

PHASE THREE PUBLIC INVOLVEMENT REPORT

NORTH COLLEGE MAX PLAN

August 5, 2022



Prepared by:



**INSTITUTE FOR THE
BUILT ENVIRONMENT**
COLORADO STATE UNIVERSITY

EXECUTIVE SUMMARY

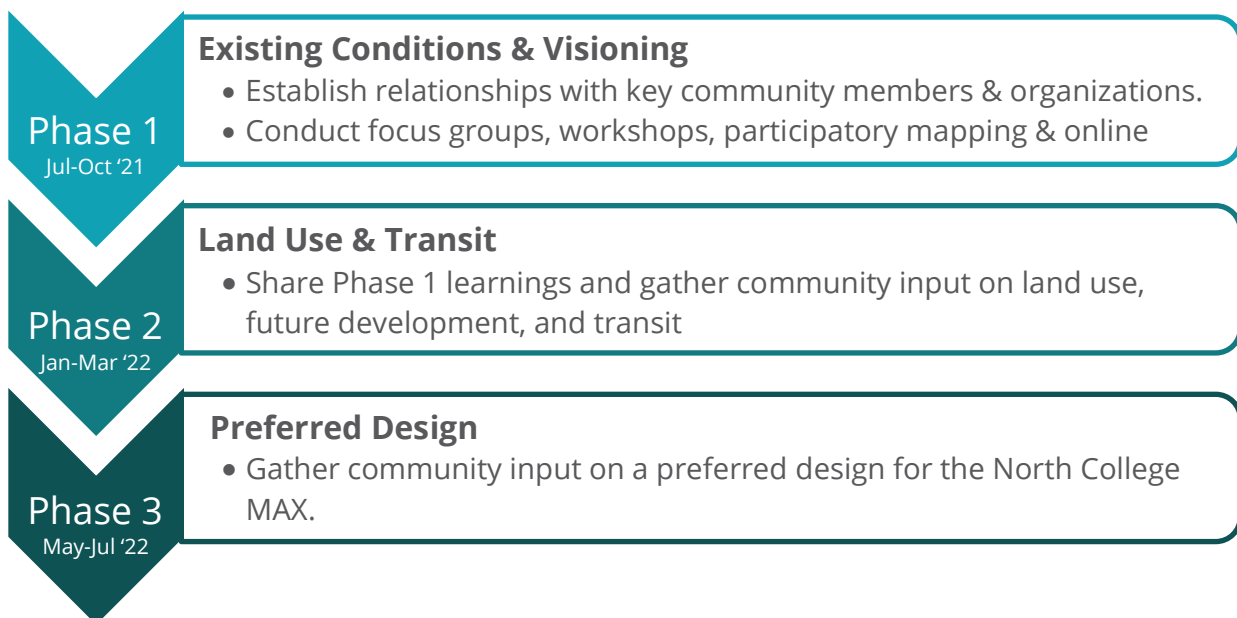
PURPOSE OF THIS REPORT

The purpose of this report is to summarize the results from Phase Three of public engagement for the North College MAX planning process, conducted from May to July 2022. This phase of engagement focused on gaining community feedback and priorities related to the developed draft recommendations for transit routes, bicycle and pedestrian improvements, and future development along the North College Corridor. The outcomes presented in this report are being used to inform the final North College MAX Plan.

Public Involvement Process

A team based at Colorado State University (CSU), comprised of the Institute for the Built Environment (IBE) and the Rojas Public Health Lab, designed and implemented public engagement activities with guidance from City of Fort Collins staff and in partnership with Fehr & Peers throughout the 2021-2022 North College MAX BRT planning process.

The public participated in three phases of engagement starting in summer 2021 and completed in June 2022. Public involvement was conducted in three phases:



PHASE THREE PUBLIC INVOLVEMENT ACTIVITIES

Phase Three engagement efforts focused on the proposed design for the MAX bus along North College Avenue and on the density of buildings for housing and employment in the plan area. Phase Three engagement took place from May through early July 2022.

More than 500 individuals were directly engaged through online community workshops, short presentations, an online questionnaire, and/or interactions with the City's Community Connectors volunteers, who distributed informational postcards and conducted the online questionnaire live with community members.

The team encouraged public participation by leveraging relationships developed in Phases One and Two of engagement. Over 50 businesses, organizations, and residential communities were provided shareable content for social media and newsletters and printed postcards, as requested. The City mailed postcards to over 3,200 residential and commercial addresses in and adjacent to the plan area, within the area between Laporte Avenue, Shields Street, Lemay Road, and Gregory Road, including Tres Colonias neighborhoods (Alta Vista, Andersonville/Sen Cristo, and Buckingham). The postcard invited participation in workshops and the online questionnaire. The City also posted events on its Transfort Facebook page.

Participants included residents, community-based organizations, area businesses, individuals who work in the plan area, and select committees and advisory boards. The workshops, questionnaire, postcards, and website were offered in both English and Spanish. Participation incentives (\$45 VISA gift cards) were provided to Fort Collins residents whose participation in a 90-minute workshop fell outside of their typical job responsibilities.



Figure 1. Community Connectors volunteers engaged fellow community members.

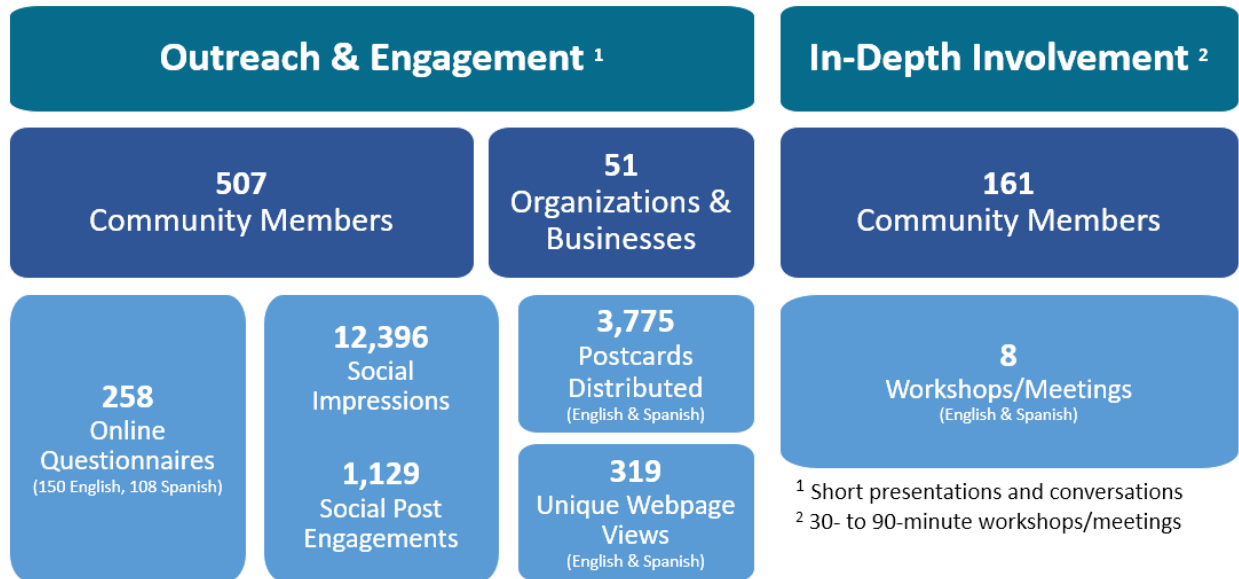


Figure 2. Phase 3 outreach metrics

PHASE THREE PUBLIC INVOLVEMENT OUTCOMES

Overall Summary

The results below summarize the outcomes from workshops and the online questionnaire. A full report from the online questionnaire is included as an appendix. Individual workshop summaries have been provided to the City of Fort Collins and are available upon request.

- Widespread support for the proposed plan and improved bus service including frequency, improved stop locations and improved pedestrian and biking safety and infrastructure.
- Widespread support for increasing density and building heights, with some concerns around gentrification and obstructing views.
- The business community, while supportive overall, expressed more concern than other groups about the proposed plan and around increasing density.
- Ongoing concerns from the community about affordability, safety, and around the presence of transient and homeless populations.
- Need for additional engagement around route options for serving destinations on Lemay Avenue and with the business community who expressed concerns about the proposed design and increasing density.

Design Preferences

Participants were asked to rate their support for the proposed design on a scale of 1 to 4 with 1 being strongly against, 2 somewhat against, 3 somewhat supportive and 4 strongly supportive.

Below are the combined averages for each design feature from the questionnaire and the workshop results. Overall, the community expressed that they were in favor of the proposed design, although different groups expressed reservations about certain features, as described below.

Recommendations	Average (1 strongly against – 4 strongly support)
Changing bus stop locations to key destinations and traffic signals	3.63
Shared-use path on North College	3.46
Splitting North College & Blue Spruce bus service	3.23
MAX bus turnaround at Terry Lake Drive	3.18
Bus only lanes on North College	3.03
Building heights of 5 to 8-stories on and near North College	2.97

Additional comments on design features:

- Among all stakeholder groups, there was strong support for the proposed bus stop locations at key destinations and traffic signals, making the sidewalk a shared-use path, and for additional pedestrian and bicycle paths and corridors
- For most stakeholder groups there was a high degree of support for bus only lanes, with the exception those in the business community, where about half expressed strong opposition to the bus only lanes. Based on input gathered from the North Fort Collins Business Association, this opposition is driven by concerns regarding construction and acquisition of additional rights of way.

Route Preferences

The outcomes between the workshop and the questionnaires were somewhat different regarding route options. English workshop respondents preferred option #1 with Route 8 going to the Downtown Transit Center and improved frequency for Route 5, which serves

Poudre Valley Hospital. Spanish workshop respondents and all online questionnaire respondents (English and Spanish) preferred Option #3 where Route 8 would serve North College to Poudre Valley Hospital.

Through the workshop, and some of the open-ended responses in the questionnaire, it became clear that participants did not fully understand the three options or how those options would affect transit.

In future planning phases, this question should be revisited with the community.

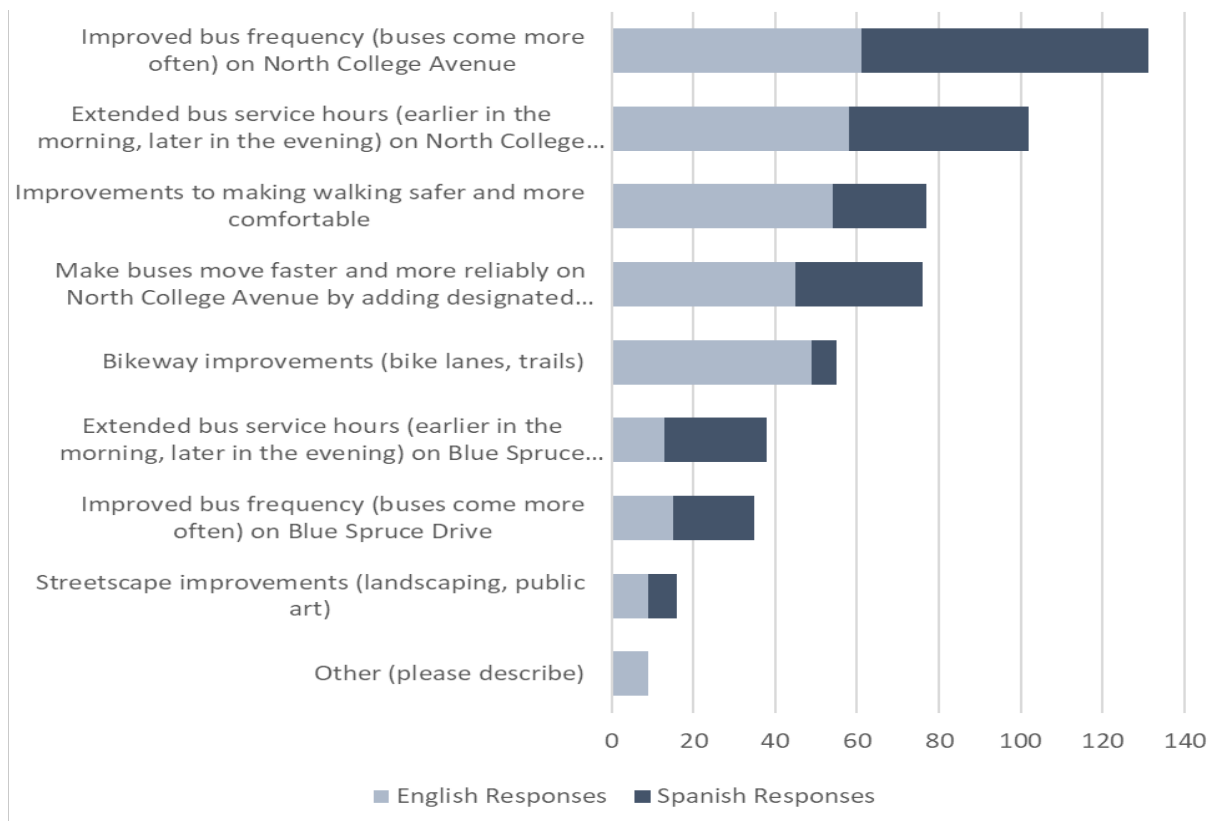
Building Heights

Most stakeholder respondents expressed support for increasing building heights along the corridor to be up to 5 to 8 stories. The notable exception was that about a third of the business community respondents expressed that they were against allowing 5 to 8 story buildings. The other two thirds were in favor of taller allowable building heights in the corridor.

Priorities for Transportation Improvements

- The community's top two priorities were to improve bus frequency and service hours on North College Avenue.
- The third and fourth highest priorities were making walking safer and more comfortable, and to add dedicated bus lanes.

Figure 5. Results to "Which two options best describe your highest priorities for transportation improvements to the



North College Area? (Pick 2)" by language.

Audience-Specific Concerns

The sentiments above reflect consistent messages across all populations who participated in the workshops and online questionnaire. The comments below reflect differences and nuances that were unique to different populations.

Spanish-Speaking Community

- More strongly supported splitting the North College Bus service and the Blue Spruce bus service than the combined averages.
- More support for new and higher density development, expressing it would provide more opportunities for work and housing than the combined averages.
- Preference for Route 8 to go to Poudre Valley Hospital to serve destinations on Lemay Avenue from North College. Participants explained they prefer this route because it travels more directly between the places they live and go, while avoiding traffic or hospital slowdowns. *(Please see note above regarding confusion around the three options).*
- More concerns regarding the accessibility, safety, and affordability of using the MAX.

Business Community

- The business community expressed concerns relating to the impacts of construction and potential right of way on their businesses.
- Despite these concerns, the business community expressed support or strong support for the proposed design and increased density.
- All business community questionnaire responses were in English.
- *Additional conversations with the business community could be helpful to understand the rationale behind the reservations and concerns that were expressed through the questionnaire.*

Summary of Open-Ended Questions from Questionnaire

A summary, including individual responses from the open-ended questions from the online questionnaire, can be found in the Appendix. Key highlights included:

- Both support and concern about the prospect of increased density, including building heights, in the area.
- Desire for improvements to walking and biking infrastructure in the area.
- Some concerns around the safety of shared-use path in the proposal and questions about separate bike and pedestrian paths.
- Desire for more frequent transit that has longer hours of service.
- Concerns surrounding the homeless and transient population along North College; Community fears that crime will spread to residential areas as a result of extending the MAX line.
- Need for continued affordability for housing, businesses, and transportation costs.
- Concerns surrounding increasing building height in the area
- Among the Social Service Organizations and Spanish-speaking community, accessibility surrounding using the MAX, as well as walking and biking infrastructure were common points of concern.

NORTH COLLEGE MAX BRT

OUTREACH PHASE 3 SUMMARY

July 2022



SUMMARY OF ONLINE QUESTIONNAIRE & WORKSHOP POLL RESULTS

The following report documents the responses for each question asked in the online questionnaire and in the in-person workshops during phase three of public outreach for the North College MAX Study. The online questionnaire was available in both English and Spanish. **A total of 258 people responded to the questionnaire – 150 in English and 108 in Spanish.** Similarly, there were Spanish-language and English-language workshops hosted during phase three of outreach. **The data in this summary includes the responses of 24 workshop participants (18 English-language participants and 6 Spanish-language participants).**

In total, this summary reflects input from 282 community members across both survey respondents and public workshop participants.

Responses to each question are displayed as charts showing the total number of responses received. Each multiple-choice question has a chart calling out if the responses were received in English or Spanish. A second chart displays the same results broken out by how survey respondents with different affiliations with the corridor responded to each question. Both of these charts combine the total responses from both the online survey and the polls from the in-person workshops.

If the survey question had an option for “Other (please describe),” the open-ended responses for that question are listed below the chart summaries. Workshops did not include an “Other (please describe)” option for individual poll questions but did include one “Additional comments” polling question; in this report, these additional workshop comments are included in the open-ended responses for question 6.

A few common themes rose out of the open-ended responses:

- Both support and concern about the prospect of increased density in the area.
- Desire for improvements to walking and biking infrastructure in the area.
- Desire for more frequent transit that has longer hours of service.
- Need for continued affordability for both housing and transportation costs.

The exact text of the open-ended responses can be read in the following sections that present the results for each question.

Question 1: Which option would you prefer for local bus service between North College and destinations on Lemay Avenue? (Select one)

Figure 1: Question 1 Results by Language

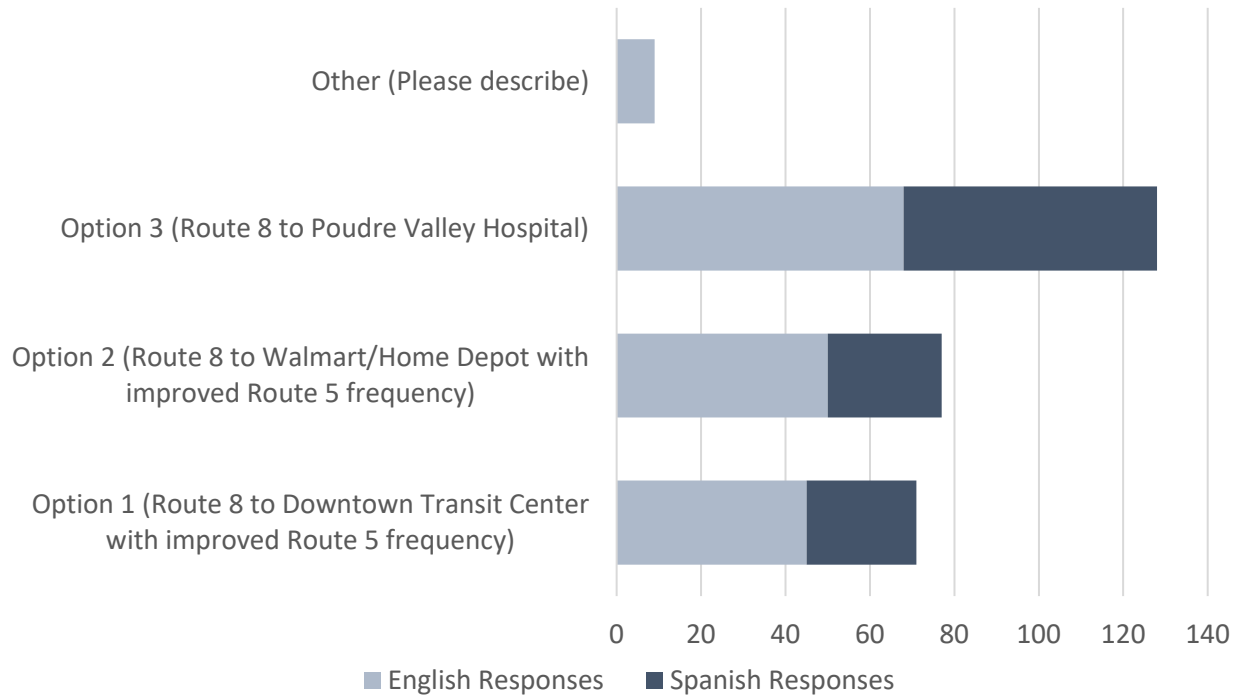
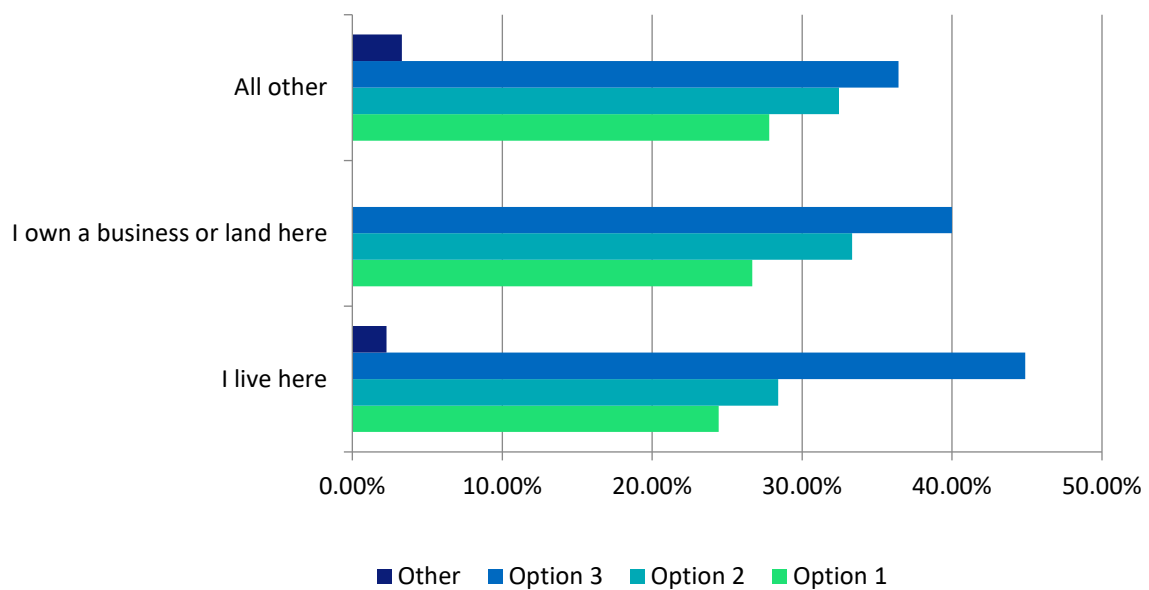


Figure 2: Question 1 Results by Local Bus Options along North College Corridor



Responses to “Other (please describe)”:

- This route does not impact me - I have no preference
- Change max back to 10 min frequency
- It'd be great to see northeast Ft. Collins receive more city services as more housing is constructed. We should have late and early bus lines at minimum. Why not a Max-type line going east-west on Vine?
- Transfort has not delivered on the current routes. First things first
- Personally prefer 2 but I expect if you don't have a car PVH would be important
- I want option 3 because the hospital (pvh) is always busy
- I prefer the authorities to work on improving public transportation between Fort Collins and Denver rather than within Fort Collins
- I don't ride the bus
- NONE! There's enough transients on and around North College! We don't need buses bringing more!!
- **Responses to “Other (please describe)” in Spanish:**
- Change max back to 10 min frequency
- It'd be great to see northeast Ft. Collins receive more city services as more housing is constructed. We should have late and early bus lines at minimum. Why not a Max-type line going east-west on Vine?

Question 2: Please reference the previous visual and rate how supportive you are of each element.

Table 1: Question 2 Weighted Totals for English-Speaking Respondents

Recommendations (English)	I Live Here (91 responses)	I Own Land or a Business Here (8 responses)	All Others (123 responses)	Overall Average
Splitting North College & Blue Spruce bus service	3.13	2.25	3.17	2.85
MAX bus turnaround at Terry Lake Drive	3.12	2.17	3.24	2.84
Changing bus stop locations to key destinations and traffic signals	3.17	3.67	3.58	3.47
Shared-use path on North College	3.40	2.88	3.51	3.26
Bus only lanes on North College	2.83	2.14	3.36	2.78
Building heights of 5 to 8-stories on and near North College	2.68	2.83	2.85	2.79

Table 2: Question 2 Weighted Totals for Spanish-Speaking Respondents

Recommendations (Spanish)	I Live Here (100 responses)	I Own Land or a Business Here (3 responses)	All Others (48 responses)	Overall Average
Splitting North College & Blue Spruce bus service	3.63	4.00	3.77	3.80
MAX bus turnaround at Terry Lake Drive	3.67	3.67	3.71	3.68
Changing bus stop locations to key destinations and traffic signals	3.77	4.00	3.83	3.87
Shared-use path on North College	3.45	4.00	3.81	3.75
Bus only lanes on North College	3.72	3.00	3.49	3.40
Building heights of 5 to 8-stories on and near North College	3.51	3.00	3.23	3.24

Question 3: Which two options best describe your highest priorities for transportation improvements to the North College Area? (Pick 2)

Figure 3: Question 3 Results by Language

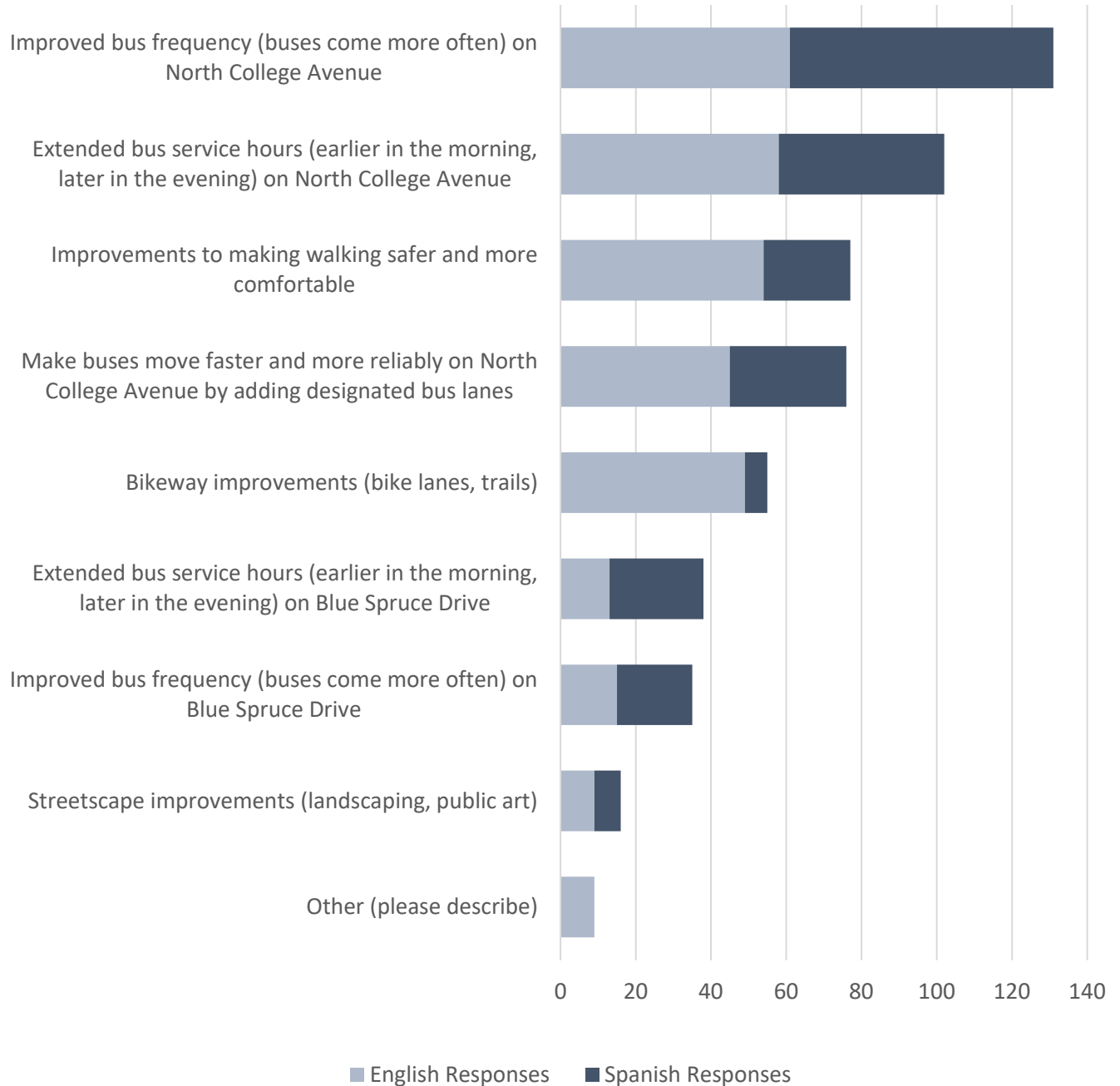
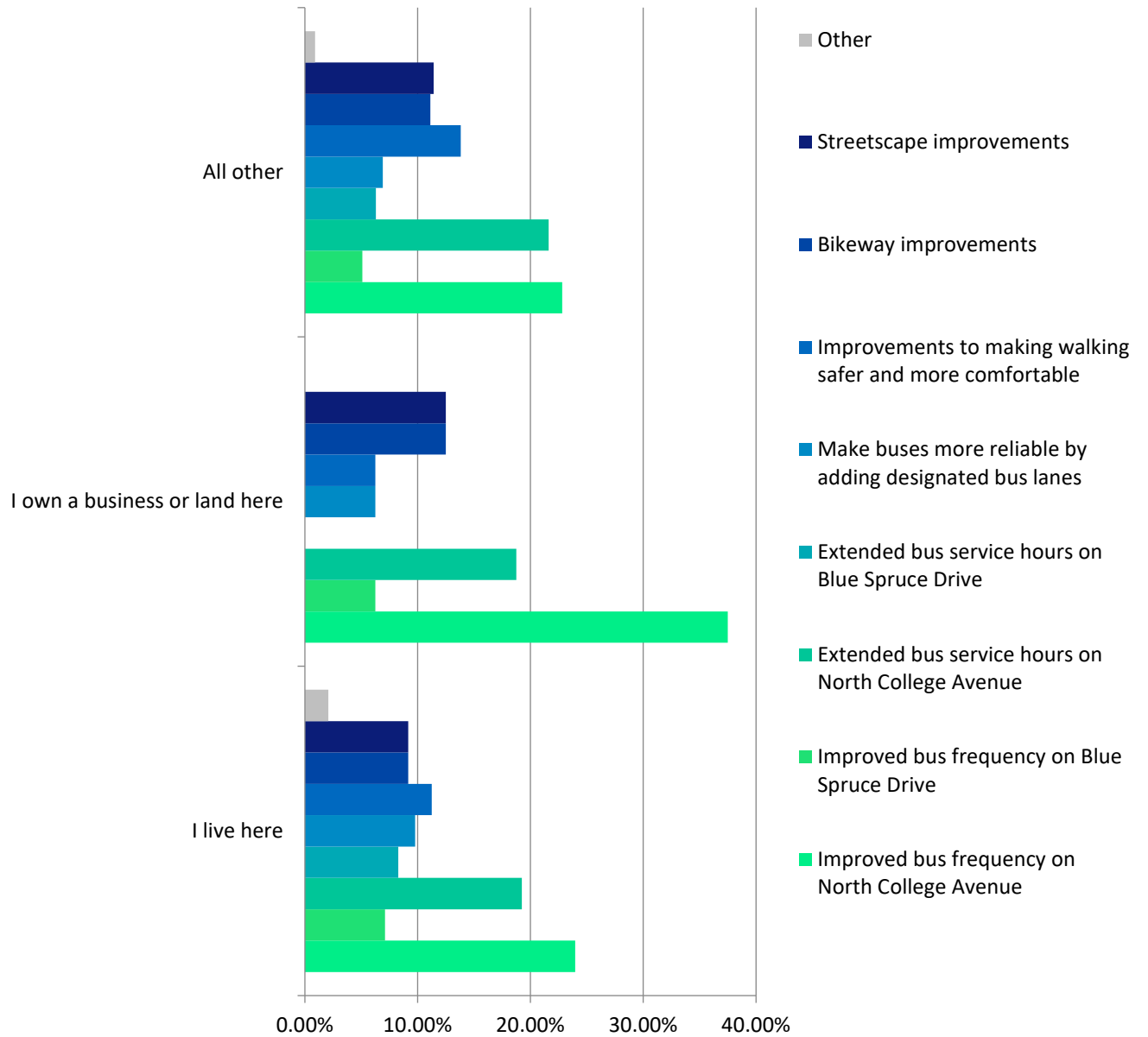


Figure 4: Question 3 Results by Affiliation



Responses to “Other (please describe)”:

- Max bus at 10 min intervals; why entertain this idea after reducing max frequency; most of the population would benefit from the resume of normal bus times
- NO Max here.
- I really wish that Laporte could be included someday. Many of us out here are elderly or disabled and it sucks we have no public transportation. I know we are in no man’s land as far not in the growth area, but I think it's a growing area and would be good to consider
- More stops, especially on College.
- Higher housing density
- my priorities aren’t listed. less buses and bus stops near Buckingham neighborhood and park
- Not bringing crime and homeless to residential areas nearby
- ability to take bus from Willox & College to hospital
- NO BUSSES bringing any more transients on North College! We get enough crime and drugs here!

Responses to “Other (please describe)” in Spanish:

- Change max back to 10 min frequency
- It'd be great to see northeast Ft. Collins receive more city services as more housing is constructed. We should have late and early bus lines at minimum. Why not a Max-type line going east-west on Vine?

Question 4: Do you have any other thoughts or comments on the preferred recommendations from this plan or the future vision of North College? (Open ended)

Responses to Question 4:

- Center lane tree scapes use up available space and resources unnecessarily. Any building above 3 stories causes visual pollution, obstructs solar for existing buildings and increases the cost of building. We don't want densities as large as New York, people need space, views, access to the sun and stars! High density brings out the worst in people.
- I attend Lyric shows that end at sometimes 8p or 9. I would love a way to get to DTC from 287 and Conifer late in the evening
- Prefer dedicated bus lane like mason
- buildings 5-8 stories high is too tall! and indicates the magnitude of growth (residential and/or business) that is being considered here, not just MAX/bus improvements. And your last question (following this one) does not include the option that I mostly use N. College as a transportation route to go up Terry Lake Rd from Old Town. (But as a result, I do sometimes frequent businesses along the way.)
- If you can do both, great; if it's one or the other, go back to 10 min frequency
- Promote mixed use and walkability in all future development
- It'd be great to see northeast Ft. Collins receive more city services as more housing is constructed. We should have late and early bus lines at minimum. Why not a Max-type line going east-west on Vine?
- Bus to North college desperately needed
- The transit plan seems great but my concern is cutting down the width of traffic lanes. There is a lot of commercial traffic (semi-trucks and trailers) that use N College and that little bit of extra room on the road is good to have. Another recommendation would be to add more lighting to the sidewalks especially if bikes will be traveling with pedestrians. The north college corridor has been seeing more transients in the area and the extra lighting at night should assist with both safety and security.
- I'm a bit confused about which transit center the 8 would stop at in options 2 and 3
- Yes, Transfort must meet basic needs on current routes before any expansion can be considered.
- Make norther Fort Collins a nicer and safe place to be and live
- Glad to see it's happening
- Make changes with the thought of those who don't have a car and put these people into priority
- The shared use path proposal concerns me because of the potential for conflict at intersections between bicyclists and other vehicles. How is a bicyclist supposed to turn left? I would be happy with this if the city goes whole hog on the Dutch model which addresses these concerns, but not if the implementation is half-hearted.
- We need extended bus operating hours more than anything. It's impossible to use the bus as a main transport when there are no buses running after 7pm

- We need more public transit options to North College and improve alternate transportation options as well (safer to walk, dedicated/protected lanes, and improved landscape).
- I want all busses to run 24/7
- Historically speaking, transit systems were created to extend walkability, and even today, they function best when they bridge the distance between two destinations that are otherwise too far away to walk. One of the critical shortfalls of Transfort's system, from my observation, is that the city is generally unwalkable, so it's difficult to get to and from bus stops to use transit in the first place. For that reason, and because walking/biking infrastructure is cheap and has outsized economic/fiscal returns, I'd say patch together what you can on the bus lines themselves, and first spend money making sure people can walk around the North College corridor.
- Include green space in the plan
- More affordable housing!
- No, though in the future I would like to see the MAX go further south, or for there to be more reliable service along S College between Harmony and Trilby
- Connect the parking garage to N and S bound busses, including late on weekend nights.
- some of the riders on the 8/81 routes can be a bit dicey. I would love to see an improved security presence
- More stops along all bus routes.
- Prioritize local businesses as N College develops and make systems as inclusive as possible
- Lights at all bus stops
- Stop urban sprawl
- Trim median landscaping for safer crossing at unregulated intersections
- North College needs to be beautified and updated. It feels like the city works harder (and spends more money) to make S FoCo attractive. I'm happy to see there are plans to develop to make North FoCo more user friendly and attractive.
- Very much needed. Please think far enough into the future. Sidewalks and other improvements on N College aren't very old and will likely be torn out to do this. Extremely wasteful.
- If the Max is turning around at Terry Lake, it would be beneficial to have a safe parking area there. If we still have to commute to FC, at least we could then take the Max to CSU, for instance. This would be nice for evening events in Old Town, too.
- Need easier access
- Along with MAX extension to North College, improve bike and walking connections to and from the MAX stations
- No. It's looking much less junky.
- The dedicated bus lanes, higher density, and improved bike and pedestrian routes surrounding College all sound great. Let's get it implemented ASAP! One challenge with the current sidewalk (and likely the proposed shared use path) on North College is that cars turning into business parking lots don't always look for pedestrians using the sidewalk. I feel safer in Old Town where cars aren't turning in and out of parking lots cutting me off/almost hitting me. I don't know how to solve this problem on North College but wanted to bring it to your attention.

- The North College MAX plan is a great vision for the future of this area. I'm glad you are also looking at pedestrian and cycling improvements on nearby streets. Increased density and reduced car use is key to meeting the city's climate goals, and to solving the housing affordability problem.
- I don't want current business, tailor parks or residence to be removed for exonerated the max on college ave.
- don't get rid of the awesome parking, are u guys crazy!
- I have serious concerns about increasing the allowable building height. This is inconsistent with the feel throughout the rest of Fort Collins and obscures views to the west.
- I agree with feedback from earlier stages of the project - it's imperative that this expansion preserve existing mobile home parks and preserve/create affordable housing in the area.
- Thanks for asking.
- Separated biking and walking infrastructure is essential. Lowered setbacks from the road would help encourage non-car travel. I strongly endorse reducing the speed limit on north College to at most 30 mph. 40 mph will keep it unpleasant for walking and cycling no matter how good the infrastructure gets. A multitude path is a huge improvement over the current situation, but in the long term it will create conflict between cyclists and pedestrians if the plan is successful. Separating these uses would be preferred to me, but I recognize that removing a traffic lane or narrowing traffic lanes is probably a non-starter.
- I love caring for people in our community, but I have lived near Lemay for 26 years and am really nervous about the homeless encampment by the Foodbank. I am asking that all efforts to bring people up here will protect current residents.
- very concerned about speed/flow of traffic on N. College...right now traffic really moves till railroad tracks
- Remove the pot shops from north college
- No gentrification
- Make cyclists, pedestrians and roadways more efficient. This includes building a single lane for busses only but also taking care of pedestrians by following the right way of when to walk or when to wait.
- I love the lyric and would love ways to get there more safely especially as bus services aren't late enough and current bike crossings are scary because of traffic
- It would be great to have a route going as far up as Douglas Road as well. Douglas is in GMA.
- Traffic study on Willow west of College. Appears many vehicles speed.
- All the options listed in Q3 would be much appreciated!
- Let the buses connected to give room for biking and walking as well
- Give way for free route improvements within the territory
- Instead of adding buses, add more Police patrolling the North College area. There's way too many transients, thieves and drug addicts here. They steal everything they can and you can't walk down the street without getting hounded by them.
- There are several buildings that haven't been occupied for years (e.g., Albertsons) -- do something with those first
- I think the route that makes the most sense for efficiency, and I am not expert enough to know what option to choose here.

- Mostly preserve what's on college but allow more development directly behind - like 0.5-2 blocks off college. Preserve and/or reuse building that are in good shape before razing them. Support thriving businesses and maintain small, affordable tenant spaces.
- Build medium density homes where trailer parks are

Responses to Question 4 Submitted in Spanish:

- That the price remains cheap
- That it be at an affordable cost
- Have electronic cards to pay
- That house rents do not rise
- that there is another terminal or meeting point for all the buses
- that they go through Salud Family more continuously
- that the cost is accessible for those of us who travel daily
- have bus stops in strategic places
- that there is transportation service on weekends
- I removed the pedestrians from having their area and the truck from having it part so that the cyclists can share the area but with the pedestrians not with the bus.
- Yes, I would like to but not with very tall buildings
- I hope that you can achieve these routes of the max
- I'm looking forward to having it on max North college public transportation and I don't agree that there are so many differences and less than that tall height
- This town is not really prepared, its structure is not designed to be a large city, it is not for large buildings, the center is not like that
- I like the idea a lot
- I totally agree and that it is the best for the community is fine
- I agree with the project
- I agree with the project they are doing
- That the buses be a safe place for adolescents and older adults, that they get on without fear
- Yes, more lighting on College Ave
- I like the idea
- I would like them to build a bridge where the train track passes between college and
- Yes, I would like there to be more modernization, but not with very tall buildings.
- All good thanks
- I think I really like the idea of this project
- I think I really like the idea of this project
- One comment I wanted to make is that if you could give more time not the hickory and college traffic lights thank you
- Any!
- Everything's fine

Question 5: What is your association with the North College Avenue corridor?

Figure 5: Question 5 Results by Language

