on the right track.
15	Fix uneven and major cracks on sidewalks around town
16	For daily activities there is not anough need to walk yet-too easy to move car closer to where you want to go, so faster to drive and park vs walk.
17	Fort collins has done a great job at improving ada ramps at intersections, however there is still a lot of work to be done. keep up the good work.
18	Fort collins is better than the best the east could offer. keep up the good work.
19	Fort collins is still a great place to live!!
20	Fort collins needs a downtown pedestrian mall-other than old town plaza. cities in europe have them for a reason, they work for the walking public.
21	Generally a good place to walk. keep up the good work!
22	Get the cyclists off the sidewalks. issue tickets if necessary.
23	Grade separation will improve transportation efficiency & pedestrian safety.
24	Have concerns about kids walking in poor lighting
25	Help walkers feel more welcome on trails.
26	How about having some random pedestrians report on intersections and streets and sponsor a contest drawing for those that give feedback. businesses could sponsor a discount for walkers/bikers on a special day. make it fort collins walks" or something.
27	help people get used to walking, i.e. get seniors to walk certain school "routes" like "walk grands" so parents would feel safer with kids walking to school - also fosters community."
28	I appreciate the attention to pedestrian travel. and it will be more and more important as the city increases in density and infill progresses.

29	I forgot to mention the intersection of mulberry and shields in my least favorite list. the good intersections have staging areas where pedestrians can wait for the light and drivers can see them. there is clear intent that someone is crossing the road, and which direction they are going.as for kids crossing the road, i almost wish they had a sign to hold up and stop traffic (i guess i have just become a little paranoid after too many close calls of my own.)i think that there also needs to be a great deal of effort on the part of csu to impose on incoming freshmen as well as returning students the importance of being aware of pedestrians and keeping their neighborhoods safe and pedestrian friendly.lastly, i have found everywhere i live, that the best way to be aware of pedestrians, and aware of how fast you are driving on city streets, is to get out and walk on the streets. most people are unaware of what it is like to be out of their cars and walking.of the places i have lived fort collins is the most pedestrian friendly, and i am glad to see this effort.thanks
30	I just notice that walking bike trails can be hazardous if you aren't alert to bikers. be nice to have more dirt roads for runners along the bike paths or added in other areas of city.
31	I love my neighborhood (campus west/miller brothers) for walking, but i walk in the streets due to narrow sidewalks and family member who uses a wheelchair. i'd love to be able to walk along paths adjacent to the irrigation ditches, as well and next to the busy streets. even an accessible paved (or other fairly accessible surfaced) loop going around avery park and including the open space drainage area across castlerock would be really sweet (think seniors, mobility impaired and parents or daycare providers with strollers). with the economy in a bit of a slump, i think univercity should grab the opportunity to give some press to residential mid-century (1950's and 1960's) areas close to campus as "affordable" (under \$200,000), walkable, and accessible (access "with imagination"... but there are some sweet if ordinary ranch homes easily modified)"
32	I love to walk in the area. i used to live somewhere i could do most of my errands for foot or bike, not now as i live more rural but with a new north-south west-end route i could prob. do more of that again.
33	I love walking in old town, the trees, the cool old houses, one of which is mine, but the sidewalks are so uneven in spots that i have fallen and i am young and walk for exercise, not an old person. i can imagine that for the elderly or for young mothers with strollers or toddlers, these sidewalks are an impediment to walking. they seem to be old flagstone, maybe they could be replaced and the flagstone used to make crosswalks?
34	I normally don't understand why people walk in the road/bike path when there is a sidewalk. i wish every place in town was required to have sidewalks installed (mall areas as well as residential.) i also wish some of the very narrow sidewalks that are on the street would be replaced.
35	I was drawn to live in fort collins because it is more bicycle and pedestrian friendly than the average american city. thanks for working to make it even better.
36	I would like to spend more time in old town. i can tolerate tourist well, it is their dogs i can not stand.
37	If you want to improve the pedestrian environment, quit widening roads--it's counterproductive!
38	I'm excited about the mason corridor project. i appreciate pedestrian crossings.
39	In regard to the intersections on e. drake and e. hosetooth where the trail crosses the road and there are pedestrian friendly buttons to alert cars to stop- there should be photovans at these places ticketing those that do not yeild to the pedestrians.
40	Incentives should be given. walking more makes the city healthier as a whole more exercise less pollutants less spent on health care better bottom line.
41	Iron y vine
42	It has been my experience that most cars to not stop for pedestrians in the road.
43	It is my understanding that the areas where there are no continuous sidewalks are left up to the property owner. eminent domain is enforced to widen intersections for a better flow of traffic, i think it should also be enforced for a better safer flow of foot traffic!
44	Keep perspective & try not to change on area to a high priority pedestrian are when its not

	appropriate.
45	Lack of wide flat sidewalks for wheelchairs.
46	Lemay & rule
47	Less concrete trails, wood chip/cinders would be nicer, places that have softer trails next to paved/concrete trails are nice. more signs at intersections to keep cars from turning right when pedestrians are present.
48	Looking forward to the mason corridor! it seems like plans are very pedestrian focused.
49	Many crossing buttons are hard to get to in wheelchair.
50	More flashing pedestrian signs for cars, encourage pedestrians to use the cross walks versus middle of blocks-especially around the csu campus, encourage not driving downtown during high pedestrian times
51	More routes! easier access - transfers.
52	My neighborhood has great sidewalks and trails, but no connectivity to anything. it is like an isolated island. it seems as though all of the focus is on the northern part of town with no mention of improvements on the south side of town.
53	Need a left turn land for cars at mountain & college. was too many almost accidents & pedestrians constantly jaywalk.
54	Needs the landscaping in front of houses between the sidewalk and road in some places needs the sidewalks to be repaired connect the missing sidewalk sections in front of some houses. get rid of the crazy intersection at canyon and mulberry. canyon doesn't need to go through or make it a round about. very dangerous for pedestrians
55	Neighborhood area has uneven sidewalks and no street lights.
56	No enforcement exists for walk lights traffic
57	Not at this time
58	Old town area is great for pedestrians but few other shopping areas in fort collins are conveniently-accessible for bikers and pedestrians. there are few other places in town where i feel that i can walk around without having to schlep across walker-unfriendly avenues (like college). individual shopping/entertainment venues are so spread out, i feel that i have to drive everywhere to get the 2 or 3 things done that i want to do. i hate driving in this town with all the traffic, but my options (again, with the exception of old town) are very limited.
59	On a scale of 1-10, i would give fc a 10 for trying, and an 8 for achievement. there is still things that can be improved, but wow! what a wonderful place to bike and walk. great job! thanks for all you do, i appreciate it.
60	Pedestrian crossings need high visibility and alerting mechanisms.
61	Please integrate walking to schools as a key feature of pedestrian plan. our children should be able to walk to our schools easily. a key element of success will be making drivers aware of the rights of pedestrians with strict enforcement of laws. currently, there seems to be little effort to make sure pedestrians can cross any intersection. the plan should encompass both design and promotion of walking as well as restrictions on motorized vehicles. one easy way to encourage walking to downtown would be to charge for parking.
62	Please put a yield sign across from my work. elderhaus shields to myrtle. we cross to the church constantly for activities in our program.
63	Please review pedestrian flow at railroad crossings drake/mason drake/timberline
64	Proximity to heavy, fast traffic is where walking is the worst and especially trying to cross college at the busy intersections. i will usually drive even if it's only two blocks because the intersections are so unpleasant
65	Remington & olive
66	Shopping center parking lots-with sidewalk through them are helpful. roundabouts are somewhat confusing/intimidating-are cars supposed to yield?

67	Sidewalk crossing ramps that allow for wheelchairs, etc and that are the ones that have bumpy, elevated design are difficult for people walking with canes and some elders.
68	Sit in a wheelchair for a day & navigate thru the city as if you had unique needs, or employ someone with these needs & insight and shadow with them for many days thru the city (just a thought)
69	Slow the cars down
70	Stop trying to push modes of transportation down the throats of most of us who prefer to drive. time is a limited resource and the fastest way between most places is to drive. a small amount of the population is driving this walking biking agenda. most do not want it.
71	Streets are too wide in many cases for comfortable ped crossings and lead to high vehicle speeds.
72	<p>Thank you for looking into improvements for pedestrians. since i moved to old town (just a mile from down town), my life has improved drastically just by walking and biking more! it is subtle differences like these that can drastically improve one's health, one's happiness and feeling of connecting/belonging in one's community and of course the many environmental benefits. inspiring people (with beautiful, accessible walking/biking trails) to get out of their cars will make for a healthier fort collins.</p> <p>i also encourage you to avoid laying more concrete for trails. so often is is rejuvenating to walk under the canopy of trees on a gravel path rather than on concrete. i have walked these paths in other communities and the gravel can be fine enough to allow smooth transport of strollers, bikes, etc.</p> <p>i also loved your idea to create lanes of vegetation in the middle of our ridiculously wide streets that would filter storm water and provide habitat.</p> <p>thank you!</p>
73	Thank you!
74	Thanks for asking - i love walking for fun & purpose in fort collins!
75	Thanks for prioritizing this!
76	That was an interesting survey!
77	<p>The city has spent many dollars on old town. those of us who live inside of ftc city limits are paying for trails and not getting our moneys worth.</p> <p>it's hard to support anything the city does, when they treat the richards lake/country club area like a red-headed step child. we pay taxes & we vote!</p> <p>to go a step further, i bet we pay more property tax than average. we don't even get city water! the very least you could do is give us a trail to town!</p>
78	The handicap ramps at the corners always fill with a pool of ice in the winter, making the ramp much more dangerous than stepping off the curb.
79	This is another topic, but the left turns (photo enforced) at college onto drake is very difficult. some cycles allow only 1-2 cars to turn onto drake.
80	Too many pedestrians not only jaywalk (which will always occur), but also amble cluelessly across the street as if no hazards were present.
81	Train tracks could have better concrete transitions and crosswalks such as on harmony just west of mason. this would hlep everyone, pedestrians, bikers and drivers. locations to cross tracks when train is passing through town would be ideal. never forget bikes though, otherwise they may be encouraged to just drive.
82	Walking & biking are where its at
83	We live at vine and overland.... which is technically outside of city limits... but really needs some pedestrian friendly areas. please help!
84	Very good. :)
85	What about bikes?
86	Wheelchair accessible bathrooms, handicapped accessible does not always mean wheelchair accessible. some are very difficult to use.
87	When i'm running and walking in my neighborhood the number one danger i face is distracted drivers. too many drivers are talking on phones, not looking before turning, and all around in a rush and its left me pretty close to being hit several times, and drivers just wave to me or flip me off for the experience, i'd like to see stronger enforcement of the rights of walkers and runners.

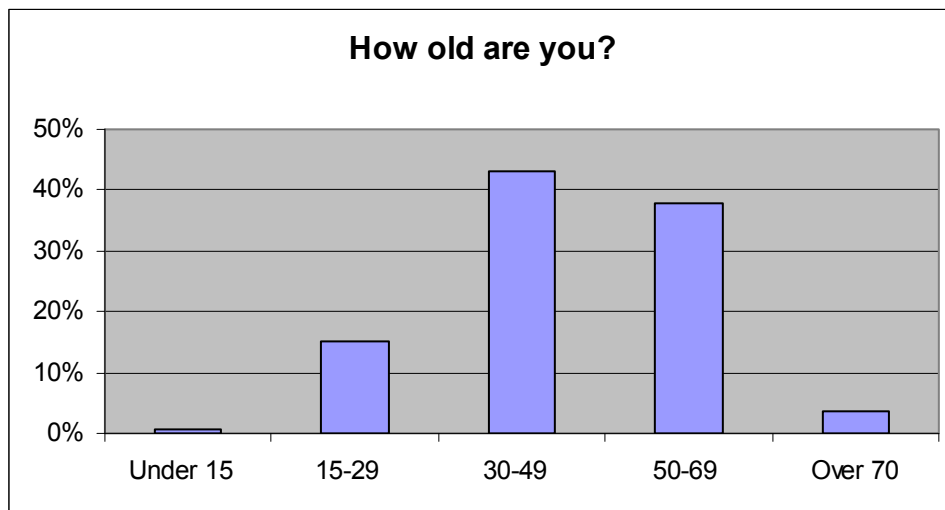
88	Would like to see electric/gas scooters legal for kids to get around on.
89	Would love to see focus on north fort collins area where low-income residents live. more trails and safe, connected sidewalks.
90	Yorkshire and dixon creek (quail hollow)
91	You just asked if my neighborhood is good, yet you didn't ask where that neighborhood is or why it is good or bad. pedestrian travel needs emphasis to promote benefits of walking, and improving the walking environment with both safety and astetics to entice walking. shelters, water, or way faring signs to direct walkers to items of interest would be good. separation from motor vehicle traffic would be very helpful!

18. Where do you live? (nearest cross streets)

Tim Varone of GIS is working on this graphic.

19. How old are you?

Under 15	1	1%
15-29	26	15%
30-49	74	43%
50-69	65	38%
Over 70	6	3%
	172	100%



21. Where did you hear about this survey?

Epic	1
Misc-Lady wearing a pin	1
cando	2
Focus Group	2
Library	2
Twitter	2
Newspaper	3
Northside Aztlan Center	4
Senior Center	4
Bus	5
Elderhaus	7
non City meeting	7
Friend/Family/Colleague	11

Plan Fort Collins event on June 29-30	16
Facebook	20
E-mail	21
City website	32
Board/Commission	36

