

NORTH COLLEGE MAX PLAN

PHASE 1: PUBLIC INVOLVEMENT REPORT

November 29, 2021



Prepared by:



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

CONTENTS

- Executive Summary 1
 - Purpose of this Report 1
 - North College MAX Plan Overview..... 1
 - Need for Transit in the North College Corridor.....2
 - Public Involvement Overview2
 - Phase 1 Public Involvement Activities4
 - Phase 1 Public Involvement Outcomes.....5
 - Next Steps.....8

- Focus Group & Workshop Summaries.....9
 - 1. Focus Group Summaries.....10
 - 2. Community Workshop Summaries.....22

- Online Engagement Summaries26
 - 1. Online Questionnaire Results.....27
 - 2. Web Mapping Results35
 - 3. Summary of Web Mapping & Questionnaire Free Responses45

EXECUTIVE SUMMARY

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the results from Phase 1 Visioning engagement (conducted July to September 2021), including concerns, opportunities, and ideas of community members and stakeholders regarding the North College MAX Plan. Gathered through a series of public engagement activities focused primarily on the North College community, the City will use community input to inform the development of the North College MAX Plan and future transportation services and infrastructure on the North College Avenue corridor.

NORTH COLLEGE MAX PLAN OVERVIEW

The North College MAX Plan will create a plan to extend MAX service to North College Avenue. The study and plan will explore:

- Bringing bus rapid transit (BRT) MAX service to the North College area,
- Increasing bus frequency to every 15 minutes or less,
- Improving infrastructure and access for people walking and biking,
- Improving traffic safety and efficiency for all street users,
- Using dedicated or shared bus lanes to make travel by bus as fast as possible,
- Creating attractive bus stations that are well-connected to nearby land uses,
- Rethinking how existing bus Routes 8 and 81 will operate,
- Navigating train crossings, the Poudre River bridge, and a bus turnaround at the north end of the project area, and
- Identifying land use code changes and incentives and requirements for transit-oriented development and anti-displacement strategies.

Engaging North College residents and businesses throughout the planning process is central to informing how transportation services and infrastructure on North College Avenue will look and operate.

Completing the study and plan is necessary to qualify for federal funding for transit improvements in the corridor.

NEED FOR TRANSIT IN THE NORTH COLLEGE CORRIDOR

Transit routes serving North College Avenue have the fastest growing ridership in the City of Fort Collins (pre-COVID). The North Fort Collins Business Association (NFCBA) and community members have advocated for improvements to public transportation in the North College area through multiple planning efforts. During the 2019 Transit Master Plan development process, community members voiced resounding support for MAX on North College Avenue. Additionally, community engagement conducted by the Urban Renewal Authority in 2019 highlighted the need for improved connectivity and support for enhanced transit services.

PUBLIC INVOLVEMENT OVERVIEW

The purpose of the public involvement effort is to develop a plan that is informed by the lived experiences of those who will live, work, and visit the area. The aim of public involvement is to inform the overall North College MAX plan so that future MAX and active modes (bicycling and walking) improvements are a positive addition to the North College community and the Fort Collins community at large.

Public involvement for the plan parallels the existing conditions analysis and alternatives development that is being conducted by Fehr & Peers.

Public Involvement Goals

The public involvement process is designed to meet the following goals:

- Provide a robust, adaptive, and inclusive outreach process for impacted populations, especially those who live, work, and travel in the North College Avenue area;
- Inform and engage the public so that community members can meaningfully participate in the conversation around issues that are important to them in their daily lives and can advocate for themselves;
- Document public input and show how the plan incorporates public input into the design and decision-making process;
- Help to build community capacity for civic engagement, where needed; and
- Illustrate the level of public support and key transit-related issues in the North College Avenue corridor.

Philosophy & Approach to Equitable Public Involvement

All public engagement efforts (past and future) seek to foster positive relationships with community members and stakeholders in the North College Avenue area. The City is

committed to engaging community members in co-creating a shared vision of equitable public transit outcomes through engagement strategies that are robust, adaptive, and inclusive. Activities and communications have been and will continue to be offered in English and Spanish, with compensation for extended participation (60+ minutes) that falls outside of an individual's typical work responsibilities. Local community-based organizations (CBOs), social service organizations, business associations, large employers, homeowners' associations (HOAs), and others will be engaged to expand reach. Engagement of the most marginalized and impacted populations in the North College Corridor will be prioritized including:

- Hispanic/Latino/Latinx community,
- Mobile home park residents,
- People who don't own or have access to a car,
- People with different physical/mental abilities,
- Youth,
- Seniors,
- Low-income populations,
- People experiencing homelessness, and
- Transient populations.

Public Involvement Process

The public will be engaged throughout the planning and design process, starting in Summer 2021 through mid-2022. Public involvement is being conducted through three phases.



PHASE 1 PUBLIC INVOLVEMENT ACTIVITIES

During Phase One, a Colorado State University (CSU) team comprised of the Institute for the Built Environment (IBE) and Rojas Public Health Lab designed and implemented the public involvement activities with guidance from City staff and in partnership with Fehr & Peers. Outreach included a) focus groups, b) public workshops, and c) direct outreach to community businesses and organizations. The project website offered an online questionnaire and interactive mapping activity.

Engagement took place from July through October 2021. The purpose of Phase One activities was to understand the community's concerns, needs, barriers, and desires regarding a North College MAX. Nearly 400 individuals were directly engaged through focus groups, public workshops, or other engagement activities such as a presentations, tabling, or door-to-door outreach. Participants represented community members, business owners, schools, and community-based and social service organizations. Outreach to more than 50 businesses, organizations, and residential communities included print collateral (postcards and posters), outreach content for social media and newsletters, and materials and guidance to host do-it-yourself (DIY) workshops with their communities. The City mailed a postcard to residential communities in the North College area, including the North College Mobile Home Park, Poudre Valley Mobile Home Park, Lindenwood, Hickory Village, Old Town North HOA, Revive HOA, Montclair, and The Outpost.

Public Involvement Reach & Engagement



PHASE 1 PUBLIC INVOLVEMENT OUTCOMES

The community expressed a range of concerns, desires, and perceived benefits regarding expansion of the MAX service to North Fort Collins.

Community Benefits

Overall, people expressed support for the addition of MAX to the North College corridor. Existing transit riders would use the MAX and there is potential to attract new ridership (notably, from potential riders coming from northeast Fort Collins).

Specific benefits expressed by community members included:

- Ability to travel between north and south Fort Collins with more frequent service, ideally without having to transfer;
- Improved access for North College residents to key destinations including North College King Soopers, CSU, and Foothills Mall;
- Improved access to North College businesses;
- Expansion of transportation options, especially for youth, older adults, people without cars, and people with disabilities;
- Easier, quicker, and more reliable access to social services, healthcare, food, etc.; and
- Potential for car-free living, especially with more transit oriented development.

Gentrification & Land Use

Gentrification & Real Estate Development: The North College community is feeling pressures from rapid growth and increasing densification. They expressed concerns about overall gentrification and fears that adding MAX would bring additional high-end new development to the area, driving up residential and commercial real estate costs. Many participants expressed that they would like to see the MAX come to North College in conjunction with anti-displacement efforts and ongoing support for small local businesses.

Mason Street Expansion: The residents of the North College, LLC Mobile Home Park expressed considerable anxiety that adding MAX to the corridor would serve as the primary rationale to extend Mason Street through their community. Residents are strongly opposed to the Mason Street extension, but are otherwise generally supportive of improving transit options and MAX.

Infrastructure Considerations

The community shared a variety of issues and opportunities related to existing infrastructure and bus access and connectivity.

Connectivity

- Desire to maintain wide sidewalks and bike lanes where they already exist, particularly along North College Avenue, even with the addition of MAX.
- East/west connectivity in the North College corridor is fragmented and generally lacks complete sidewalks and adequate bike lanes.
- Potential for autonomous and electric vehicles (scooters, e-bikes) to address transportation gaps, particularly for those traveling east to west in the North College corridor.
- Desire for more connections to surrounding neighborhoods, service providers, and nearby trails:
 - Improvements to Canal Access Road to support commuting and recreation.
 - Extension of bike path that terminates on Hickory Street to continue onto West Willox, possibly along the railroad corridor.
- The distance to and from North College Avenue from key destinations is too far for some, especially those with small children, those who are mobility impaired, and those traveling with groceries or personal items (e.g., those traveling from community services on Conifer and Redwood or those living in the westernmost portions of mobile home parks on the west side of North College Avenue).

Access & Safety

- Many expressed a desire for protected bicycle and dedicated bus lanes, slower speed limits, and traffic calming measures on College Avenue.
- Pedestrian crossings on North College Avenue are limited and crossing is dangerous; median vegetation is affecting visibility for cars and pedestrians.
- Heavy truck traffic and speed of traffic on College Avenue feels dangerous and unwelcoming.
- Location-specific safety concerns:
 - Crossing Suniga Road is a barrier for north-south movement in the corridor – cars travel fast, and there is no refuge in the middle.
 - Vine Street lacks sidewalk connectivity and has a lot of gravel.
 - The intersection of Willox and College is dangerous; it needs a better turn lane options for cyclists.
 - The Cherry Street/Willow Street and North College intersection feels unsafe and there are concerns about truck traffic merging here.

- The Jerome and Vine intersection could use a protected crosswalk.
- Concerns that adding MAX could negatively impact getting around by car, bike, or walking, or make getting around on existing bus routes more inefficient.

Parking

- Need for parking at the north end of the MAX line, ideally near King Soopers, to support potential riders coming from northeast Fort Collins and Wellington. Possible need for additional parking near Suniga.

Impact on Businesses

- Concerns regarding the impacts on existing businesses in terms of frontage and right of way, and impacts on businesses during construction.

Bus Routes & Frequency

The community would like to see improvements to existing and/or future bus services to make public transit more efficient and convenient for riders.

Routes & Destinations

- Strong support for a single bus line north to south from Terry Lake Road/Highway 1 to the South Transit Center, ideally without requiring a transfer at downtown.
- Many destinations currently require multiple transfers and hours of ride time to reach destinations to/from the North College corridor.
- Need for better connectivity to Walmart and North Lemay.
- Consider bus service to/from the town of Laporte.

Service

- Need for greater frequency and improved punctuality for existing buses.
- Desire for longer service hours, particularly later hours and weekends.
- Desire for coordinated schedules with other bus routes, including Bustang, to minimize wait times.

Stops

- Desire for new MAX stops near key locations such as mobile home parks and other residential communities and popular business destinations (e.g., King Soopers entrance).

Rider Experience

Participants shared concerns and opportunities relating to bus rider experience.

- Desire for improved bus stop amenities, including benches, shelters, and trash cans.
- Desire for improved signage and more information/guidance regarding transit routes, options, schedules, and real-time service alerts at bus stops, inside buses, and on the website (in both English and Spanish).
- Assurance that bus drivers are welcoming to all riders – the Hispanic community expressed concerns of recurring instances of discrimination by bus drivers.
- Desired ability for riders to give feedback about rider experience, including the ability to identify specific drivers.
- Expressed uneasiness and fears around sharing the bus with those who have mental, emotional, and behavioral challenges.

NEXT STEPS

Input from Phase One public engagement will inform design options for the North College MAX Plan. IBE will continue to engage key stakeholders and the public in project Phases Two and Three to inform the final Plan.

FOCUS GROUP & WORKSHOP SUMMARIES

The Executive Summary above is a culmination of all outreach and engagement activities, including the focus group and workshop outcomes summarized in this section.

1. FOCUS GROUP SUMMARIES

More than 30 individuals participated in virtual focus groups, which IBE facilitated in July and August of 2021. These included two focus groups with the North College MAX Community Advisory Committee and one focus group each with the Business Advisory Committee (BAC), the Spanish-speaking community, a group of social service organizations, and North College, LLC Mobile Home Park residents. The purpose of these discussions was to understand the community's needs, barriers, and desires relating to transit experiences along North College Avenue, and to inform a future vision for MAX and transit improvements in the area. Following are summaries from these focus groups.

FOCUS GROUP SUMMARY: ADVISORY COMMITTEES

IBE facilitated focus groups with the North College MAX Community Advisory Council (CAC) and Business Advisory Committee (BAC) in late July and early August 2021.

Clarifying Questions

Focus group participants expressed a desire to better understand the intent driving the North College MAX project.

- CAC asked: Who is MAX intended to benefit, and how do we assure that this benefit is realized by those we intend to serve?
- BAC asked: Will this initiative provide a reliable transportation option that helps employees and clients reach businesses?

Outcomes

Use & Benefits

Do you believe that adding MAX service will be a benefit to you, the community, and/or your business or organization; why or why not? If MAX were to come to North College, do you think you, your family, friends, coworkers and/or clientele would be likely to use it; why or why not?

Participants voiced general support for transit and public transport and shared the following benefits:

- Improved connectivity with other bus routes
- Improved access to King Soopers
- Improved access to social services on Blue Spruce
- Good for residents who work along MAX spine (e.g., CSU, Powerhouse)

- Helps to address difficulties getting across town quickly and efficiently by bus
- Provides better transportation options as housing increases in the area
- Supports future development (if it aligns with community goals)

Concerns

If MAX were to come to North College, what concerns do you have? What would you like to not see happen regarding MAX?

Participants expressed a need to clarify intended and anticipated outcomes from adding MAX and shared the following concerns.

Equity

- Assure equity is a driving concept for MAX expansion, not an afterthought
- Desire for equitable policy around affordable housing, supporting local businesses, preserving historical character, and preventing gentrification

Potential Negative Effects

- Concern for displacement and gentrification (of residents and businesses)
- Fears around Mason Street cutting through North College Mobile Home Park
- Concerns of North College area becoming more of a destination for those experiencing homelessness

Process

- Transparency and trust-building: Expressed need to demonstrate flexibility and adaptability based on community input; transparency around project budget allocation and management, with emphasis on efficiency and strategy
- Clarity about what the plan can/cannot address
- Caution about an all-or-nothing approach; is no MAX an option?

Logistics

- Limited parking (legal, safe, free options that do not negatively impact residential communities) will impact people who would drive to MAX stops:
 - due to mobility challenges/ disabilities
 - due to lack of connective infrastructure to access by alternate means
- Need for safe sidewalks and bike lanes to access bus stops
- Desire for shelters that better protect riders from the elements
- Desire for accessible restroom facilities according to bus/MAX schedule

- Concerns relating to excess refuse (trash, restrooms) at stops and terminal
- East-West connectivity: MAX should work in conjunction with Transfort routes 8 and 81
- Location of travel lanes
 - What are the implications of the necessary changes to road infrastructure to accommodate MAX on College Avenue?
 - How will the MAX interact with business access points on North College; will it create safety concerns and challenges for walkability/bikeability?
- How would the MAX get past the train, deal with delays?
- Turnaround at Terry Lake Road
- Will there be a transit center/maintenance facility?

Function & Appeal

What would make the addition of MAX on North College appealing to you, your family and friends, or clientele?

- Frequency
- Comfortable experience
- Accessible stop locations
- Connectivity to other bus lines
- Accessibility for people with disabilities
- Affordability
- Speed: More efficient than other modes of transportation like driving or biking
- Continuous MAX with no connection at Downtown Transit Center
- Consider the future of transportation within the project timeframe (e.g., electric buses, automation, innovative last mile solutions)

Land Use/Overlapping Community Effects

As the North College community grows, what would you like to see change? What would you like to remain the same?

- 1601 North College Avenue 55+ mobile home retirement community zoning concerns: College Avenue as a preferred route versus extending Mason Street to allay community fears of displacement and provide more equal access to both sides of College Avenue.
- Intentionality around development of vacant properties in North College area: Encouraging development that makes North College a destination (i.e., river walk)
- Concerns around drivers of gentrification that are independent from MAX

- Original MAX line intended to densify urban core – does this idea extend to North College?
- 24/7 shelter location – pros and cons

FOCUS GROUP SUMMARY: SPANISH-SPEAKING COMMUNITY MEMBERS

IBE facilitated a focus group in Spanish with Spanish-speaking members of the community and residents of the North College area in August 2021.

Clarifying Questions

Focus group participants expressed a desire to better understand pricing, design, and location related to the MAX expansion proposal.

- What would it cost? Would it increase the price because it is a “premium service” or remain free of charge?
- What would be the central station, or the “meeting point,” if the expansion took place?
- Can children participate in public consultation events without their parents or guardians?
- Could a group conversation be conducted with teenagers and children who use public transportation?

Outcomes

Use & Benefits

Do you believe that adding MAX service will be a benefit to you, the community, and/or your business or organization; why or why not? If MAX were to come to North College, do you think you, your family, friends, coworkers and/or clientele would be likely to use it; why or why not?

Participants expressed strong support for a MAX expansion and shared the following perceived benefits.

- MAX provides faster and more direct public transportation
- Greater mobility for North College residents, especially those who do not drive and rely on public transit for their mobility
- Greater access to King Soopers in North College
- Fast and easy transportation to CSUE for students, without having to transfer buses
- Independence for youth

- Public transit is more desirable – it would reduce pollution from vehicle use
- Impact on family finances – opportunity to save on vehicle and fuel costs
- Greater safety and freedom in relying on public transit, rather than driving a car, during winter
- Greater access to the mall and other commercial areas

Concerns

If MAX were to come to North College, what concerns do you have? What would you like to not see happen regarding MAX?

Participants described their experiences with existing MAX services and shared the following concerns.

Safety

- Traffic could increase on/around North College Avenue
- Saturation of transit users
- Safety inside buses for youth, children, women, families, and older adults
- Conflicts and safety concerns related to the homeless population, especially those under the influence of alcohol or drugs
- Ban of sharp objects/weapons and firearms inside buses
- Increase policing and bus driver involvement to reduce buses' (internal) environment related to crime and violence

Accessibility

- The bus is not punctual, affecting its use as a public transit alternative
- Customer service and driver attitudes
 - Racism and differential treatment toward Spanish-speaking users
 - Drivers are rude or unhelpful
 - Buses do not always use signals and it is difficult to drive behind them
- Cost – As a new service, this may impact cost of bus tickets

Function & Appeal

What would make the addition of MAX on North College appealing to you, your family and friends, or clientele?

Participants expressed the need to consider safety, functionality, and general user experience if the MAX is expanded, and shared the following desired characteristics.

Safety

- Improved safety features beyond existing cameras
- Training bus drivers to handle fights or other safety problems
- Banning firearms from the bus (signage and enforcement)
- Increasing the number of security guards on buses

Functionality

- One MAX route that runs quickly and directly from North to South College without stopping at the Downtown Transit Center is the ideal form of implementation
- Good connectivity to other bus routes
- Improving the clarity of bus schedules (including routes and departure/arrival times)
- Improving bus punctuality
- Expanding bus service hours to accommodate student and family extracurricular activities

User Experience

- A welcoming environment that includes:
 - Climate control (heating and cooling)
 - Pleasant music, if possible
 - A welcome sign for the bus so that one feels one has the right to use it; sign should be in different languages to improve inclusivity among users and drivers. Create posters in bus doors that welcome passengers in English and Spanish
- Bus drivers
 - Improve training so drivers are more welcoming and friendly to Hispanic riders
 - They should be kind and helpful
 - They could speak Spanish or other languages
- Accessibility
 - Accommodate the needs of older adults and people with disabilities
 - Offer annual discounts to stay-at-home mothers and low-income households
 - Designated seating for older adults, children, women, and families

FOCUS GROUP SUMMARY: SOCIAL SERVICE ORGANIZATIONS

On September 2, 2021, IBE conducted a focus group with representatives of seven social service provider organizations located in the North College area.

Outcomes

Use & Benefits

Do you believe that adding MAX service will be a benefit to you, the community, and/or your business or organization; why or why not? If MAX were to come to North College, do you think you, your family, friends, coworkers and/or clientele would be likely to use it; why or why not?

Participants voiced support for transit and public transport, noting that it would be beneficial to the people they serve, and shared the following insights.

- Salud currently uses a taxi system because the bus system is "terrible;" MAX extending further north is exciting because it would help Salud's population so much, particularly those who don't have Medicaid and can't afford taxi/Uber service
- Beneficial to people who are newly housed on the south end of town (e.g., Redtail Ponds, Mason Place) who still need services provided in the North College area; would remove one more barrier that they have to rebuilding their lives and would connect North and South ends of town
- Create streamlined transportation in an area that provides large amounts of resources and services
- Easier access to place of employment for workforce and social service agency employees

Participants expressed concerns over cost, emphasizing that it will be important to have continued availability and options to provide low- or no-cost transit for the people they serve. City representatives responded that they are looking at a long-term plan to implement a fair and affordable transit system. Some participants noted that their organizations received free bus passes from the City or purchased them at a discount rate to distribute, free, to residents.

Concerns (Existing & Future)

If MAX were to come to North College, what concerns do you have? What would you like to not see happen regarding MAX?

Participants expressed the following insights relating to existing and future concerns regarding MAX.

- Salud noted that currently, there is a lack of bus routes and efficiency that equate to long wait times. Some of their patients (some with a disability or illness) must take three buses, sometimes with children. People are sometimes unable to advocate for a time that works for them when scheduling appointments, resulting in arriving late or not showing at all.
- Don't make it more complicated for clients to try to look up routes; even staff has a hard time finding routes. Currently, it's not user-friendly, especially if you don't have computer access and only use your phone. One line would make this easier.
- Better maps at the stop to make it more streamlined.
- Given student housing in the North College area, would this turn into student transportation and would there be conflicts between different groups of people because of that? Need good education on cultural tolerance.
- Current wait times for or between buses are too long.
- Bus doesn't currently run late enough; doesn't run early enough.
- People who need to carry a lot of belongings on the bus sometimes get complaints from drivers or other passengers.
- Current lack of bike storage.

When asked if there are concerns in getting from North College Avenue to social service organizations located further east, participants shared the following thoughts.

- May want to look at crossings to make safe (especially for children, people in wheelchairs, etc.) because it is a busy corridor to have to cross over North College Avenue.
- City staff noted safety concerns relating to an increased risk of hitting people not aware of MAX bus running or not in control of their faculties, particularly given high concentration of unsheltered people in the North College area.
- At Willox and College, one participant noted seeing some very close calls, as a lot of people (some with physical disabilities) are crossing, and traffic is fast.

Function & Appeal

What would make the addition of MAX on North College appealing to you and your clientele?

Participants shared the following insights.

- Ability to physically distance (due to COVID pandemic)
- Routes on Sundays
- Extended hours of operation (morning and night)
- For youth at Matthew's House, bus system is unfamiliar and can be intimidating/uncomfortable; maybe this requires work for all of us to normalize the bus system. Having workshops with kids at Boys and Girls Club, Matthews House, and other after school programs could help educate youth and make public transit use more comfortable.
- Education is important:
 - Perfect opportunity to show people in the community that we're all a part of the community – a commonality piece which is usually missing when you talk about North College and different parts of town that are kind of in bubbles
 - Buses can bring people together; people use it for different reasons
 - The City noted that given the clash of different populations on the MAX bus, should consider doing education on mental illness/mental health
- Safer crossings
- One bus line

Future Work We Have to Do

The focus group rounded out with a discussion about how social service organizations can become more involved in this project by directly engaging their clients. The following ideas were shared.

- Could a project team member come to conduct direct outreach on-site?
- Idea to have neighborhood ambassador – train someone to solicit input from neighbors or sit in clubhouse and gather input, rather than a formal presentation
- Idea to have a table in front of building to reach out to people coming in/out; has been successful in past

FOCUS GROUP SUMMARY: NORTH COLLEGE, LLC MOBILE HOME PARK RESIDENTS

On September 16, 2021, IBE and the City of Fort Collins conducted a workshop at the Northside Aztlan Center with residents of the North College, LLC Mobile Home Park community.

Clarifying Questions

- Will this cut through the front of our park?
- Has anyone done a traffic study of the area?
- What is the business community saying?
- How did the transition from Transfort to MAX go? Can that history help us prepare for this project?
- Where would the new transfer station be?

OUTCOMES

Use & Benefits

Do you believe that adding MAX service will be a benefit to you, the community, and/or your business or organization; why or why not? If MAX were to come to North College, do you think you, your family, friends, coworkers and/or clientele would be likely to use it; why or why not?

Participants voiced hesitancy about the project given concerns of the route going through their community, but voiced general support for transit and public transport, so long as it does not displace or negatively impact their community. They would like to be involved in ongoing engagement and feedback to inform the project in years to come.

Concerns

If MAX were to come to North College, what concerns do you have? What would you like to not see happen regarding MAX?

Participants were worried about and sensitive to the proposed MAX line being put through their community. They requested a clarification from the City that the proposed MAX route will not go through their community via an extension of Mason and shared the following additional concerns.

- The train will back up traffic and delay what is supposed to be “rapid” transit, which is not ideal for workers

- No capacity in North College for a dedicated bus lane; the road that exists can't handle the volume of traffic that the project would bring
- Impact on business community
- Currently, the 8 and 81 are not always full – will people use this expansion?
- Concerns surrounding Lee Martinez Park and intrusion/compromising of open area
- Unique needs of a senior community: If the bus is too far away from the community, residents will not use it
- Concerns surrounding current transit services
 - Dangerous crossings and lack of crossings
 - Medians are overgrown with hedges/plants, so pedestrians must lean out to see traffic when crossing the median
 - Safety concerns surrounding homeless/transient passengers on 8 and 81 routes, especially in the morning when shelters let out at 6 am
 - At another big development on Willox, there are no sidewalks or crossing arms, and the train doesn't always sound its horn
- Infringing upon/impacting private land use issues
- Could this create a crime issue?
- The road becomes more confusing to navigate; loss of independence through impacts on ability to drive cars in mainstream traffic
- Disruption of rock garden and landscaping business located on highway near turn to Wellington
- Locating parking

Function & Appeal

What would make the addition of MAX on North College appealing to you, your family and friends, or clientele?

- Unanimous consent that at least one of the proposed plans in the next phase should not go through this community
- Bus stop in front of the community with a crossing directly across North College Avenue for ease of access
- Increase in total service: Service along Conifer and Redwood, as well as addition of MAX transit along the College corridor
- Parking spaces so riders can park and walk to the MAX
- More crossings across North College Avenue
- Re-routing trains and diverting truck traffic to help reduce traffic in North College area
- The alley from Conifer to the shopping area at Willox was suggested as a location for the MAX route

Land Use/Overlapping Community Effects

Participants expressed overall concern with the impacts of rapid expansion in the North College area, and shared the following specific concerns.

- Overgrowth / over-crowding / high density due to expansion
- Multi-story or high-rise buildings are being put in the area
- North College has become a “bedroom community” for the rest of the City
- Other mobile home parks have been shut down in the area and replaced with higher-income housing; residents described their homes as being “right in the line” of gentrification

2. COMMUNITY WORKSHOP SUMMARIES

Approximately 16 individuals participated in two virtual workshops—one in English, one in Spanish—in late September 2021. The purpose of these workshops was to understand the needs, barriers, and wishes of the community as they relate to their experiences with public transit along North College Avenue, and to inform a future vision for public transit service in this area. Following are summaries of each workshop.

WORKSHOP SUMMARY: ENGLISH-LANGUAGE

On September 21, 2021, IBE facilitated a virtual workshop in English, open to all community members. Two community members participated, both of whom live in Old Town North—one of whom walks and bikes frequently and one of whom is a wheelchair user.

Outcomes

Use & Benefits

Do you believe that adding MAX service will be a benefit to you, the community, and/or your business or organization; why or why not? If MAX were to come to North College, do you think you, your family, friends, coworkers and/or clientele would be likely to use it; why or why not?

Participants voiced general support for transit and public transport and shared the following benefits.

- Access to new housing developments, especially with MAX stops on College & Suniga and College & Vine
- Access to the following key destinations:
 - Downtown Transit Center (both participants were Bustang users and voiced that MAX should coordinate with Bustang schedule)
 - King Soopers
 - Bike Co-op
 - Jax
 - The Lyric
 - Whitewater Park
 - As many connections as possible to Poudre Trail
 - Goose Hollow, other green spaces

Concerns

If MAX were to come to North College, what concerns do you have? What would you like to not see happen regarding MAX?

Participants expressed a need for accessible MAX platforms as well as safe, accessible sidewalks and bike paths in support of MAX accessibility and beyond, and shared the following concerns relating to safety.

- Would like to see MAX stops on College & Suniga and College & Vine – both roads very unsafe for walking (including accessibility with mobility issues) and biking
 - Vine: Tall fences limit visibility; potholes and puddles; inadequate sidewalk availability
 - Suniga: Wide street; fast-moving traffic; no safe crosswalks nor traffic lights; dangerous for cyclists despite raised bike lane; makes Blue Spruce less pedestrian-friendly and safe; in general, Jerome and Blue Spruce intersections at Suniga unsafe
 - Blue Spruce seen as good alternative to traveling directly on College prior to Suniga being built (viewed as North College version of what Mason Street is to South College Avenue – more bike- and pedestrian-friendly)

Function & Appeal

What would make the addition of MAX on North College appealing to you, your family and friends, or clientele?

- Frequency
- Comfortable experience
- Accessibility (both in terms of stop locations and infrastructure to reach stops)
- Connectivity to other bus lines, including Bustang
- Accessibility for people with disabilities
- Speed (more efficient than other modes of transportation such as driving or biking; dedicated bus lane seen as important to making this happen)
- MAX continuous rather than a connection ride from Downtown Transit Center

Land Use & Overlapping Community Effects

As the North College community grows, what would you like to see change? What would you like to remain the same?

- Mixed use is good
- Encouraging pedestrian and bike use through people-centered (rather than car-centered) spaces focused on small businesses (i.e., The Exchange shop complex downtown)
- Fostering spaces that offer attractive destinations (e.g., sandwich shops, restaurants, vintage stores, clothing stores, etc.) and keep pedestrians/cyclists safely away from speeding traffic
- Businesses that are priced out of Old Town often move south; would like to see them move north (like The Lyric)

- Importance of conserving affordable real estate (both for housing and for business)

WORKSHOP SUMMARY: SPANISH-LANGUAGE

On September 22, 2021, CSU's David Rojas facilitated a workshop in Spanish with 14 Spanish-speaking members of the Fort Collins community and residents of the North College area.

Clarifying Questions

- Why will it take so much time to finish this project?
- How will the routes connect?
- Is there an online application like Google Maps to navigate the routes?
- How will the time between stops change with the MAX?

Outcomes

Use & Benefits

Do you believe that adding MAX service will be a benefit to you, the community, and/or your business or organization; why or why not? If MAX were to come to North College, do you think you, your family, friends, coworkers and/or clientele would be likely to use it; why or why not?

Participants voiced general support for transit and public transport. They currently travel to and from the following locations in the North College area and would benefit from increased access to these places:

- Hickory Village
- King Soopers
- The (Foothills) mall
- The Dollar Tree
- La Familia
- La Salud
- Downtown Fort Collins / Old Town
- Walmart
- Poudre Valley High School

Concerns

*If MAX were to come to North College, what concerns do you have? What would you like to **not** see happen regarding MAX?*

Participants expressed a need for improved safety and service and shared the following concerns.

- Safety concerns regarding homeless population
- Safety concerns regarding passengers bringing weapons onto bus
- Multiple participants expressed negative experiences with bus driver conduct toward the Latinx community; one specific concern described feeling unwelcome, judged, and rejected, leading to leaving the bus sooner than needed. Current service needs could be improved through training of bus drivers.

Function & Appeal

What would make the addition of MAX on North College appealing to you, your family and friends, or clientele?

- Specific bus stop locations
 - In front of Las Delicias el Viejo
 - Magnolia
 - Before the mall
 - Hickory Village mobile home park
 - La Familia
 - La Salud
 - Before the bridge
 - The Lyric
- Pedestrian signage
- Extended bus schedule (until 10 pm)
- Improved security
 - Regarding safety concerns with the homeless/transient population, one participant suggested having separate/certain hours of access
- Classes teaching community members how to use the bus (e.g., routes, schedules, etc.)
- Bus driver being able to change the route or ask someone to leave the bus
- Training for bus drivers to be more welcoming, nice, and helpful, which would improve service
- More visible name/ID badges for bus drivers
- Windows
- Improved sanitation
- An arrow signal for turning at the traffic light next to Hickory and College (turning into Jax); this intersection currently delays people who are waiting for traffic to pass so they can turn

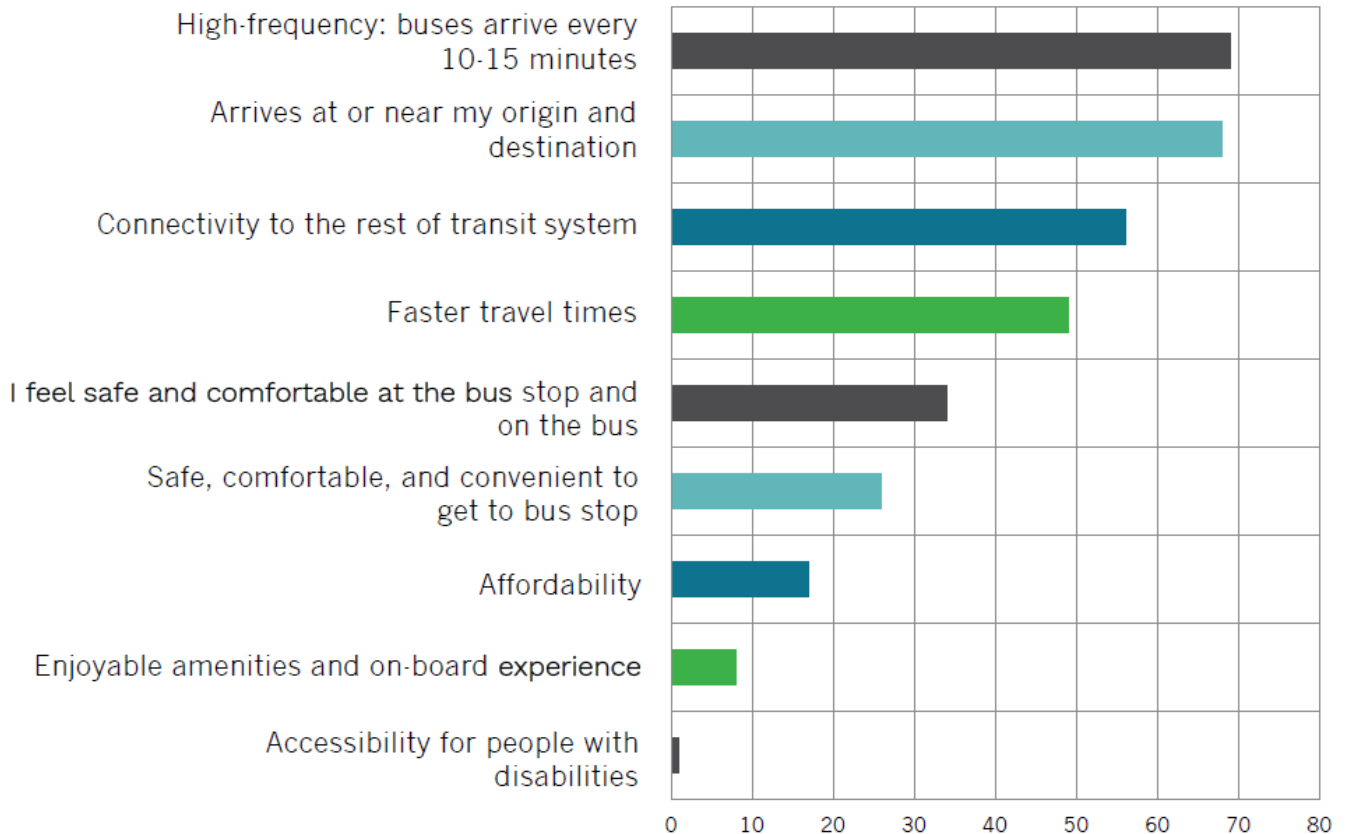
ONLINE ENGAGEMENT SUMMARIES

The following section summarizes outcomes from the online questionnaire and mapping activity that were hosted on the project website.

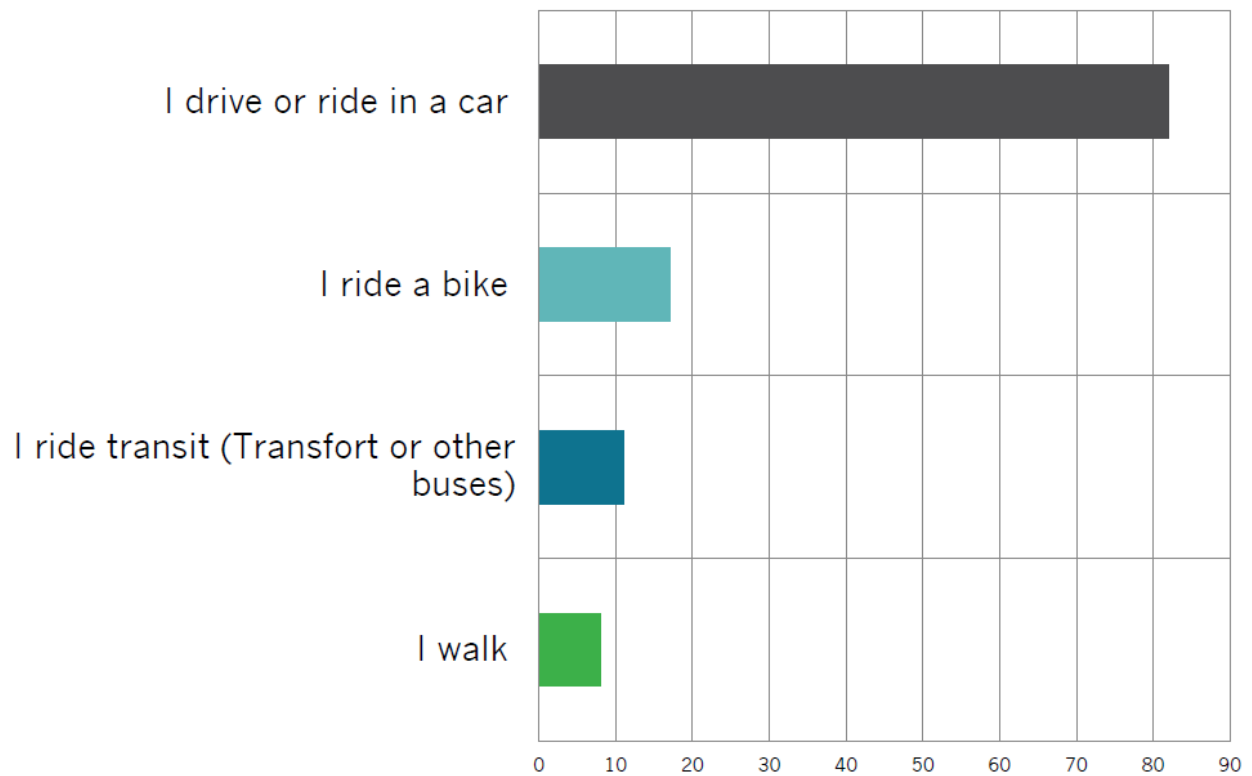
1. ONLINE QUESTIONNAIRE RESULTS

A total of 124 people responded to the online questionnaire, which was available on the project website in both English and Spanish.

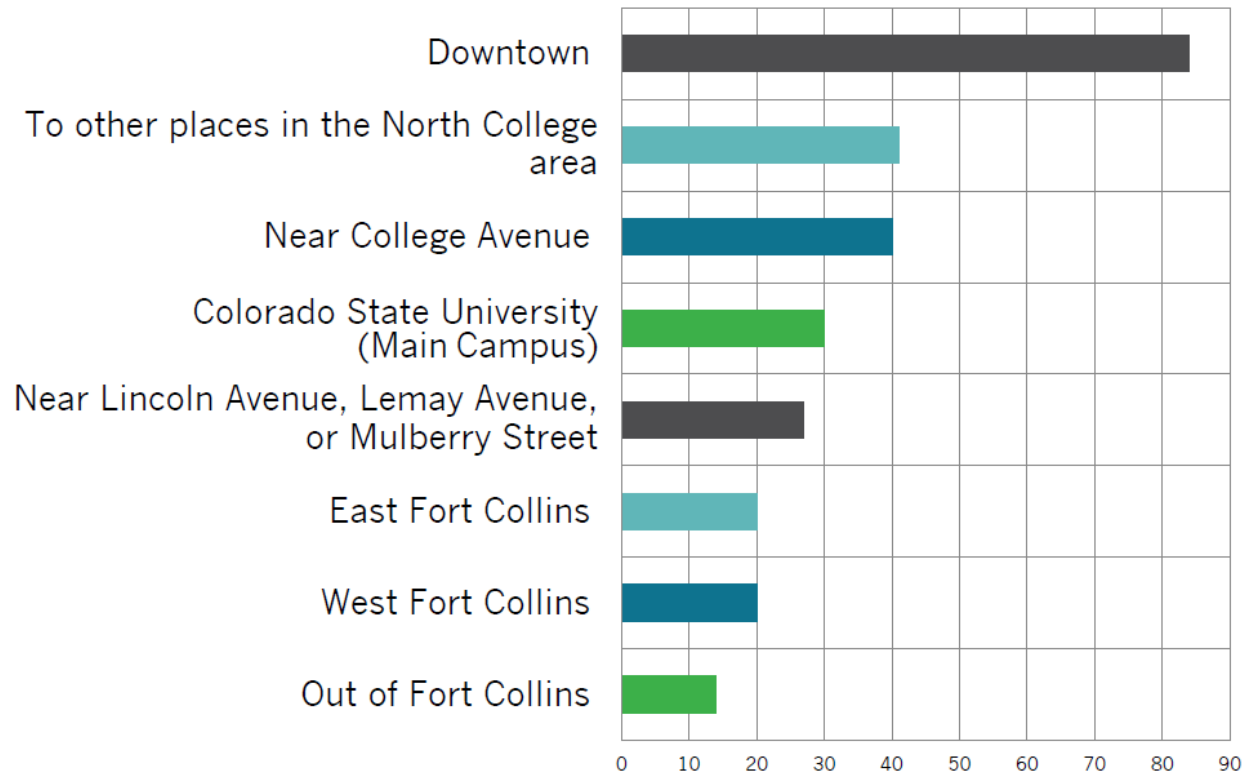
Q1. What would make you use a North College MAX service?



Q2. How do you typically travel to/from destinations in the North College area?



Q3. Where do you typically travel to/from destinations in the North College area?



Q4. What, if any, concerns do you have about adding a MAX line in the North College area?



Q5. Do you have any other concerns, thoughts, or ideas to share about transportation issues in the North College area (including bus services, driving, walking, or biking)?

- Changes should be made so cyclists feel more comfortable using the bike lanes and quit riding on the sidewalk. As it stands now, this area is hostile to pedestrians, cyclists, and transit users. I only feel comfortable traveling up there by car.
- I used to walk or bike to work in the N. College area. There were times when I would have liked to have ridden a bus but due to the convoluted route to get to a bus heading to N. College, it was usually faster for me to walk or bike. Not to mention drive.
- Whitewater park has made it much easier to cross over/under College. Would like to see a protected crosswalk at Jerome and Vine to access it more safely.
- Service upon the evening would be so important, to get home from work and from a night out
- I am worried that bike lanes will be inaccessible in winter due to snow plowing, leaving me with little safe space to bike to and from work. It would be great if a bus ran north from downtown Fort Collins all the way to Shields.

- Adding the original Max line was great in many ways except that it seemed to negatively affect the other bus routes that I use in the South Fort Collins area. Now instead of walking a little way and taking *1* bus to a frequent destination, I effectively need to take *3* buses (5, Max & 16) around 3 sides of a large square. That makes scheduling difficult. My trips to North College are mostly a straight shot up to the King Soopers Marketplace area, so I probably won't run into the same issue, but others might be adversely affected in a similar way. Also, I liked getting off near the KSM entrance; it'll be a longer walk from College.
- Not at the particular moment.
- The max line is not well coordinated with other bus lines. There are not enough parking spaces at for example Drake station. I would really prefer to take bus from home then car+max if I didn't need to worry about the wait time. also, behavior rules on buses could be better visible, such as making space for people with disabilities. and of course, masks.
- Why is Transfort expanding MAX when the lines that exist today don't even fully run? But if you're going to do it... then: Add a BRT lane to US-287 so buses don't get caught in the traffic. Replace the striped paint bike lane with a curb-protected bike lane to make room for the BRT. Safety and convenience must be the priorities or else this bus line won't get used.
- Very disappointing use of buses instead of a tram, and not all electric. The southern route should be run like a tram where it has priority at cross streets. The bus should not have to wait, but always have green light to make the transit time as fast as possible. Provides incentives to ride instead of drive.
- I mostly walk, but I occasionally drive for, e.g., shopping trips. I rarely take public transit because stops are few, routes aren't very convenient, buses don't come frequently enough, and buses themselves are often grubby. I'd love to see public transit become more functional in Fort Collins in general so that residents can realistically use it to replace short driving trips, but we need more frequent buses that serve a larger part of town.
- Buses really need some to have more direct routes for school age children who are unable to drive. My kids leave two hours before school has to start just to make it on time. If one of the connecting buses is late, they are late for school. We are a one car household and it is used to get the adults to work. This is extremely frustrating as walking and biking around Fort Collins is a death trap in the mornings now.
- Biking still seems hazardous up there.
- I'd like to see bike lanes that are protected from traffic. I'd like more places to put a bike inside buses. I'd like to see college widened and made into brick walkway like downtown Fort Collins has.

- This is a wonderful idea. Our family and many others we know are 100% on board (get it ;) !?)
- It feel unsafe for an average person to do any of these activities.
- I don't like driving on North College and would welcome MAX service to the area. I mainly go to JAX, the King Soopers shopping plaza, and the Lyric. I would be more likely to use it if I could get on the MAX at any point and not have to change buses at the DTC. Although this doesn't apply to me, I think it might be nice to have a parking area at the end of the route on North College for people coming in from the north who don't want to drive into town.
- Bus is super important. Keep walking and improve bike ability. Safety and perceived safety given current ridership north of town is critical.
- Adding the service seems like a no brainer. But as with most of Transfort's system, you've got to work with Engineering to make sure the walking and biking infrastructure makes convenient and logical connections to the bus stops. This includes changing College itself from the highway style design it currently has to a proper urban street that is slower, smaller, and easier to cross.
- Better bike lanes. Trees between bike lane and road? Some roads are littered with trash and glass in bike lanes/edge of street
- biking on automobile roads is treacherous, especially with big rig trucks in area. Bike paths should be dedicated off-roadway spaces.
- I feel that more adequate service needs to be provided for those who frequent the bus stop near King Soopers - they often wait for long stretches of time in uncomfortable weather conditions. Busses need to help them get to their exact destinations more efficiently. I am also quite concerned about truck (semi) traffic that travels through downtown Ft. Collins - semi trucks have no business traveling through a shopping/restaurant corridor that is filled with students, residents, tourists. Ft. Collins needs a truck route to steer semi trucks around the heart of the city, as many cities across the nation have designated. Their constant presence makes the downtown area unsafe, unpleasant, and slows traffic considerably. The Jefferson area is particularly bad. I would rather have frequent busses moving people efficiently to their destinations than the interstate atmosphere the trucks create in downtown Ft. Collins. I am also concerned about the diagonal parking in the center of College in downtown Ft. Collins - people tend to step into traffic to reach their destinations instead of crossing at the designated crosswalks. As our city grows, this will become more dangerous. We have such a great opportunity to make downtown and North College a safer and more pleasant place for expansion - I hope we can plan well.
- One of the main issues in the North College area is the lighting in that area, as well as surrounding neighborhoods. Since it is a more unincorporated area, the streets

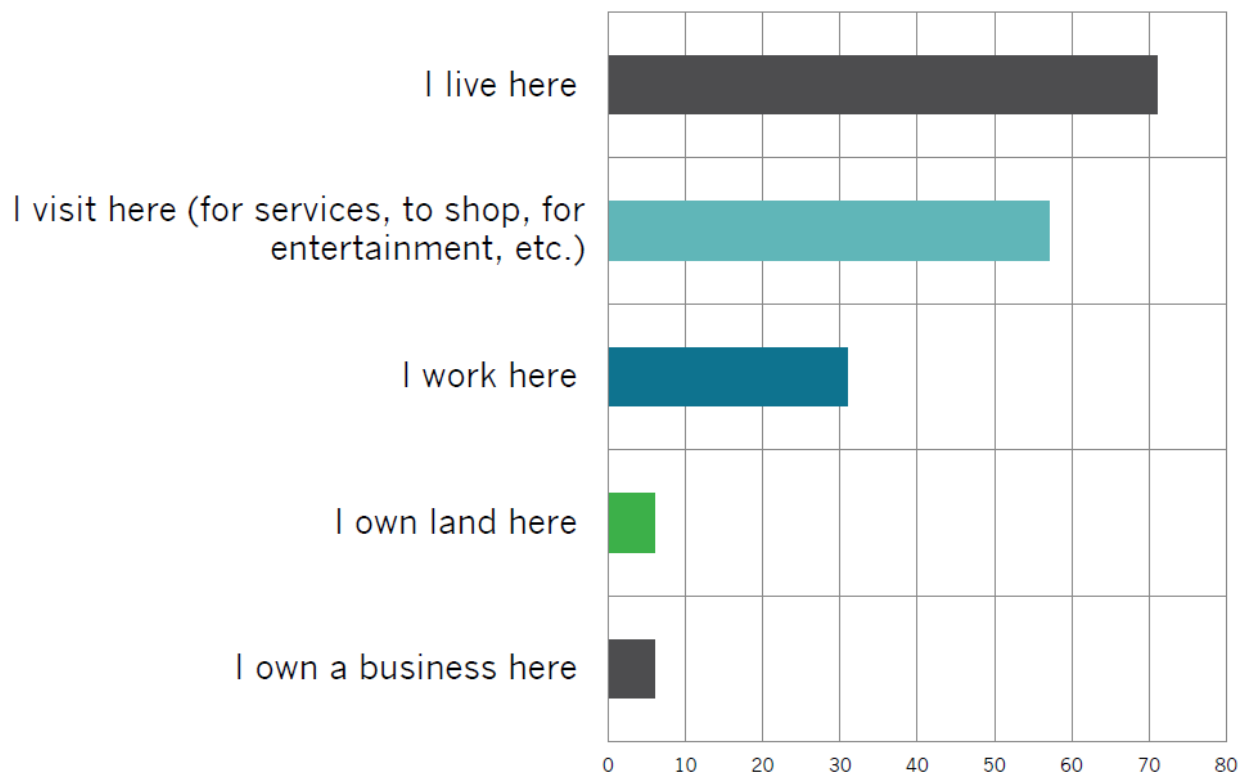
are not as well lit, so the bus benches and shelters do not feel as safe once the sun goes down, or before sunrise.

- The northern section of MAX should be set up like the southern half -- bus only lanes for faster commute times and frequent buses. This would encourage higher ridership which would help us achieve our climate action goals. Please add/improve the sidewalks and curb cuts in North Fort Collins. I am in a wheelchair and cannot access certain areas where these are lacking. I'm excited about this project!
- That the Max route will only be on College, that it will not remove residence or business.
- Biking storage on max buses need to be convenient so there is enough room. Any BRT improvements should coincide with bicycle corridor enhancements (i.e. dedicated/protected bike trails like the Mason trail next to the max)
- I'm very excited about the North College Max plan! This plan needs to include dedicated bus lanes. I have seen other implementations fail when buses must share lanes with car traffic. Please complete missing sidewalks to allow easy access to bus stops, particularly on Vine between Redwood and College. Please encourage dense housing along the route so more people can live without a car in Fort Collins.
- I would really like to see an extension of the bike path that terminates on Hickory St. continue onto West Willox, maybe along the railroad corridor? Not sure if this is possible because there are some housing developments in the way but it's a thought... Thanks!
- I am excited about this new project in the making! As a pedestrian, I travel north for necessities only, because it is a bit vulnerable walking north and the buses only happen hourly. If there were more frequent bus service in that area, I would go north more. MAX would provide that.
- The nearest current bus stop (Willox & Blue Spruce) is 1.5 miles from my house. A closer stop by running a route along North Lemay would encourage us to use Transfort more frequently.
- I use a wheelchair or power chair. How helpful are drivers?
- The idea of a major "hub" for the busses up here on north college is absolutely horrifying. This area is struggling w/ major traffic density as it is and busses starting and stopping and turning around will make it all so much worse.
- I would LOVE to see the MAX in North FC. It is the perfect extension of existing services.
- The intersection of N College and Willox is quite dangerous for a number of reasons. I ride my bike from Revive. Usually, I cannot access the bike cut out because of cars blocking it trying to onto Willox. The bike lane on Willox is to the left of the right turn for autos onto N College. So, I either wait to turn right or cut in front of cars.

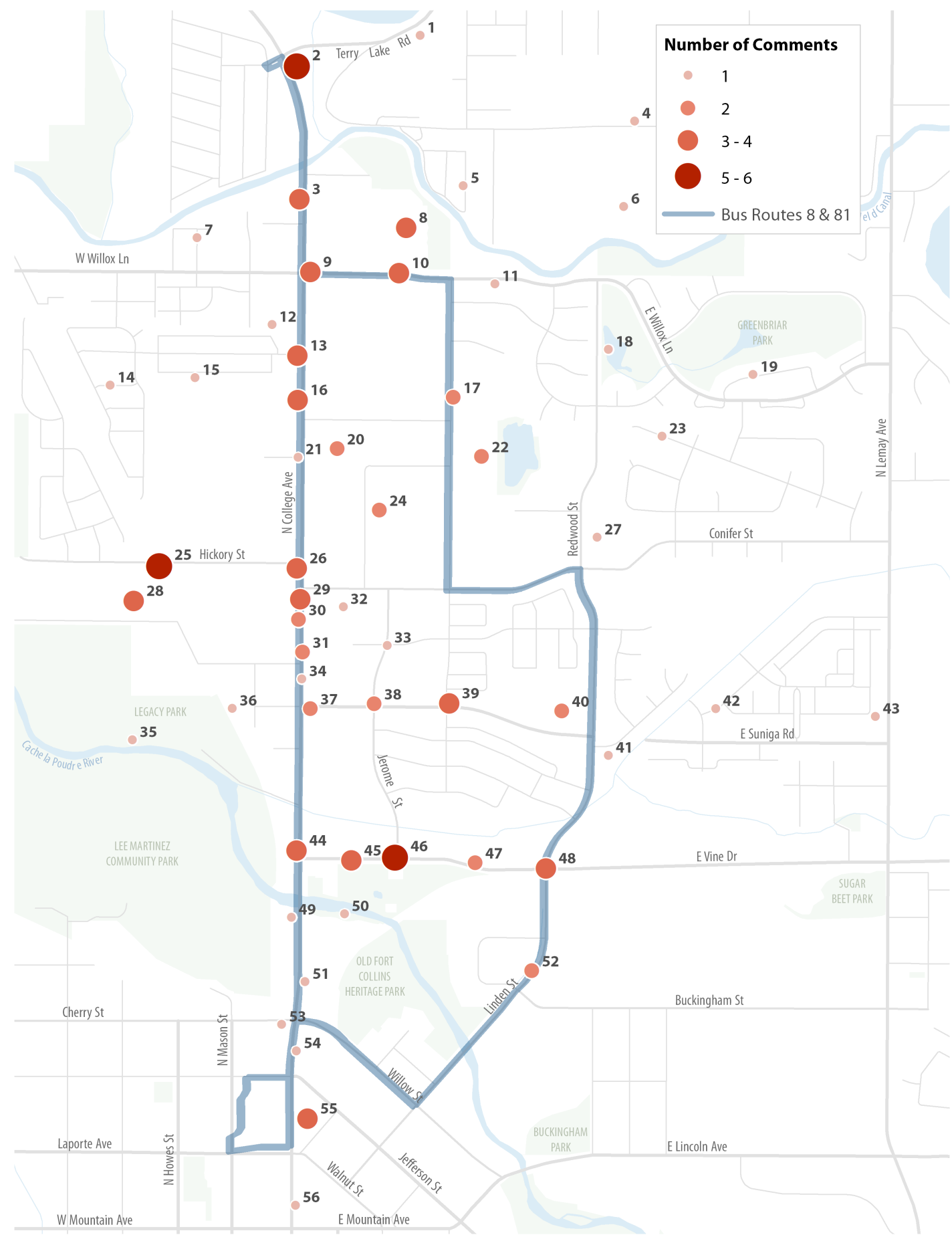
The alternative is riding through the McDonalds parking lot from Willox to N College, but there is a lot of traffic. Left turn light from N College onto West Willox is especially short, sometimes, it is only one truck that gets through.

- All good for me
- Bus is essentially nonexistent for people on Lemay, and the connections (once you hike half a mile or more) are extremely slow. I tried to commute to CSU and the distance I could drive in 10 minutes took me 20-30 minutes by bus.
- I would like biking to be separated from car traffic. Cars pulling out onto College ave. often do not look for bikes or pedestrians
- I live in the north of Fort Collins and the only problem I find is that the bus stop is very far from where I live and when I have to drive to pick up my children. College is always very congested and takes one a lot of time, thank you.

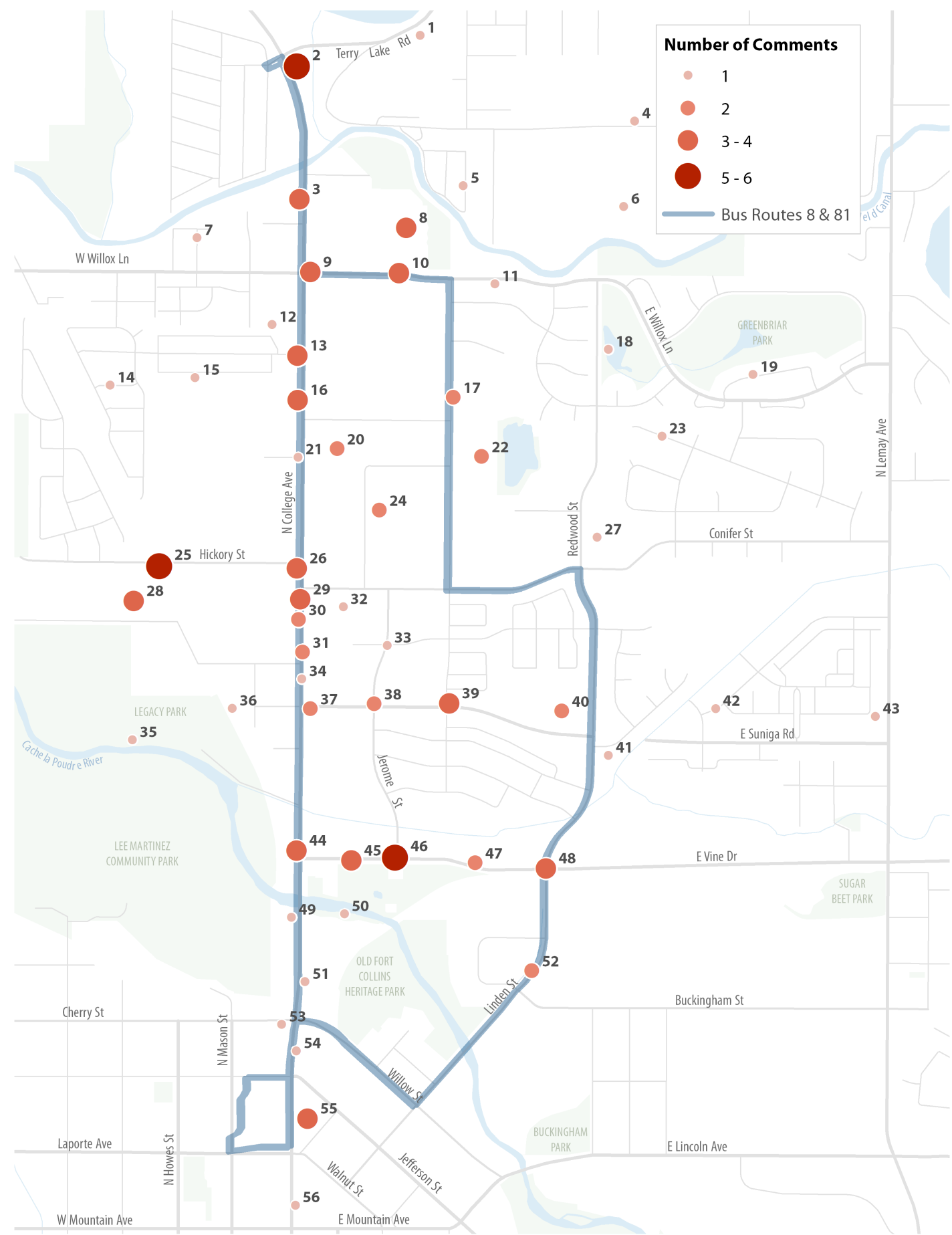
Q6. What is your association with the North College Avenue corridor?



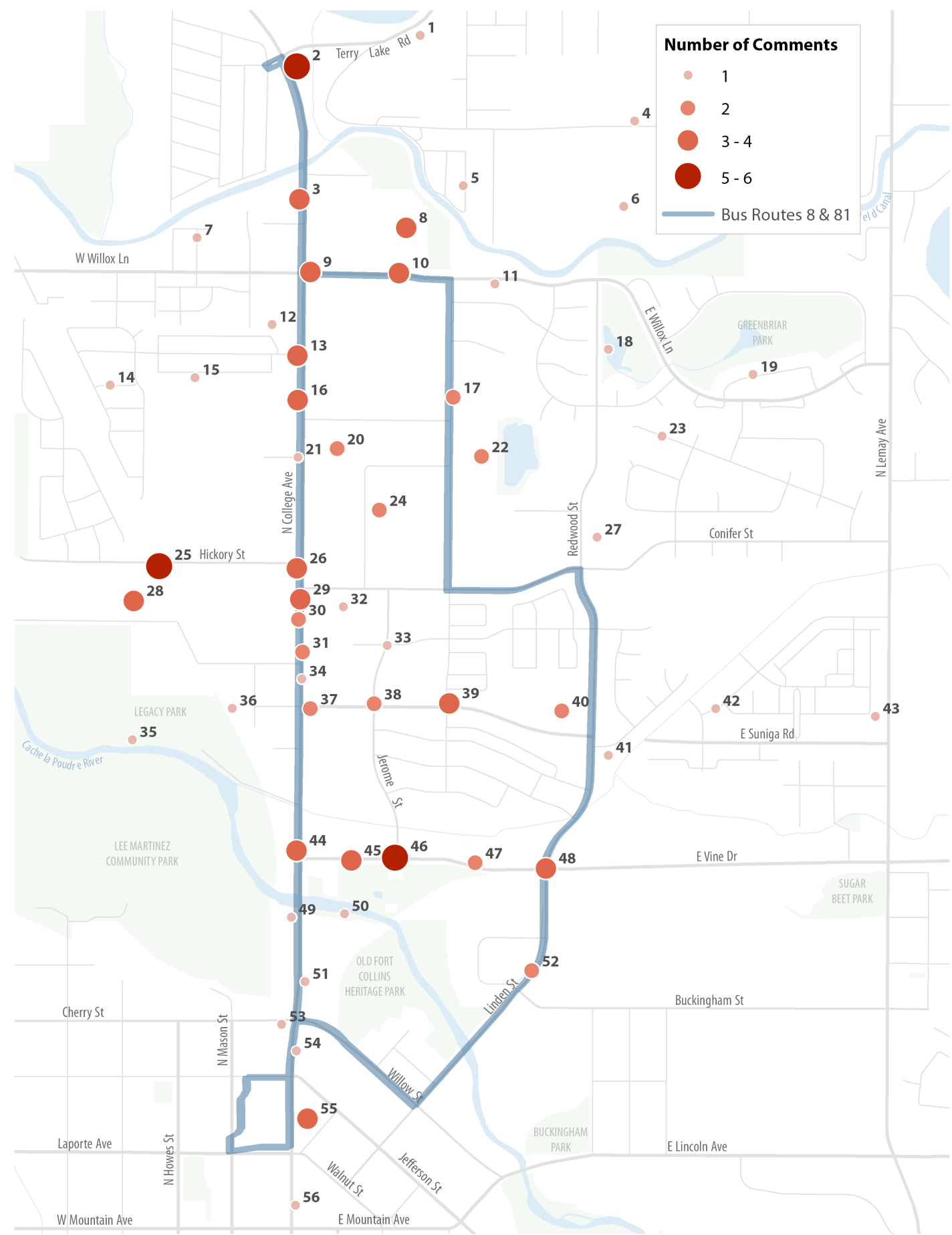
2. WEB MAPPING RESULTS



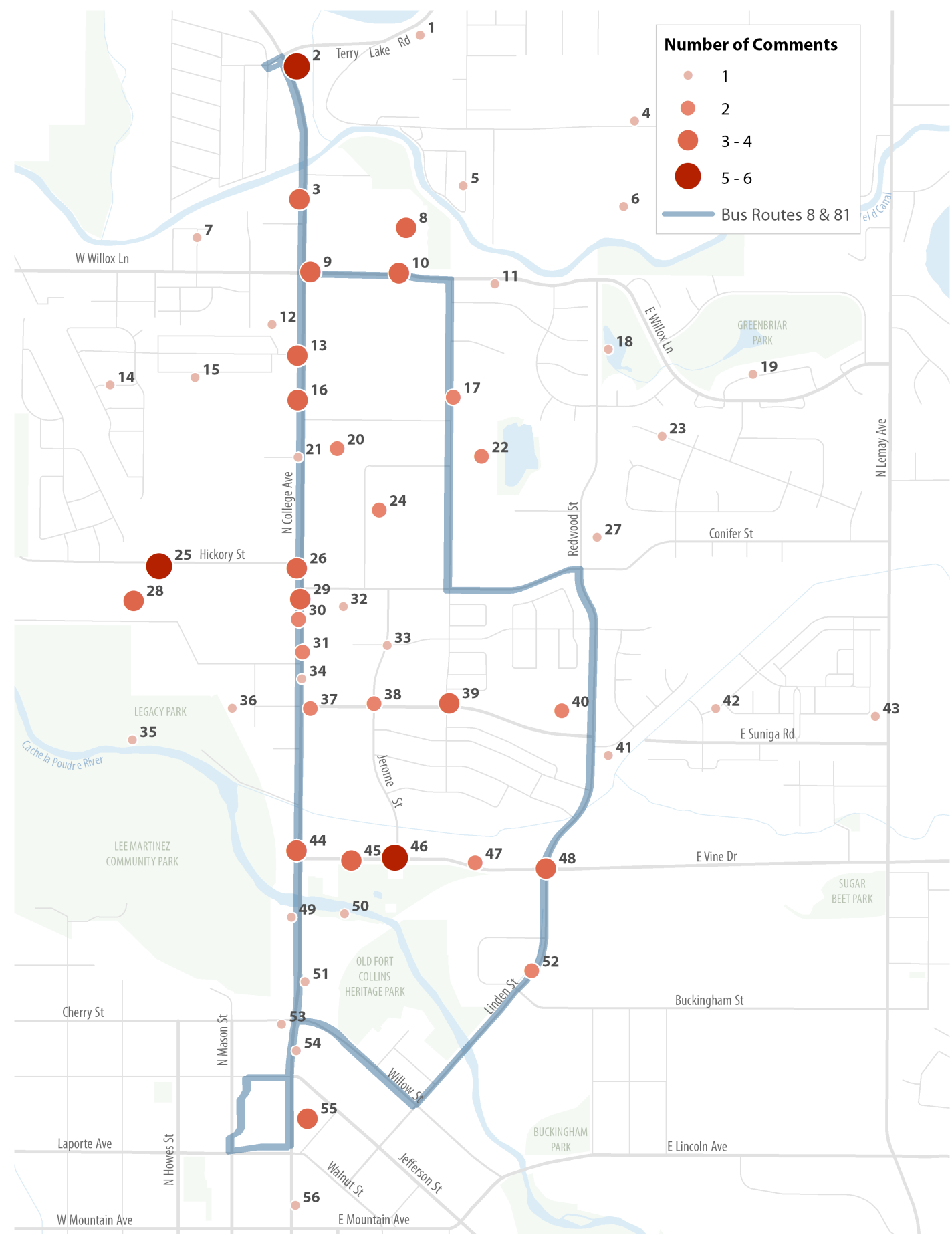
Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
1	Terry Lake Road (between North College Avenue & Country Club Road)	Stops/ Destinations/ Connections	In poudre valley Mobile Home park	Yes	1	
2	Terry Lake Road & North College Avenue	Extent or Frequency of Service	Extend late hours on weekends too	Yes		
		Extent or Frequency of Service	Keep the max running until 12 at night	Yes		
		Rider Experience	Add a complaint box inside the bus, with an identification of the driver.			
		Rider Experience	Better training, service and punctuality.			
		Rider Experience	Improve the attention of drivers.	Yes		
3	North College Road (between Canal Access Road & E Willox Avenue)	Pedestrian & Bicycle Safety	There's no easy place to cross the street. When I'm driving, I frequently see people walking across College.		2	
		Pedestrian & Bicycle Safety	It would be nice if the Canal Access Road could be improved for recreational and commuting purposes.			
		Pedestrian & Bicycle Safety	Pedestrian signaling			
		Stops/ Destinations/ Connections	Bus Stop			
4	Spaulding Lane (between Valley View Lane & Ridgecrest Drive)	Pedestrian & Bicycle Safety	Residents in this area would like better connectivity (walking, biking, etc.) to transit options on College Ave.			
5	Highland Manor Manufactured Home Park	Pedestrian & Bicycle Safety	It seems it will be very difficult for this community to access the bus route. Is it possible to add a pedestrian bridge over the canal so they can walk to the bus stop easier?			
6	Phesant Ridge Neighborhood	Information	All information at bus stops, especially the current routes, should be up to date. Bus stops should have some sort of system to alert the timing of the buses			
7	Eaton Street & Cedar Street	Information	MAX should have a texting notification system to alert people when bus is coming or if it is going to be late. Bus route apps are not able to accessed by those who do not have internet			



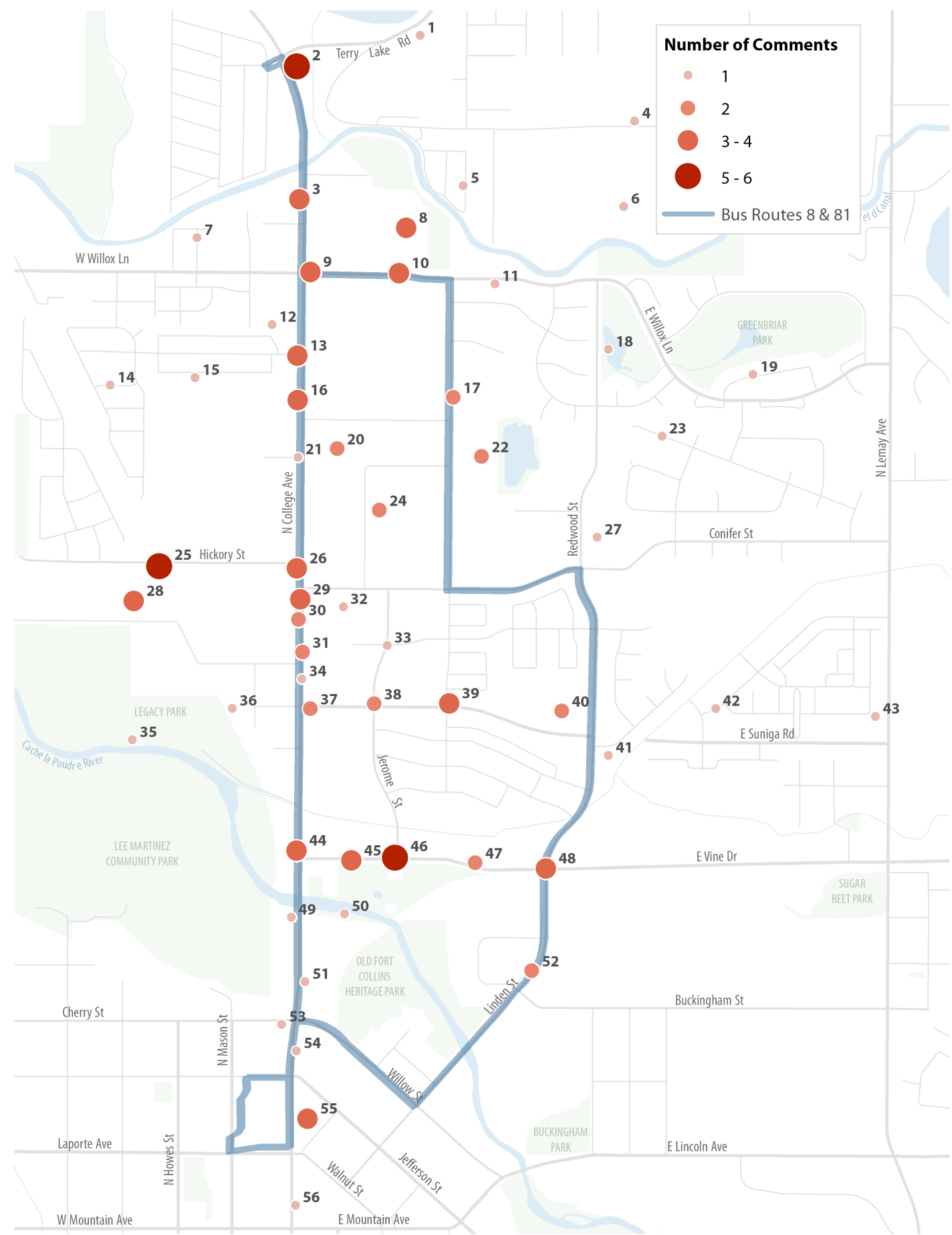
Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
8	King Soopers	Stops/ Destinations/ Connections	I could be wrong, but I think it would go a long way if it were possible to get the bus stop closer to the entrance of King Soopers. It would mean that people won't have to carry their groceries quite so far.		2	
		Stops/ Destinations/ Connections	Destination - King Soopers		1	
		Pedestrian & Bicycle Safety	Bus stops at King Soopers are hard to access in the afternoon when it is busy- hard to cross the street to reach stops			
9	Willox Lane & North College Avenue	Pedestrian & Bicycle Safety	Look into underpasses or bridges for people walking, biking along the corridor.		1	
		Pedestrian & Bicycle Safety	While there is a bus stop on the other side of the street, it is very difficult to cross- look into stops on other side of street or cross walks for easier access			
		Stops/ Destinations/ Connections	Ideal for bus stop. This way people in surrounding areas can access bus stop that goes straight down college rather than having to take multiple routes to reach destinations			
10	Willox Lane & King Soopers Entrance	Rider Experience	more frequent transit opportunities and shelter needed for people using the transit stops here.		1	
		Stops/ Destinations/ Connections	Bus Stop			
		Stops/ Destinations/ Connections	Bus Stop			
11	Willox Lane (between Blue Spruce Drive & Bayberry Circle)	Pedestrian & Bicycle Safety	appreciate the extended sidewalk here!			
12	Signal Car Wash at North College	Pedestrian & Bicycle Safety	Blind spot biking back into our neighborhood around storage building			



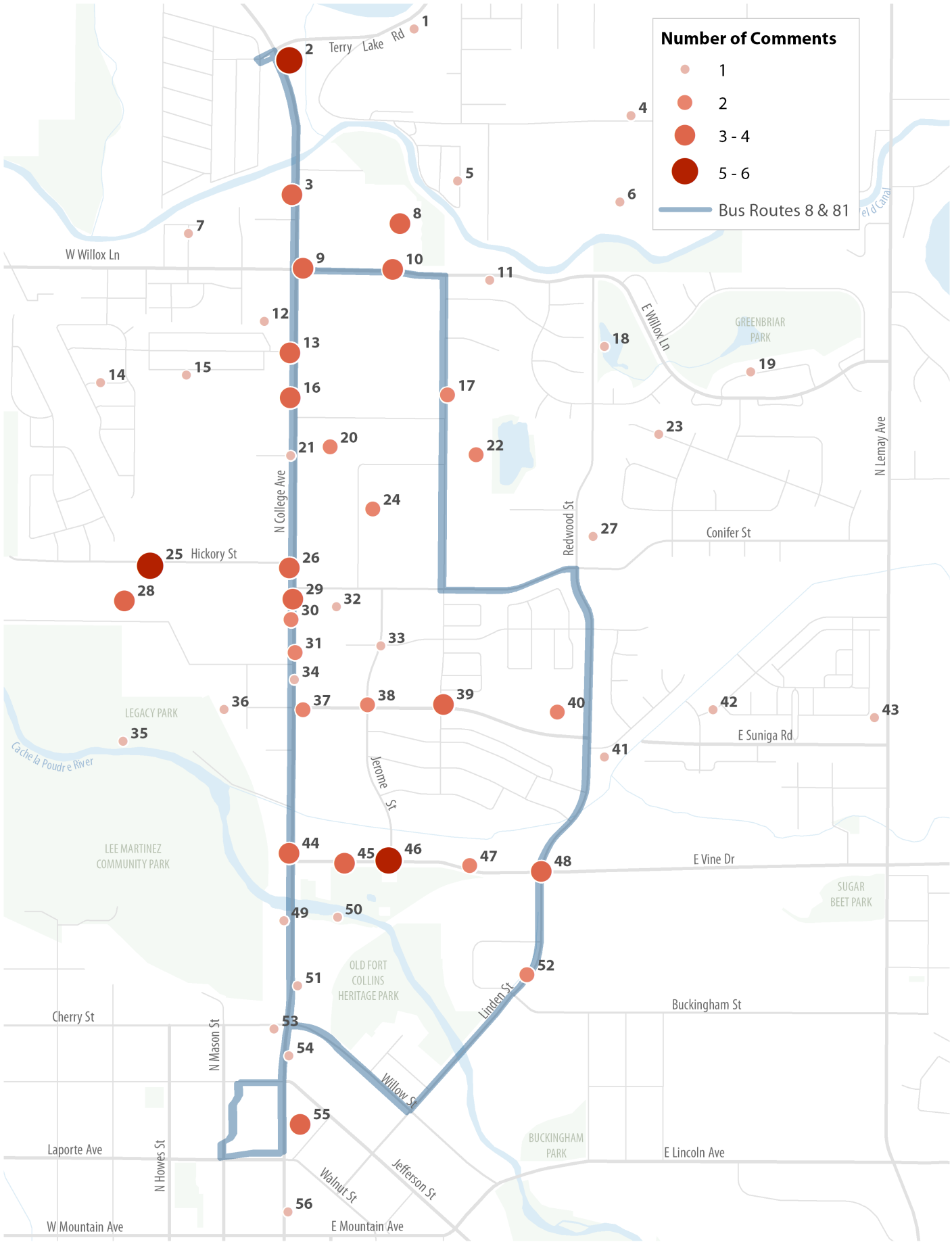
Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
13	North College Manufactured Home Park Entrance & North College Avenue	Pedestrian & Bicycle Safety	There's no good place for a pedestrian or cyclist to cross the street.		4	
		Pedestrian & Bicycle Safety	Blind spot biking or walking on the sidewalk around this building		1	
		Pedestrian & Bicycle Safety	Northbound College Ave traffic turning left into the mobile home park are only yielding to oncoming southbound College Ave traffic, and do not look for pedestrians/ bicyclists on the sidewalk crossing this mobile home park entrance intersection.			
		Stops/ Destinations/ Connections	Bus Stop			
14	North College Manufactured Home Park	Stops/ Destinations/ Connections	Improve access to these houses			
15	North College Manufactured Home Park	Information	Bus stops should all have maps with all bus routes in addition to biking trails so people can determine if they want to bus or bike. Maps should have street names in large fonts so they are not so hard to read		1	
16	Bristlecone Drive & North College Avenue	Vehicle Traffic Related	Slower speeds along College		2	
		Pedestrian & Bicycle Safety	This sidewalk would be perfect for a two-way bike lane (such as on Vine) and connect with Mason here alongside the bike coop for much safer bike lanes up here versus the "bike lane" that is up here now which is not enough room from fast, loud highway traffic.			
		Pedestrian & Bicycle Safety	Bike lane entirely too close to 18 wheeler and loud highway traffic. It is nerve wracking to try to bike in this lane, inches away from traffic going 40-50mph			
		Stops/ Destinations/ Connections	Destination - Bike Co-op			
17	Bristlecone Drive & Blue Spruce Drive	Stops/ Destinations/ Connections	Bus stop in front of N2N to connect quickly w/ downtown transit center to get to CSU. 8/81 are too slow, unpredictable and don't feel comfortable parking car at downtown transit center.		1	
		Stops/ Destinations/ Connections	Bus stop as close as possible to N2N. Resident has to transfer buses lots of times to get here from taking child to school in sage			



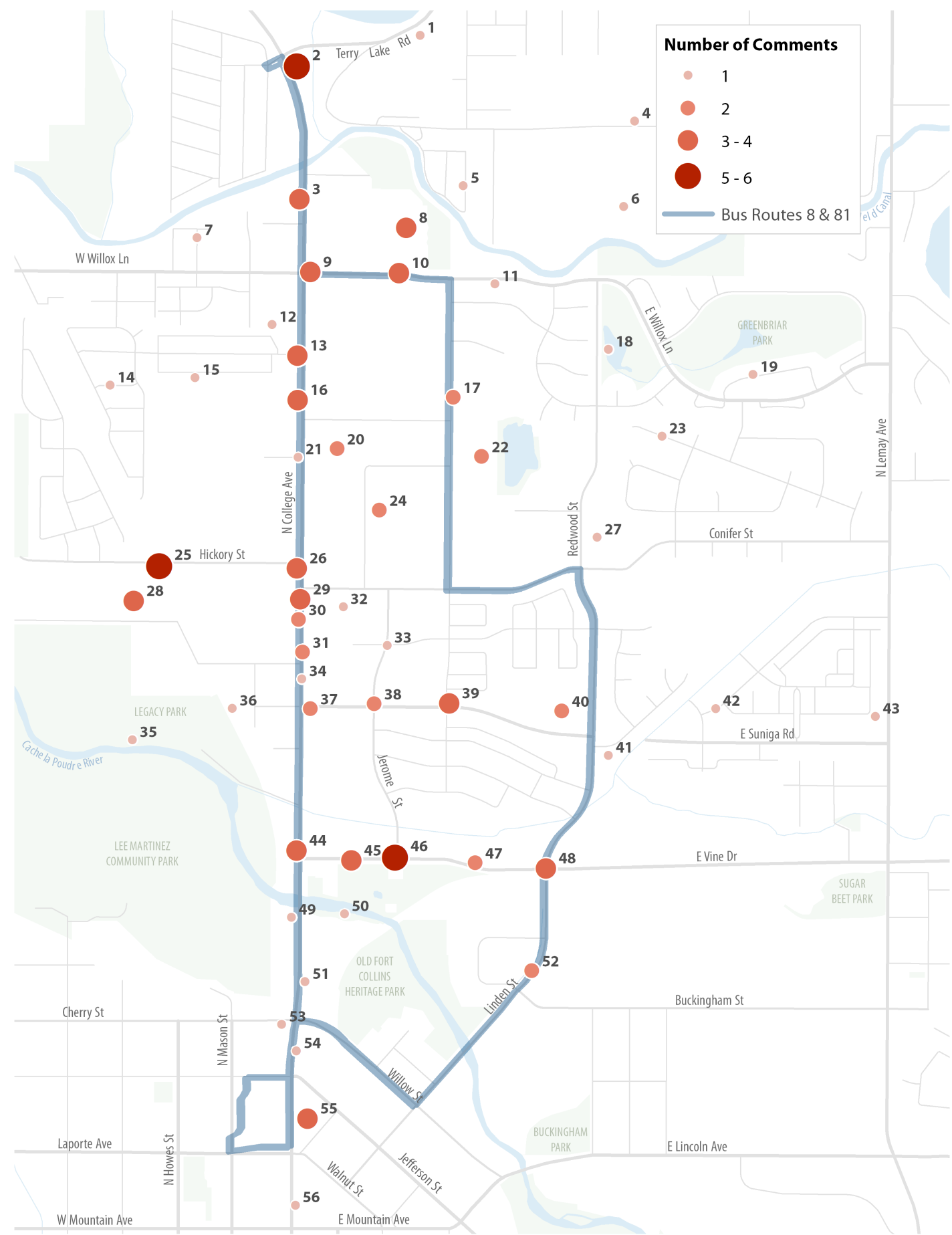
Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
18	Redwing Marsh Natural Area	Rider Experience	Bus stops should avoid using metal benches because they become drenched during rain. Also unsafe to sit on metal benches during stops unless properly grounded			
19	Greenbriar Park	Stops/ Destinations/ Connections	I visit the park here		1	
20	North College Avenue (between Bristlecone Drive & Hickory Street)	Pedestrian & Bicycle Safety	Bikes are on sidewalks going the wrong direction, very dangerous w/ cars exiting/ entering housing and or businesses. Bikes need to confine themselves to bike lanes, going the correct direction.		2	1
		Pedestrian & Bicycle Safety	While agree that bike riders do need to go the "correct way" whenever possible (e.g. not riding against traffic on a sidewalk), North College bike transportation presents a challenge since there are not a lot of good places for bikes to cross streets, then come back to the place the rider needs to go across traffic. A two-way, dedicated bike line alongside a BRT system could help.	Yes		
21	Hibdon Court & North College Avenue	Vehicle Traffic Related	Really difficult to drive across No College to head north. Cars drive fast and shrubs in median block the view to see cars coming.			
22	Blue Spruce Drive & Red Cedar Circle	Stops/ Destinations/ Connections	Goose Hollow Natural Area			
		Stops/ Destinations/ Connections	Poudre Valley Mobile Home Park			
23	Evergreen Neighborhood	Rider Experience	There is a problem with trash around bus stops. Concern of whether bus stops will be regularly cleaned			
24	Food Bank for Larimer County	Stops/ Destinations/ Connections	is there adequate and direct transit to these locations for those who need them?			
		Stops/ Destinations/ Connections	I would like the bus to go to the outside of the hikori village mobile trailer parking lot because to catch the bus it is up to college and it is very far, you could do something with that, I would appreciate it very much, thank you			



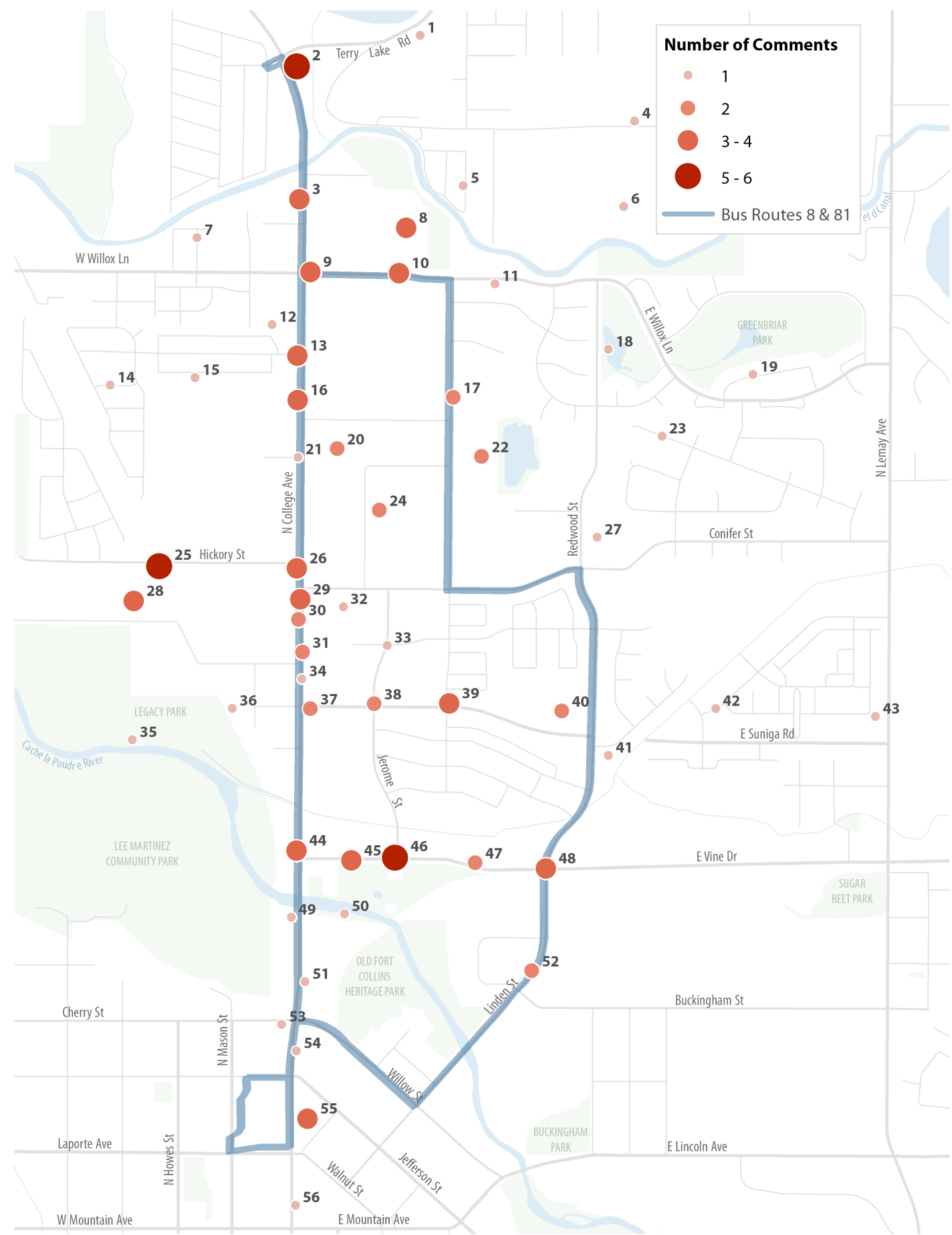
Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
25	Hickory Street (between Hickory Trail & North College Avenue)	Pedestrian & Bicycle Safety	Signage to direct people to Hickory and Poudre trails.		2	
		Stops/ Destinations/ Connections	Destination - Hickory Trail access		1	
		Pedestrian & Bicycle Safety	Hickory street has no bike path. Dangerous glass and debris on road. Bike path would be beneficial			
		Stops/ Destinations/ Connections	Connect with the max			
		Stops/ Destinations/ Connections	Access to the Family Center			
26	Hickory Street & North College Avenue	Pedestrian & Bicycle Safety	Better indicating Poudre Trail access via Hickory.			
		Stops/ Destinations/ Connections	Taco truck			
		Stops/ Destinations/ Connections	Bus Stop	Yes		
27	Conifer Street & Redwood Street	Rider Experience	For bus stops: concerns about open bus stops, people would prefer shelter to protect them from sun/getting splashed in winter	Yes		
28	Hickory Trail	Pedestrian & Bicycle Safety	This route provides parallel bike facility to support the North College Corridor. It would be helpful if the trail had City wayfinding for destinations on North College, the future BRT, and safe crossing(s) of College. Maybe the trail could have ground level lighting so the natural area isn't too lit up. The Lyric is a destination accessed from this corridor.	Yes	3	
29	Conifer Street & North College Avenue	Stops/ Destinations/ Connections	Lyric - LOVE!	Yes	1	
		Stops/ Destinations/ Connections	The only "destination place" that I go on North College is the Lyric. I live at the end of the #7 bus in Rigden Farm and would always take the bus/Max when it was on Mountain Avenue. It would be nice not to have to drive to the theater!	Yes		
		Stops/ Destinations/ Connections	Bus Stop	Yes		



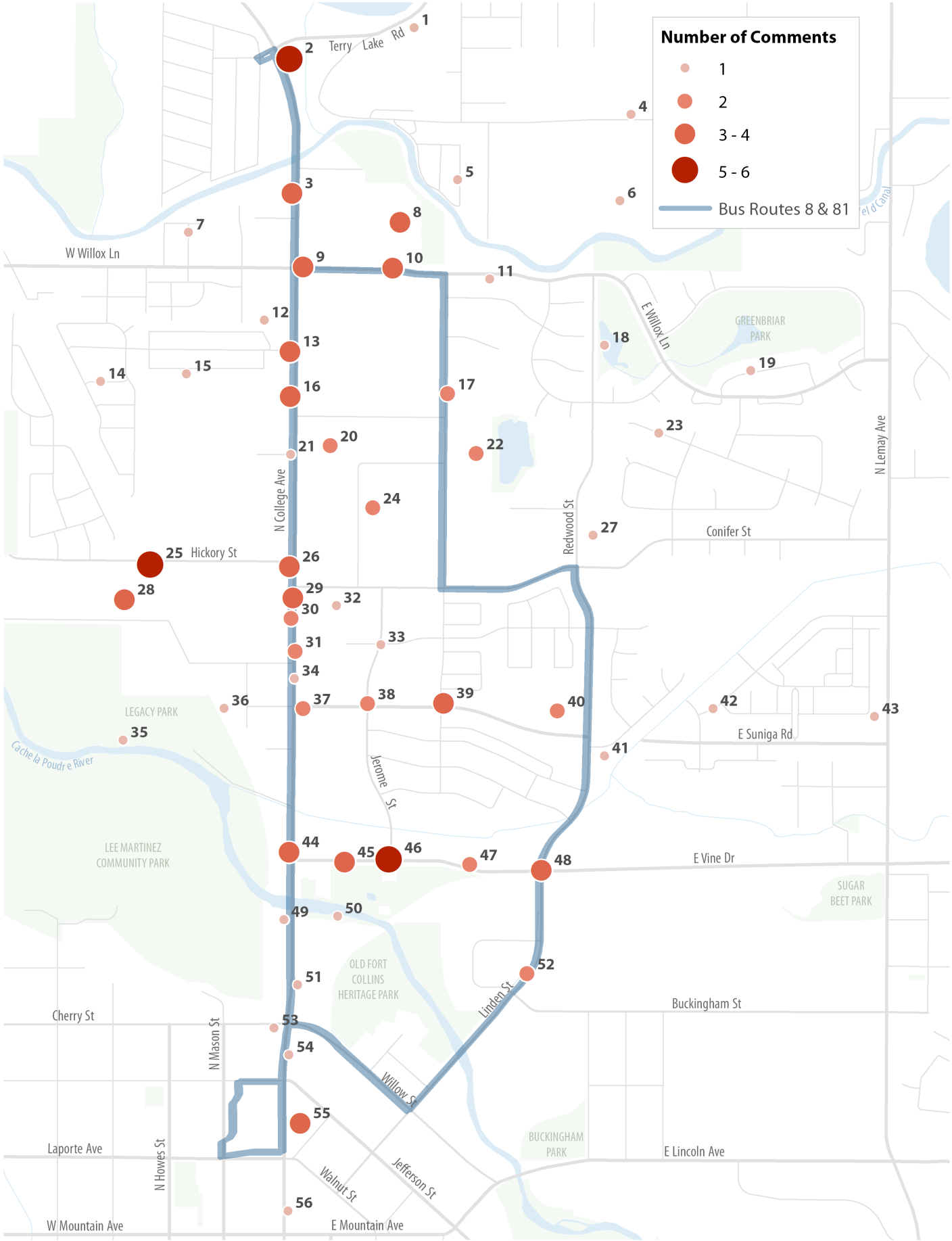
Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
30	North College Avenue (between Conifer Street & Hemlock Street)	Pedestrian & Bicycle Safety	Shared, separated bike/ped facilities along N. College		3	
		Pedestrian & Bicycle Safety	Protected bike lanes a must given the speeds on US-287. This is an essential N/S route to access businesses along the corridor.		2	
31	Hemlock Street & North College Avenue	Vehicle Traffic Related	Slower speed limits and traffic calming measures along corridor to make it more attractive to people walking, biking.		1	
32	JAX Fort Collins Outdoor Gear	Stops/ Destinations/ Connections	JAX		1	
33	Lupine Street & Jermome Street	Pedestrian & Bicycle Safety	Lupine example of road that could extend to provide access to College from Old Town North.			
34	North College Avenue (between Hemlock Street & Suniga Road)	Information	Public Transport Classes			
35	Woodlawn Drive & Hickory Trail	Pedestrian & Bicycle Safety	I recently discovered this trail and use it to go to the Lyric theater. Lighting needed to make it safe to use when it's dark.		3	
36	Suniga Road & Mason Street	Pedestrian & Bicycle Safety	New trail to line up with Suniga crossing.		2	
37	Suniga Road & North College Avenue	Stops/ Destinations/ Connections	MAX stop location (Old Town North access); traffic/pedestrian light would also make more accessible for pedestrians and cyclists.		1	
		Pedestrian & Bicycle Safety	Lack of walking/biking access alternatives to Suniga to get onto College; opportunities for making access between College Ave. and Old Town North more permeable.			
38	Suniga Road & Jerome Street	Pedestrian & Bicycle Safety	Heavy, fast traffic, no safeguards for pedestrians. Crossing too dangerous, too exposed.		1	
		Pedestrian & Bicycle Safety	Unsure whether sidewalks on Suniga will be a mix of walking and biking access; feels like a road that needs a separate bike lane.			



Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
39	Suniga Road & Blue Spruce Drive	Pedestrian & Bicycle Safety	Feels like the Mason Street on this side of College, nice low-traffic alternative to travelling on College. Would like to see it made safer for walking and biking, reaching MAX stop.			
		Pedestrian & Bicycle Safety	Heavy fast traffic, limited pedestrian safety.	Yes		
		Pedestrian & Bicycle Safety	Blue Spruce used to be more chill. Now I can't cross Suniga at Blue Spruce anymore, avoid area. No crosswalks, no stop signs, no traffic control; wide road with fast traffic.			
40	Greenspace (at Suniga Road & Redwood Street)	Stops/ Destinations/ Connections	Green space		1	
		Stops/ Destinations/ Connections	Green Space			
41	Suniga Road & Redwood Street	Vehicle Traffic Related	appreciate the flags for new stop signs very much - can intersection stop signs be consistent along this route? I know 4 ways slow traffic but there are a lot of brewries in the area and consistency might help.			
42	Suniga Road (between Redwood Street & Lemay Avenue)	Stops/ Destinations/ Connections	I appreciate the housing opportunities being created here but wonder if a two lane road (Lemay) will be able to support the additional traffic - can a transit stop be part of planning here?			
43	Suniga Road & Lemay Avenue	Vehicle Traffic Related	concern about driving during construction along Lemay - how long will lane slowdowns continue?			
44	Vine Drive & North College Avenue	Stops/ Destinations/ Connections	MAX stop location		1	
		Pedestrian & Bicycle Safety	Better intersection safety, concerns of speed of cars coming off of College onto Vine; increasing sidewalk width at this intersection.			
		Rider Experience	General note for bus stops - more secure shelters at stops, away from traffic.			
		Stops/ Destinations/ Connections	I would like a bus stop on this corner for the new water park there.			
45	Vine Drive (between North College Avenue & Jerome Street)	Pedestrian & Bicycle Safety	Vine doesn't feel safe to cycle on. Potholes, gravel, etc.			
		Pedestrian & Bicycle Safety	Vine does not feel safe for walking and biking. Some areas are better than others.			
		Pedestrian & Bicycle Safety	Certain parts of Vine feels unsafe for walking or biking.			



Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
46	Vine Drive & Jerome Street	Pedestrian & Bicycle Safety	Unsafe intersection for walking and cycling; would want safety improvements if this was the route to reach the N. College MAX.	Yes	1	
		Outside Scope or Maintenance	Snow not shovelled off the sidewalk, there is always gravel (trucking company).			
		Outside Scope or Maintenance	No curb cut on South side, have to go into driveway of metal place	Yes		
		Pedestrian & Bicycle Safety	This intersection is dangerous. A cyclist was recently killed. Pothole, gavel and puddles are hazards. There is a wooden fence that limits visibility at this intersection.	Yes		
		Pedestrian & Bicycle Safety	This intersection is dangerous. A cyclist was recently killed here. Gravel in the road, puddles & potholes in the road.	Yes		
		Vehicle Traffic Related	Tall wooden fence a visibility problem	Yes		
47	Vine Drive (between Jerome Street & Redwood Street)	Pedestrian & Bicycle Safety	Sidewalk issue	Yes	1	
		Pedestrian & Bicycle Safety	Sidewalk ends, no safe pedestrian access afterwards.	Yes		
48	Vine Drive & Redwood Street	Rider Experience	Homeless - improve security	Yes		
		Stops/ Destinations/ Connections	A stop there is also necessary it is a long way to the other bus stop	Yes		
		Stops/ Destinations/ Connections	Bus Stop	Yes		
49	Poudre Trail & North College Avenue	Stops/ Destinations/ Connections	Destination - access to Poudre Trail	Yes		
50	Poudre River Whitewater Park	Stops/ Destinations/ Connections	Destination - Whitewater Park	Yes		
51	North College Avenue (between Vine Drive & Cherry Street)	Extent or Frequency of Service	Extend the hours until 10pm	Yes		
52	Buckingham Street & Linden Street	Pedestrian & Bicycle Safety	Crossing the street by Linden/New Belgium to reach the existing bus stop is difficult			
		Vehicle Traffic Related	street parking being a norm here could lead to pedestrian and/or driving issues			
53	Cherry Street & North College Avenue	Vehicle Traffic Related	semis merging and turning here make this a dangerous and frustrating intersection			



Location ID	Location Name	Category	Comment	Submitted in Spanish?	Up Votes	Down Votes
54	North College (between Cherry Street & Maple Street)	Vehicle Traffic Related	"I find this intersection very stressful. - Large Semi trucks have to merge with traffic (leaving Jefferson onto College) - Some vehicles leaving Jefferson try to cross all lanes of traffic to turn left onto Cherry street"		3	
55	North College Avenue (between Maple Street & Laporte Avenue)	Rider Experience	Improve driver training			
		Rider Experience	Improve ventilation and cleaning			
		Stops/ Destinations/ Connections	The Exchange as a model of a type of development residents would like to see on North College.			
56	North College Avenue (between Laport Avenue & Mountain Avenue)	Vehicle Traffic Related	people walking out of vehicles in the center of College to reach stores and restaurants make this dicey driving - and walking			
N/A	Unmapped	Extent or Frequency of Service	Students currently use 8/81 to go to schools around shields/overland and would benefit from faster service			
		Extent or Frequency of Service	Buses for Walgreens on Lemay should be faster			
		Outside Scope or Maintenance	On Bus route 14- where the route meets the highway is very dangerous in terms of crossing the street- look into crosswalk or overpass so people don't have to run			
		Rider Experience	Wants bus to slow down sooner before bus stops to prevent lurching forward if standing			
		Stops/ Destinations/ Connections	There are no transit stops near my house nor along Trilby. I have to drive to the south transit center, so why not just drive all the way to CSU or Old Town?			

3. SUMMARY OF WEB MAPPING & QUESTIONNAIRE FREE RESPONSES

Web Map Input & Questionnaire Free Responses Summary

North College MAX Study

Public input was collected through an online interactive web map in which community members could post comments about transportation around the North College corridor on a map. After the web map closed the comments placed on the map were sorted into six categories based on the issues the comment raised. The six categories are pedestrian and bicycle safety, key destinations and stop locations, transit rider experience, vehicle traffic, transit frequency and hours of service, and transit information. This document briefly summarizes the key takeaways from the comments in each of these categories. Additionally, the final section of this document summarizes the key take-aways from the free responses from the online questionnaire.

Pedestrian and Bicycle Safety

The largest share of map comments (42) were about pedestrian and bicycle safety. The following list includes the most common topics that were brought up in these comments:

- Unprotected bike lanes on North College feel uncomfortable and stressful.
 - There is a desire for either protected bike lanes or shared use path wide enough to handle two-way bicycle traffic on North College.
 - Some comments suggested creating parallel bicycle routes one block off of North College.
- More high-comfort pedestrian and bicycle crossings are desired, especially across North College and near bus stops.
- Filling in sidewalk and bike lane gaps on the side streets and creating more connections to the neighborhoods surrounding North College would improve people's ability to access transit.
- Feels unsafe and uncomfortable to bike on Vine Street.
- Wayfinding and comfortable connections to nearby trails are desired.

Key Destinations and Stop Locations:

There were 38 comments that identified key destinations people currently travel on the North College corridor, and new transit connections they would like near the North College corridor. The following list summarizes these locations:

- Several comments requested either closer bus stops to the entrance of King Soopers or a more comfortable street crossing to get from King Soopers to the stop on the far side of the street.
- Improved transit access is desired to the manufactured home communities to the west of North College including Poudre Valley Mobile Home Park, North College Community, and Hickory Village.
- More high-comfort pedestrian crossings are desired to access bus stops across major roadways like North College.
- People want easy transit connections to essential service providers.

- People currently access parks, green space, and trails near North College.
- There is a desire for new stops to be considered with the construction of large new developments.

Transit Rider Experience

There were 12 comments which brought up issues of customer experience when riding transit. These comments brought up:

- A desire for improved driver training or ways to give feedback on driver performance.
- Improvement of bus stop amenities like shelters, improved benches, and trash cans.
- Enhancing the sense of personal safety for transit riders.

Vehicle Traffic

Ten comments cited issues with vehicular traffic on the corridor. The top two issues were:

- Vehicle speeds feel too fast on North College Avenue.
- The intersection of Cherry Street/Willow Street and North College feels unsafe and there are concerns about truck traffic merging here.

Transit Frequency and Hours of Service

There were five comments with requests for altered transit service including:

- Later service hours, ranging from 10pm to 12pm and including weekends
- Faster Travel Times

Transit Information

Four comments expressed a desire for greater information about riding transit including route and schedule information at stops, real-time service alerts, and rider trainings.

Online Questionnaire Free Responses

There were several places where questionnaire respondents could give open comments. Many of these comments echoed the responses given through the online web map. The following list summarizes the most common take-aways from the free responses:

- Walking and biking to/from and on North College feels unsafe and can be challenging for people with disabilities.
- Facilities that are separated from vehicle traffic are desired for bicycles on North College.
- Higher levels of investment are desired if a MAX service is implemented on North College, like bus only lanes, high-frequency service, and bus priority signals.
- Some respondents are concerned MAX service on North College may disrupt existing routes or make existing routes more indirect.
- MAX service on North College that connect with South Fort Collins is desired by some respondents.
- Some respondents have concerns about their personal comfort and safety when riding the bus.

- Some respondents find it challenging or inefficient to reach destinations outside of the North College corridor.
- Several respondents expressed support for MAX service on North College.

PHASE TWO PUBLIC INVOLVEMENT REPORT

NORTH COLLEGE MAX PLAN

April 14, 2022



Prepared by:



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

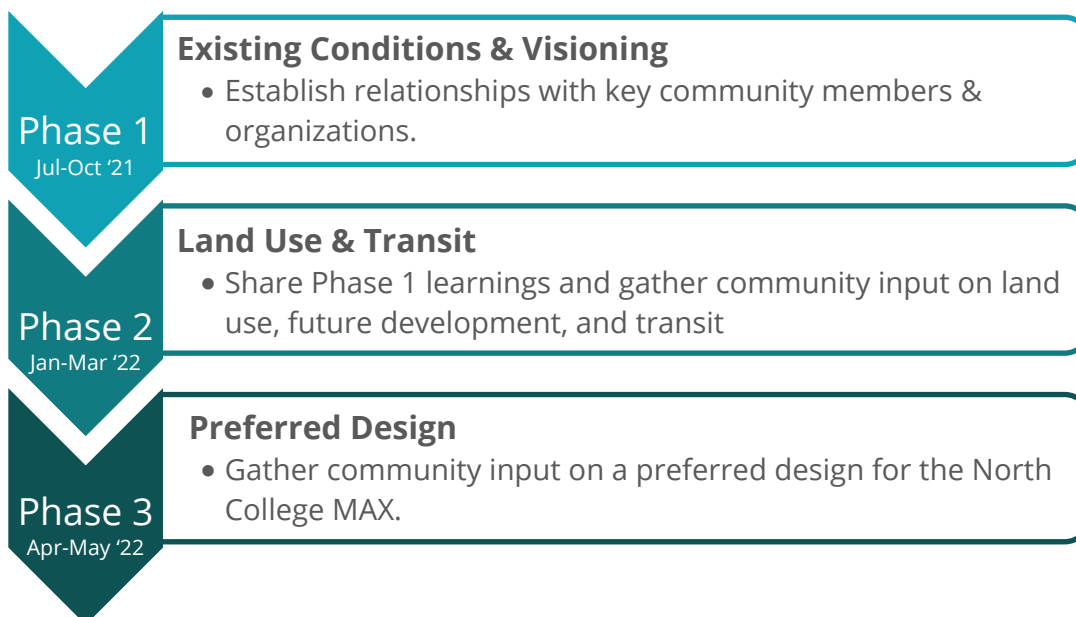
EXECUTIVE SUMMARY

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the results from Phase Two of public engagement for the North College MAX planning process, conducted January to March 2022. This phase of engagement focused on community perspectives related to the relationship between land use (e.g., density of housing and jobs) and the level of transit service (e.g., hours and days of service, dedicated travel lanes, quality of amenities). The outcomes presented in this report will be used to inform the development of the overall North College MAX Plan.

Public Involvement Process

The public will be engaged throughout the planning and design process, starting in 2021 through mid-2022. Public involvement is being conducted through three phases:



PHASE TWO PUBLIC INVOLVEMENT ACTIVITIES

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. The focus of Phase Two engagement centered on the relationship between

land use (e.g., density of housing and jobs) and the level of transit service (e.g., hours and days of operation, dedicated bus lanes, quality of amenities, etc.). Phase Two engagement took place from January through early March 2022.

The team encouraged public participation by leveraging relationships developed in Phase One of engagement. Over 50 businesses, organizations, and residential communities were provided shareable content for social media and newsletters, with the option to distribute print collateral (postcards and posters). In addition, the City mailed a postcard to 4,700 residential and commercial addresses within the area between Laporte Avenue, Shields Street, Lemay Road, and Gregory Road.

Participation incentives (\$45 Visa gift cards) were provided to residents whose participation in a 90-minute workshop fell outside of their typical job responsibilities.

Public Involvement Reach & Engagement

Nearly 700 individuals were directly engaged through in-person and online community workshops; short presentations; in-person, on-board transit questionnaires; or brief interactions with the City's Community Connectors volunteers, who also distributed postcards. Postcards encouraging participation in workshops and the questionnaire were mailed to residential and commercial addresses in and adjacent to the plan area; distributed by Community Connectors; and provided to community organizations for distribution. In addition, an online questionnaire was available. Across activities, participants included residents, community-based organizations, area businesses, and select committees and advisory boards. The workshops, questionnaire, postcards, and website were offered in both English and Spanish.



Figure 1. Community Connectors volunteers engage fellow community members.

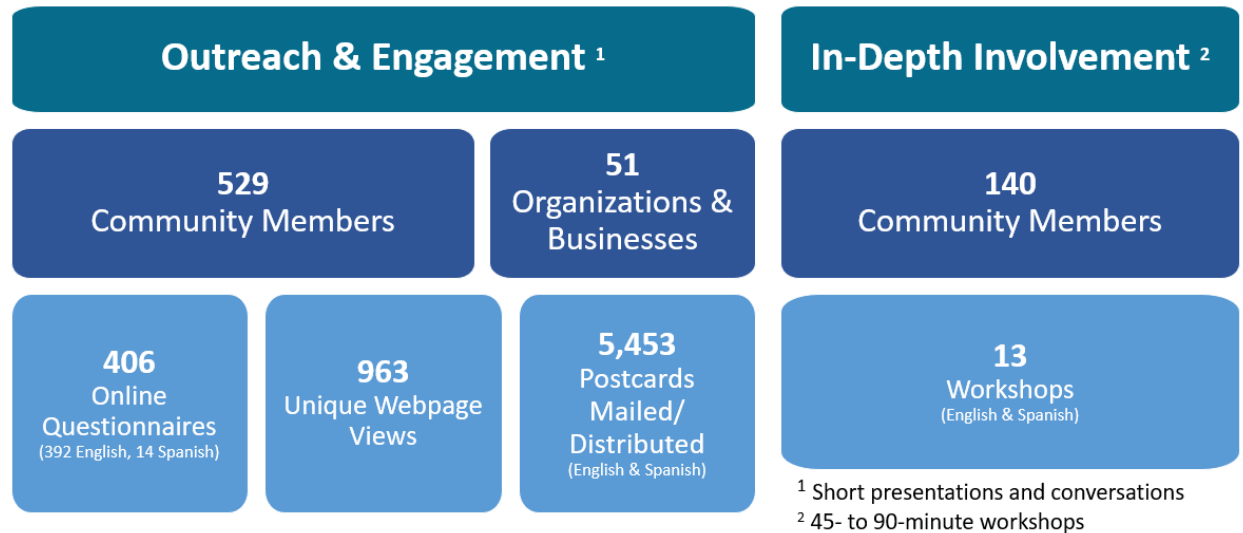


Figure 2. Phase 2 outreach metrics

PHASE 2 PUBLIC INVOLVEMENT OUTCOMES

Overall Summary

The results below summarize the outcomes from all 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.

Desired Destinations & Connectivity

- The highest priority connection was to Downtown Fort Collins.
- The second and third highest priority connections were on Lemay Avenue: Poudre Valley Hospital / Safeway shopping center, and the Walmart/Home Depot shopping center. When combined, the destinations on Lemay have slightly higher priority than the downtown connection.
- Many, particularly in the workshops, expressed a desire to provide a park-n-ride for those coming from the north of town, especially residents to the northeast of the plan area.

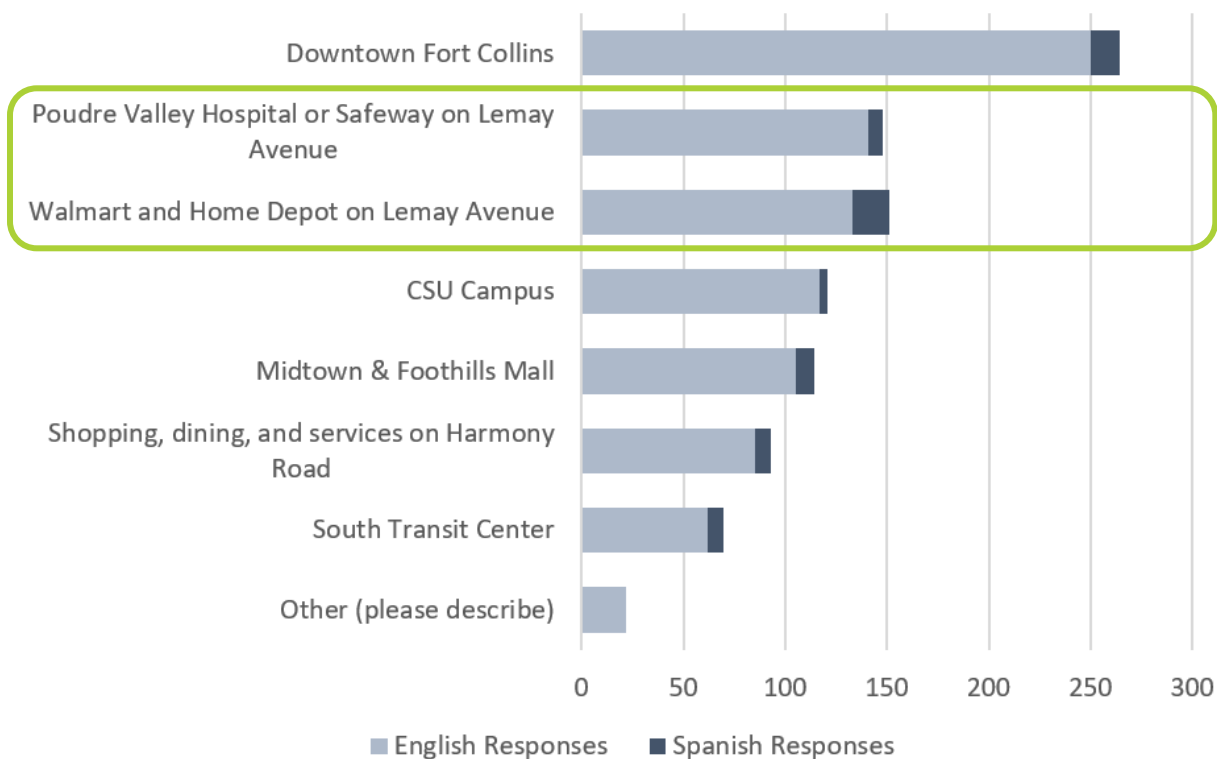


Figure 3. Combined online questionnaire and workshop polling responses to the question “What are the two transit connections you would most like to see to/from the North College corridor?” Note that combined, there are slightly more responses for destinations on Lemay than for Downtown.

New Development Density & Level of Transit Service

Overall, the community was supportive of adding housing and jobs to the area, particularly when that density helped to achieve multiple community goals, including better transit options, affordable and attainable housing, small businesses, restaurants, and other community amenities.

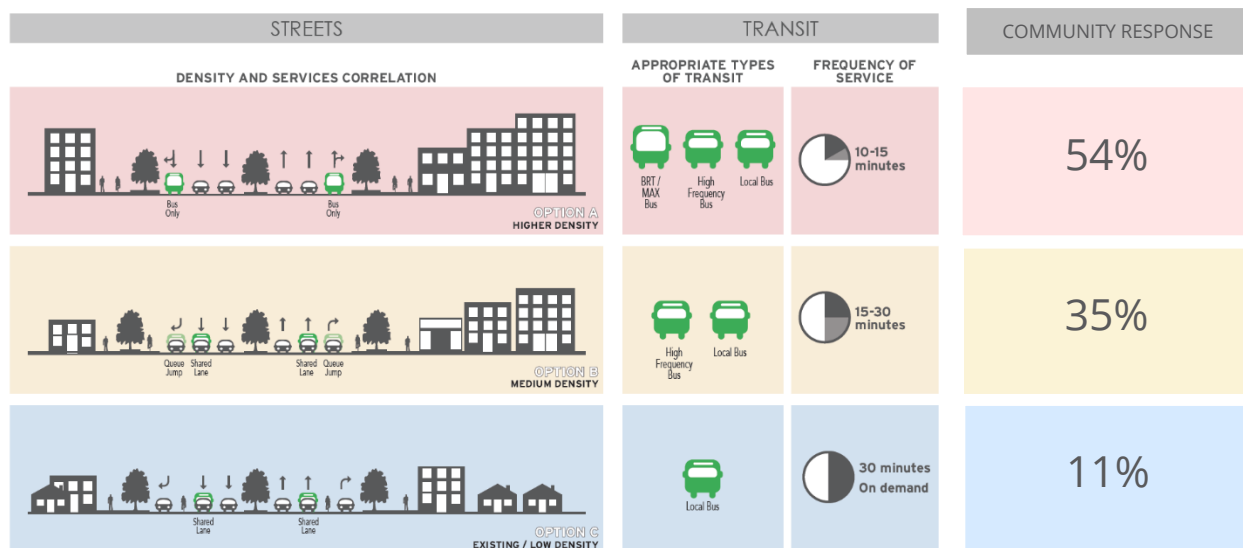


Figure 4. Combined online questionnaire and workshop polling responses regarding preferred option of density and related level of transit service.

Priorities for Types of Land Uses

The community values a mix of new and existing land uses, with a strong preference for maintaining and expanding residential affordability and encouraging small businesses.

Top priorities include the following:

- Affordable and attainable housing, including preserving existing affordable housing (currently, primarily mobile homes)
- Restaurants
- Local business incubator
- Mixed income housing
- Arts & Entertainment

Location & Height of New Development

The community expressed openness to new residential and commercial development throughout the corridor, with some emphasis on developing vacant lots and buildings. While there are some who would rather not see new development, they were the minority.

Assuming higher density would help achieve their goals (see above), about 40% of the community indicated that they preferred building heights up to three stories. The remaining participants expressed interest in buildings up to five stories (over 30%) or up to

eight stories (over 20%), indicating that the community may be open to exploring building heights higher than three stories.

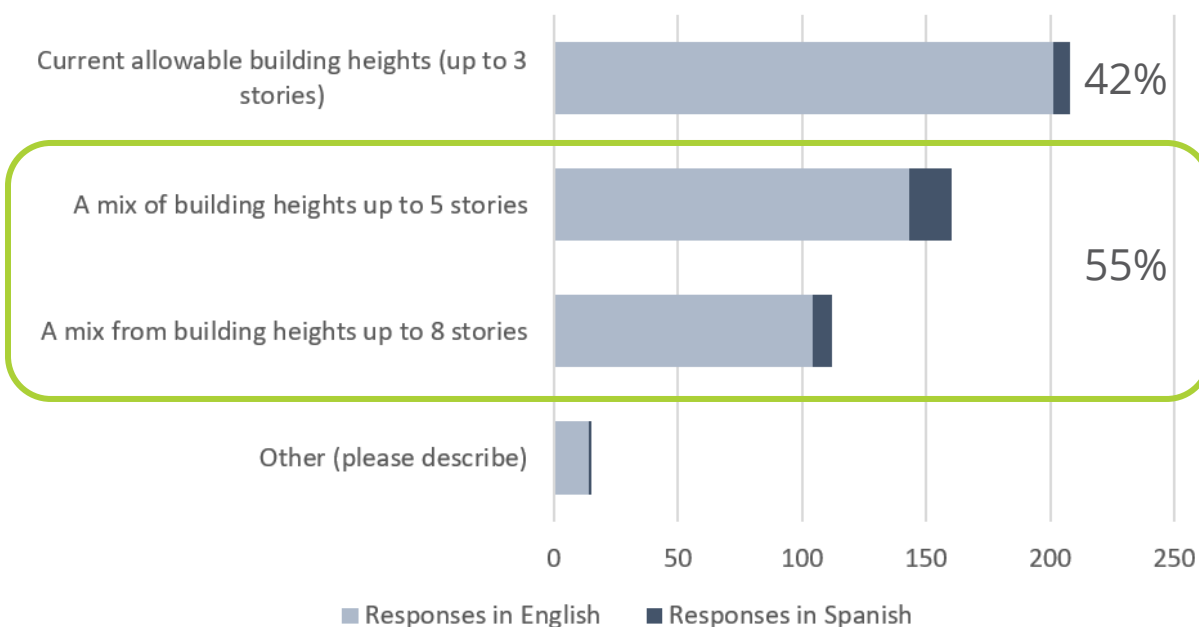


Figure 5. Combined online questionnaire and workshop polling responses to the question “If a higher density of housing and commercial buildings helped to meet the priorities that you identified above, what height of buildings would be acceptable to you? (Choose one.)” Of note, collective responses for a mix of building heights of up to 5 stories and up to 8 stories is greater than the response for heights limited up to 3 stories.

Concerns Regarding Unhoused People in the Area

Many community members expressed a variety of perspectives and concern related to those experiencing homelessness, addiction, and mental health challenges. Some expressed a desire for additional support services and community education, while others expressed fears about safety, both on and off public transit. Many expressed the need for ongoing service on transit routes 8/81 to provide front-door access to the services in the area.

Audience-Specific Concerns

The sentiments above reflect consistent messages across all populations who participated in the workshops and online questionnaire. Because the majority of respondents were area residents, the overall summary above also reflects the perspectives of this audience. The comments below reflect nuances unique to different populations.

Spanish-Speaking Community

- Higher importance placed on a Hispanic/Latino community center and an affordable childcare center

- Higher desire to connect to Walmart/Home Depot on Lemay
- Most likely to express a range of safety concerns, ranging from confrontations with unhoused people, safety boarding the bus, and pedestrian safety accessing and crossing College Avenue

Business Community

- Higher concern for preserving existing businesses and greatest support for a small business incubator
- Higher preference for development on properties facing or next to College Avenue than other populations, but still highest preference for development throughout the corridor (not just along College Avenue)
- Interest in seeing North Fort Collins extend from downtown with a similar level of density, but while maintaining an eclectic and different feel

Responses from Those Outside the Area

- Most open to five- and eight-story buildings
- More concerned with preserving and adding affordable and attainable housing than overall respondents

Social Service Organizations

- Particular interest in greater regional connectivity, as they are currently using services like Uber to transport clients
- Interest in seeing connectivity to the medical services on Lemay Avenue

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 Appendix A. Key highlights included:

- Support for MAX service and new development
- Concerns about displacement due to new investments
- Need for safe and comfortable infrastructure for walking and biking along, crossing, and connecting into North College Avenue
- Complex concerns regarding unhoused people in the area
- Desire to preserve and create parks and open spaces
- Desire to preserve unique and authentic character of the area
- Among Spanish-language respondents, desire for a bus stop at Hickory Village and concerns regarding MAX service frequency and hours

NEXT STEPS

Input from Phase One and Phase Two public engagement will inform design options for the North College MAX Plan. The team will continue to engage key stakeholders and the public in Phase Three, focused on the final plan.

NORTH COLLEGE MAX BRT

OUTREACH PHASE 2 SUMMARY

April 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 two of public outreach for the North College MAX Study. The online questionnaire was available in both English and Spanish. **A total of 406 people responded to the questionnaire – 392 in English and 14 in Spanish.** Similarly, there were Spanish-language, English-language, and bilingual workshops hosted during phase 2 of outreach. **The data in this summary includes the responses of 115 workshop participants (93 English-language participants and 22 Spanish-language participants).**

In total, this summary reflects input from 521 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; these charts combine the total responses from both the online survey and the polls from the in-person workshops. A second chart displays the same results broken out by how survey respondents with different affiliations with the corridor responded to each question; this second chart shows survey results only and not workshop poll results, as information was not collected from workshop participants regarding their affiliation with the corridor.

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:

- **Support for MAX Service and New Development on the North College Corridor**
Many questionnaire respondents brought up their support and excitement for future investments in MAX service, development of vacant buildings, and improved bicycle and pedestrian infrastructure in the North College area. There were also a few comments in opposition of any types of change and investment in the area, but many more in support.
- **Concerns about Displacement Due to New Investment**
Many responses expressed concern over the possibility of gentrification and displacement of existing residents and businesses in the North College area if new investments and waves of new development were to make it too expensive to live or own a business in the area. Many of these comments were made as caveats to support for needed investment. In particular, protection of the existing mobile home parks and their residents was called out as a priority in many of the responses.
- **Need for Safe and Comfortable infrastructure for Walking and Biking**
Many respondents indicated a desire to see future investments to include improving the walking and biking network in the North College areas. Protected bike lanes, off-street trails, improved

sidewalks, safe pedestrian crossings, and reductions in curb cuts are all examples of the types of improvements respondents identified for future improvement in the study area.

- **Complex Concerns Regarding Unhoused People in the Area**

Many responses acknowledged that this area is an important resource for unhoused people and other community members in need of support and services, due to the number of service providers located in the North College area. Respondents presented a mix of different thoughts and concerns around these issues. Some want to see increases in services in the area, particularly medical care, mental health, and programs that help get people into housing; others are concerned that new investments will create pressure to move these services to further reaches of the City where they are less accessible; and others expressed concerns over personal safety due to individuals they have encountered while riding the bus or walking in the North College area.

- **Desire to See the Preservation and Creation of Parks and Open Space**

Another common theme was a desire for new investments in the area to preserve existing, and to create new, parks and open space.

- **Character of the North College Area**

The last theme that rose to the top from the open-ended responses was a desire for North College to have a unique and authentic character as pieces redevelop and new investments in infrastructure are made. Some of these comments desired to keep existing character while also making improvements.

- **Desire for a Stop at Hickory Village**

A bus stop at Hickory Village was a request that came up most in the Spanish-language responses in the in-person workshops, as well as in the Spanish-language open responses in the survey.

- **Questions About MAX Frequency and Expanded Service Hours**

Many participants in the Spanish-language workshop wanted to know what the future frequency of the MAX service on North College would be, with particular concerns around service becoming less frequent. Similarly, Spanish-language responses to the workshop poll identified a desire for expanded service hours for buses on North College, including on weekends.

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

Question 1: What are the two transit connections you would most like to see to see to/from the North College corridor? (pick two)

Figure 1: Question 1 Results by Language

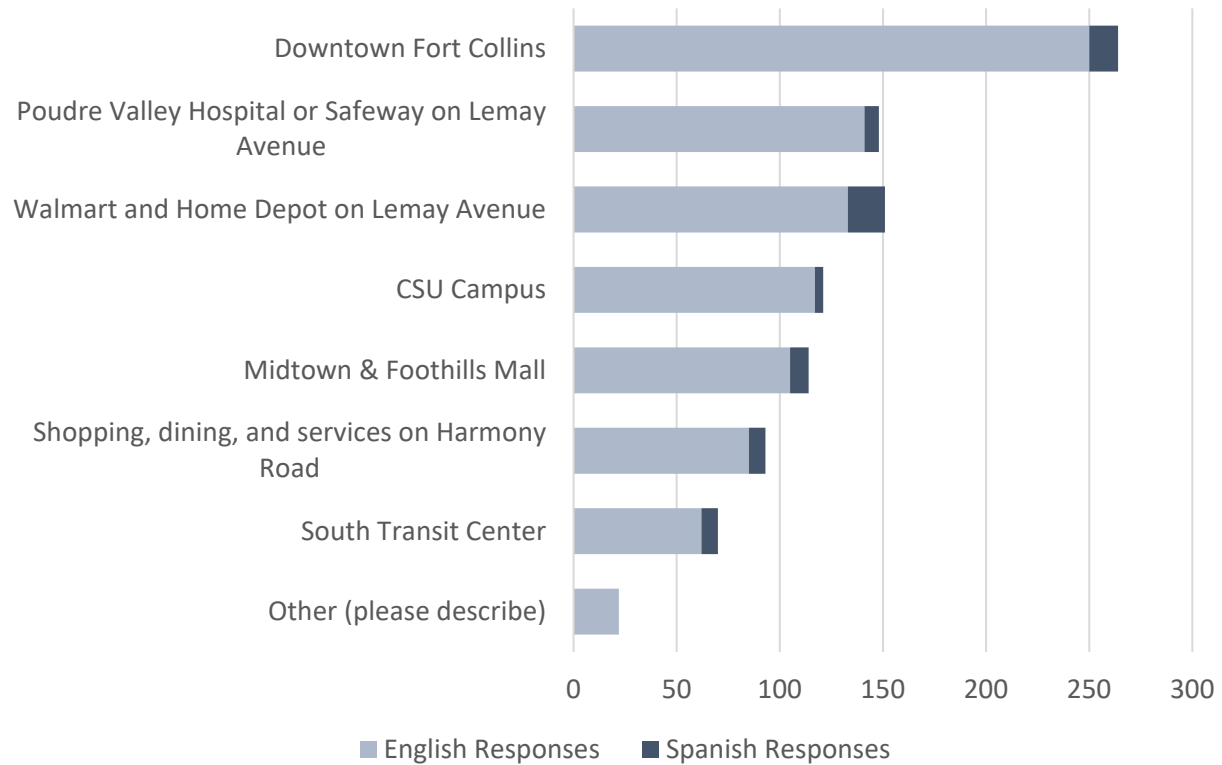
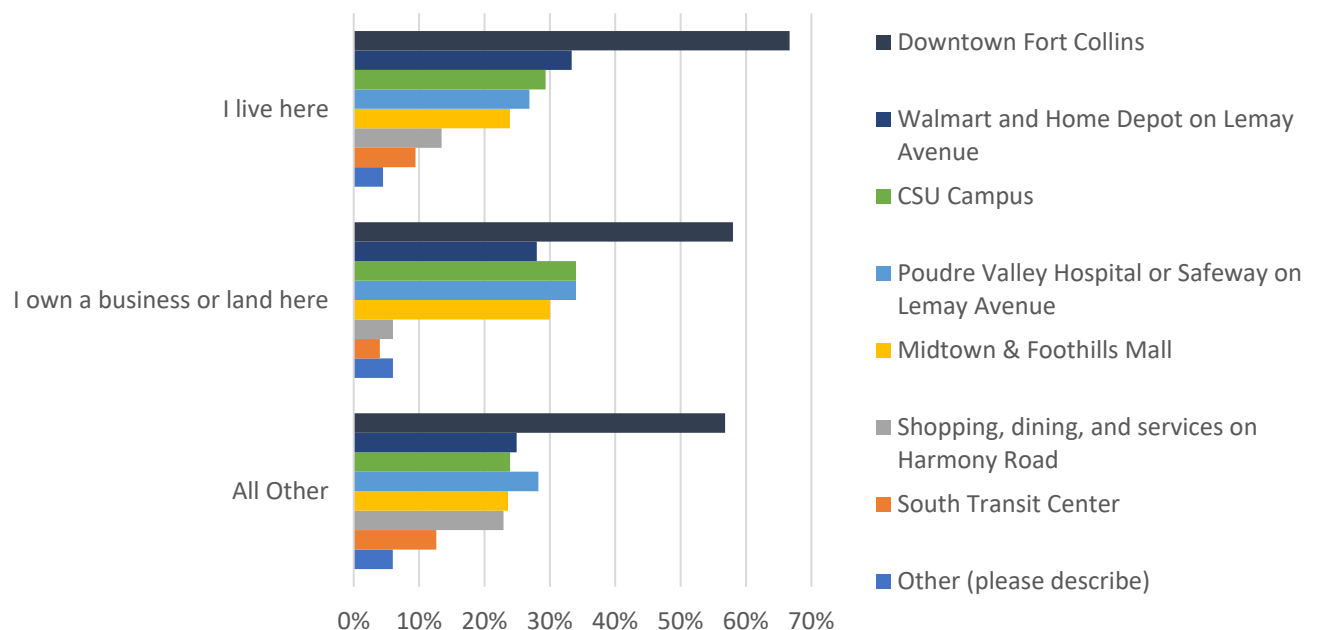


Figure 2: Question 1 by Affiliation with the North College Corridor (Survey Results Only)



Responses to “Other (please describe)”:

- West of Campus down Elizabeth ST should be the next connection
- One at Willox Ln. and North College Ave
- nothing. It's a money pit.
- A route to Cheyenne and a route to Estes Park
- As long as there is increased access to get to the Downtown Transit Center, increased frequency in North Fort Collins in general is the key.
- homeless services
- None
- Terry Lake
- North to Wellington
- Northeast FC - Maple Hill, Richard's Lake, etc.
- It appears like some of the listed locations are already connected to the max line. Please consider improving this question in the future.
- Sprouts shopping center
- it already goes to all of these areas; often 80 + percent empty
- Downtown max station makes sense since it would give riders access to MAX all the way to harmony station.
- I'm opposed to creating more transit services for the "homeless". . .we provide enough for these people many of whom choose drugs/alcohol over good citizenry. I'm done supporting incentives. . .as just more and more arrive from the bigger cities to the country. It's uncomfortable enough living with the amount of drunks and druggies littering the streets and aggressively panhandling for their next fix.
- who uses the max other than homeless and CSU students?
- North College
- Mountain Sage School. There are poor families without cars and because it's a charter school, nobody is allowed a school bus to it! A lot of families are struggling to get their kids there. Some live on Blue Spruce in section 8 housing which would currently mean EIGHT buses to bring their kid, go home, pick them up, and return home again which is crazy! People would love to have a better way of getting their children to Mountain Sage. I still don't know how to get my kid there next year when I no longer have help. If you know a way, please contact me at love3logic@gmail.com and thank you.
- King Soopers/The Lyric/Jax on N College
- Even further north to Laporte, CO
- North old town to Terry Lake Rd
- The lyric

Question 2: Knowing there is a relationship between density and transit service, which of the following options would you most like to see for the future of the North College corridor? (pick one)

Figure 3: Question 2 Results by Language

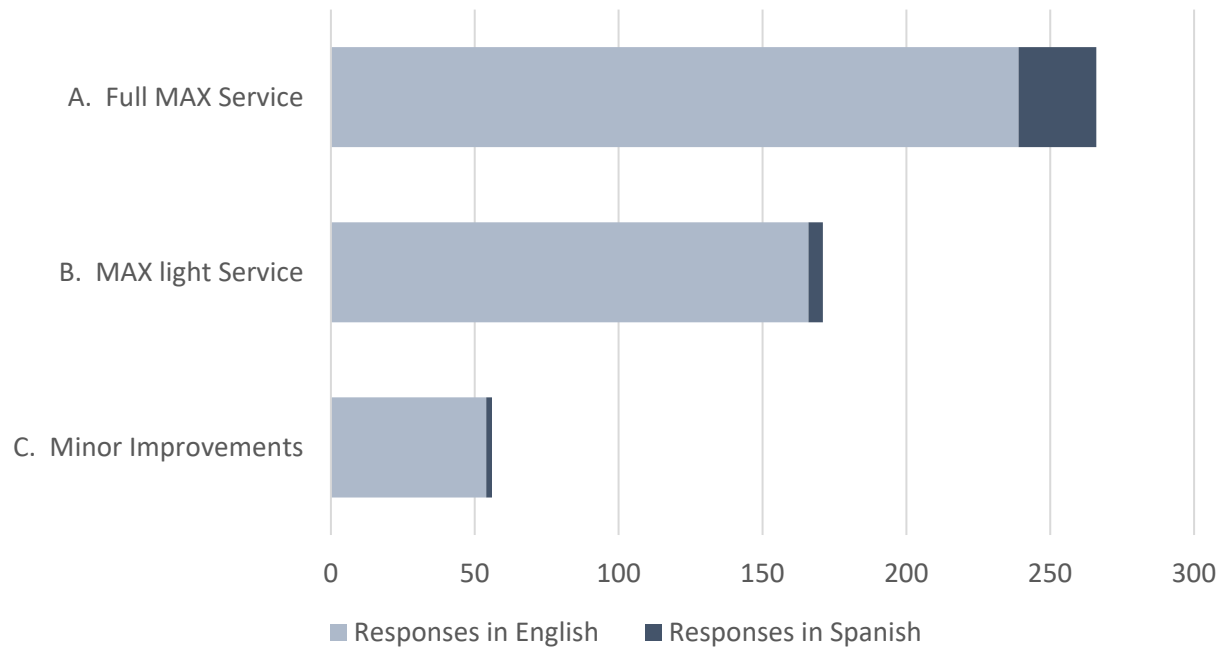
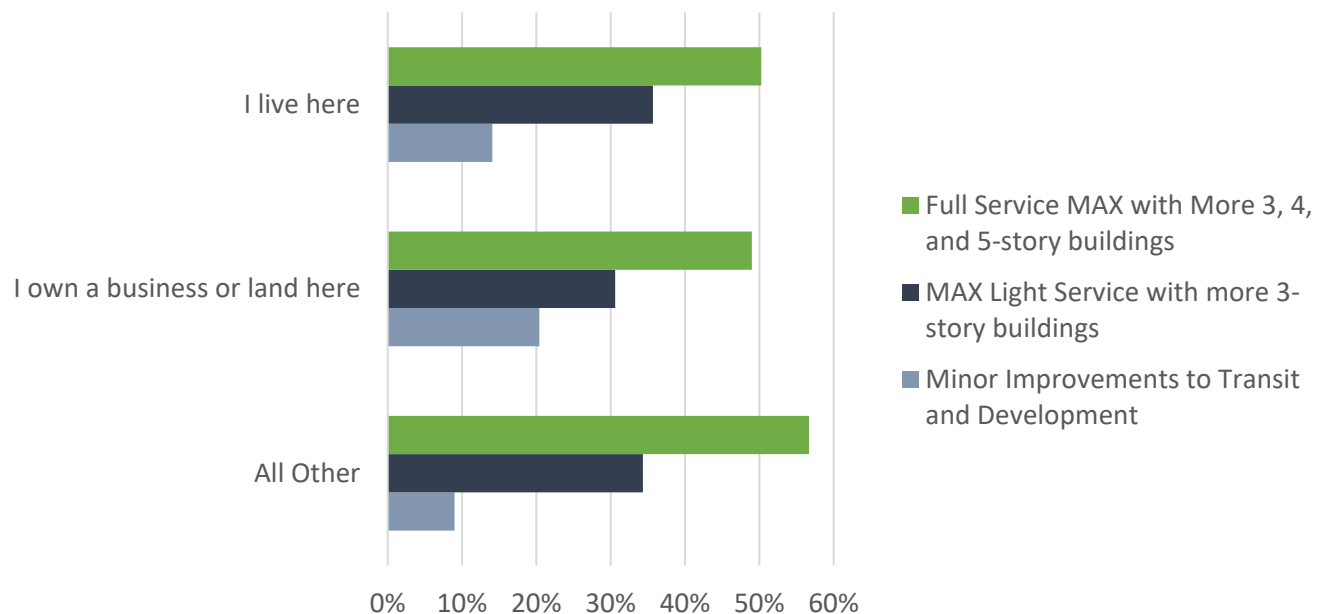


Figure 4: Question 2 Results by Affiliation with the North College Corridor (Survey Results Only)



Question 3: New investments in transportation and development create opportunities to fill gaps in needed services and desired destinations for the surrounding community. What uses would you most like to see on the North College corridor? (choose up to 5)

Figure 5: Question 3 Results by Language

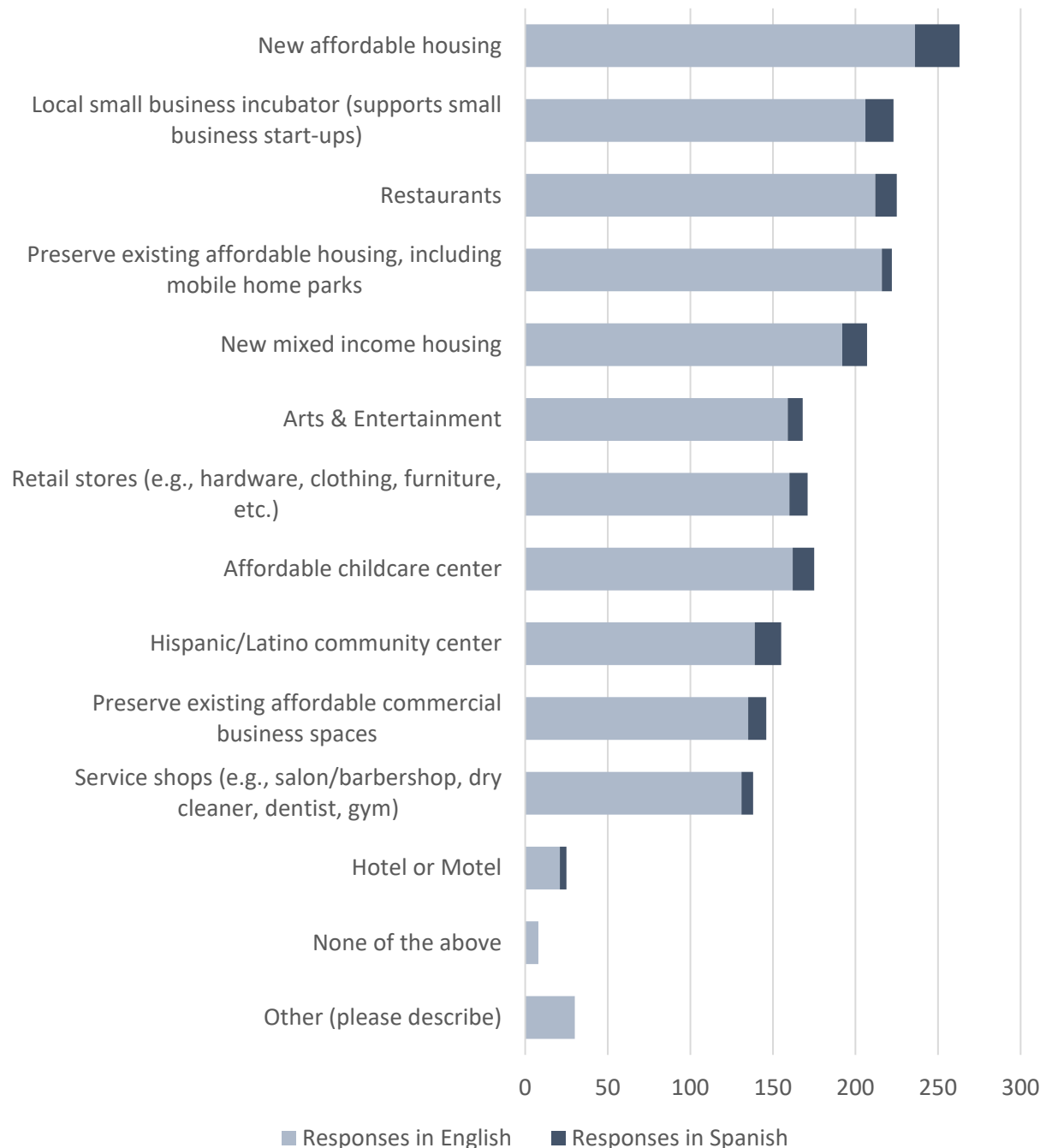
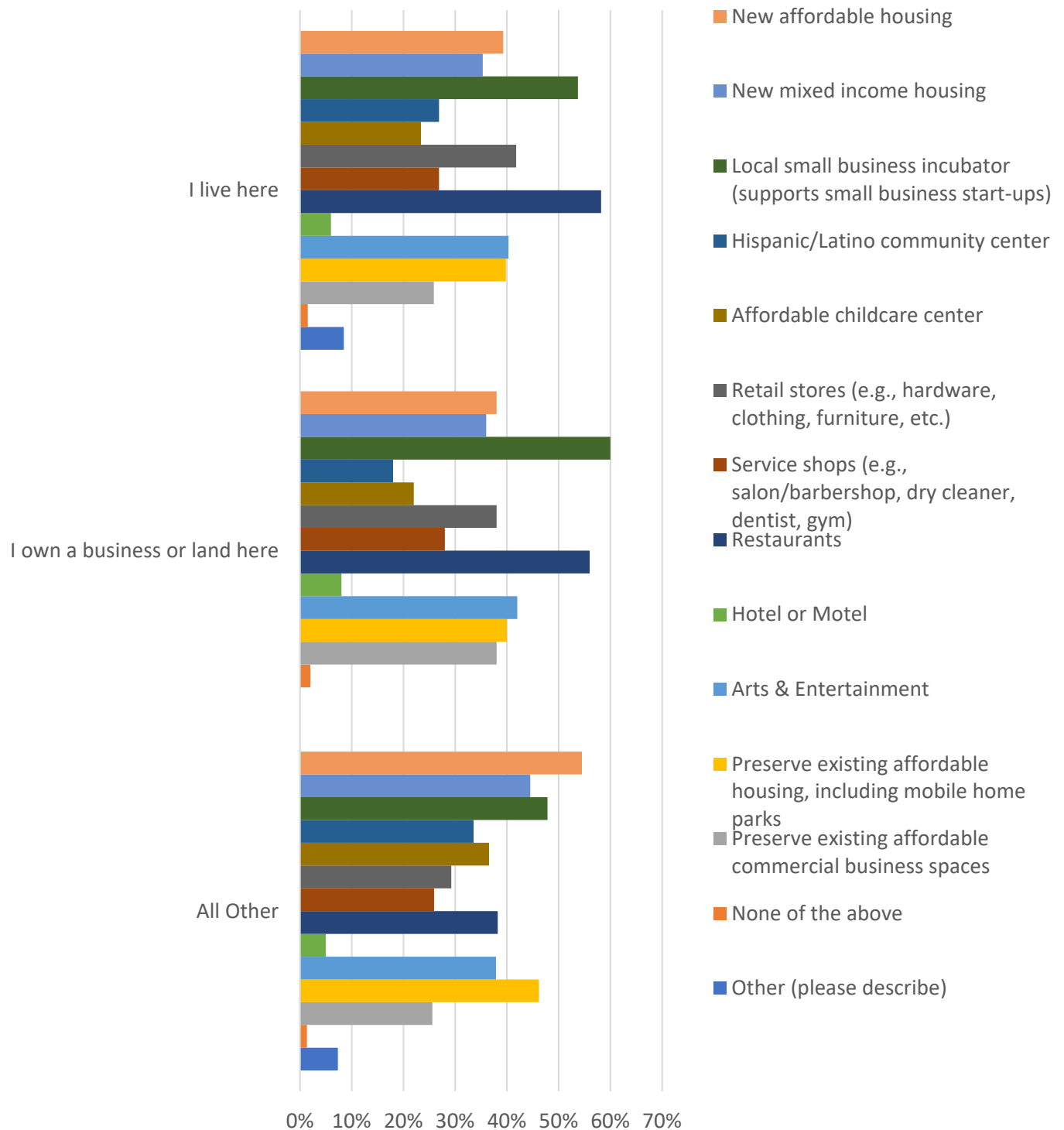


Figure 6: Question 3 Results by Affiliation with the North College Corridor (Survey Results Only)



Responses to “Other (please describe)”:

- High Income housing, I want a nicer Fort Collins. Let the outer burbs house our workers. We want to be the Crown Jewel of NOCO

- You could save a lot of money by cutting the high pay dead wood at Transfort.
- Brewery
- homeless services
- Clean up the crime! I live in the Outpost and in the past two years the homeless have been so bad- breaking into our cars, digging in our dumpsters, catcalling me when I walk my dog. Please move the murphy house somewhere else!
- I don't think we can force out folks in mobile home parks who probably have limited income, unless we can provide housing of comparable price. We just need to improve services and perhaps increase 2-3 story buildings (without killing all of the prairie dog colonies, as some previous projects did). :(
- Health clinic for people experiencing homelessness
- Preserve and add outdoor recreational and open land spaces
- Medical services, 24 hour urgent care.
- Mixed use developments
- Mixed Use zoning, high density housing, car free walkable areas
- Parking for the max services
- Greater bike trail connectivity and/or protected lanes (ideally less mixing of cars and bikes); also preserving/improving some open and green spaces
- Services for people experiencing homelessness
- Pedestrian only zones
- Increased density and designing of neighborhoods to reduce the necessity for car travel.
- Why is the community center on here? Shouldn't have pushed this community out of Aztlan.
- not just affordable per the would be developer, but really affordable (as in income-qualified) housing
- Food trucks - rally spots - continuation of existing trucks
- Long term supportive housing
- Library extension
- limit growth; we are packed to the gills and you cannot force people to use public transportation
- Get rid of trailer parks
- More small-scale (<5,000 SF) commercial/retail without large parking lots
- None! "Homeless" people high on drugs or alcohol don't need nor can they afford any of these options! And THAT is the majority of the user-base for this areas bus services.
- Tavern
- Bars and pubs like Ireland and England
- Parks and/or swimming pools
- How about a PetSmart or homeless shelter in the old Safeway?
- Help for the homeless without police abuse anymore! Social workers trained in empathy, de-escalation, and housing the homeless away from drug pushers would help the community far more than abuse ever will.

Question 4: Provided that new development fulfills priorities you identified above, where are you open to seeing development occur? (choose one that best describes your opinion)

Figure 7: Question 4 Results by Language

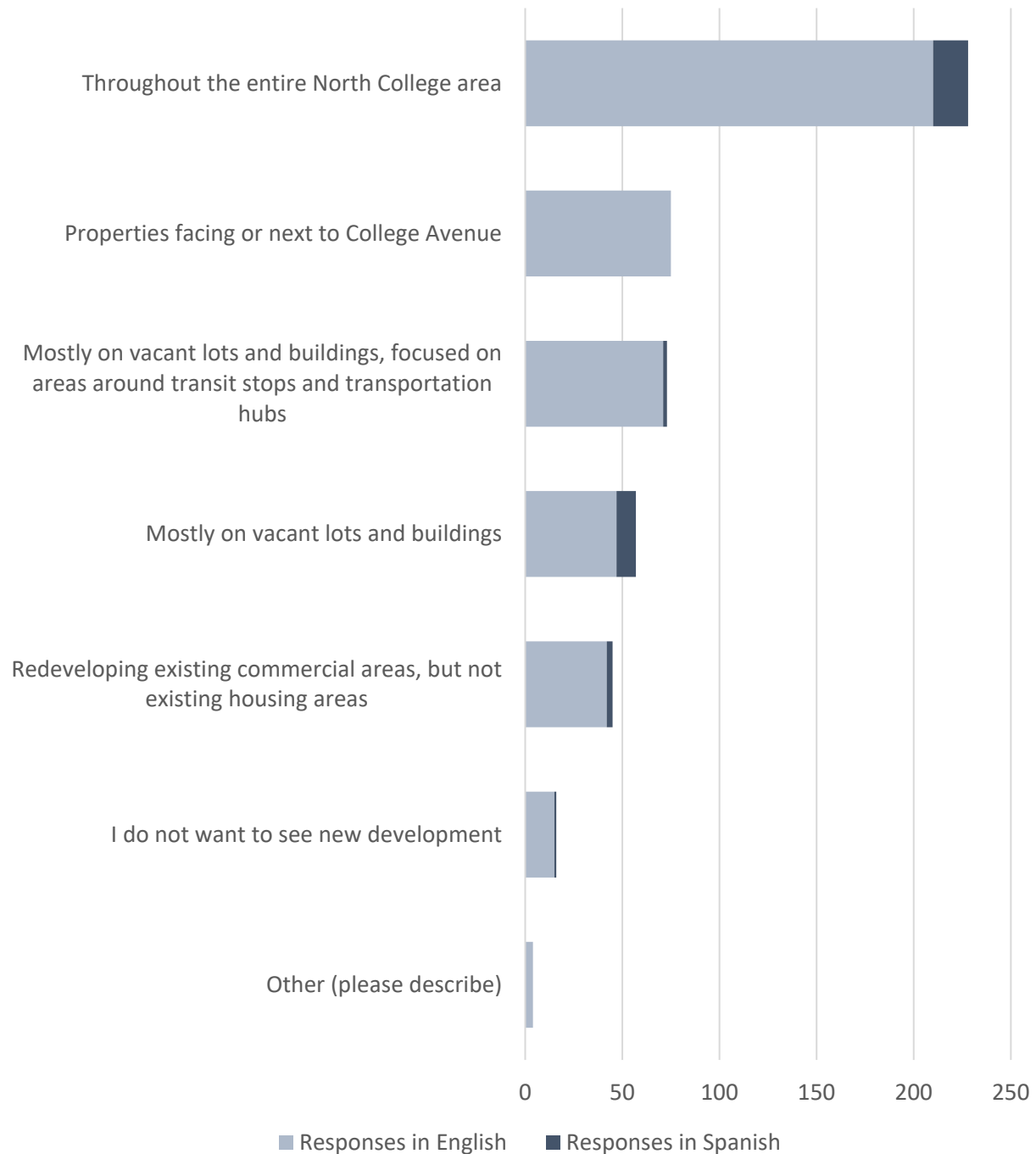
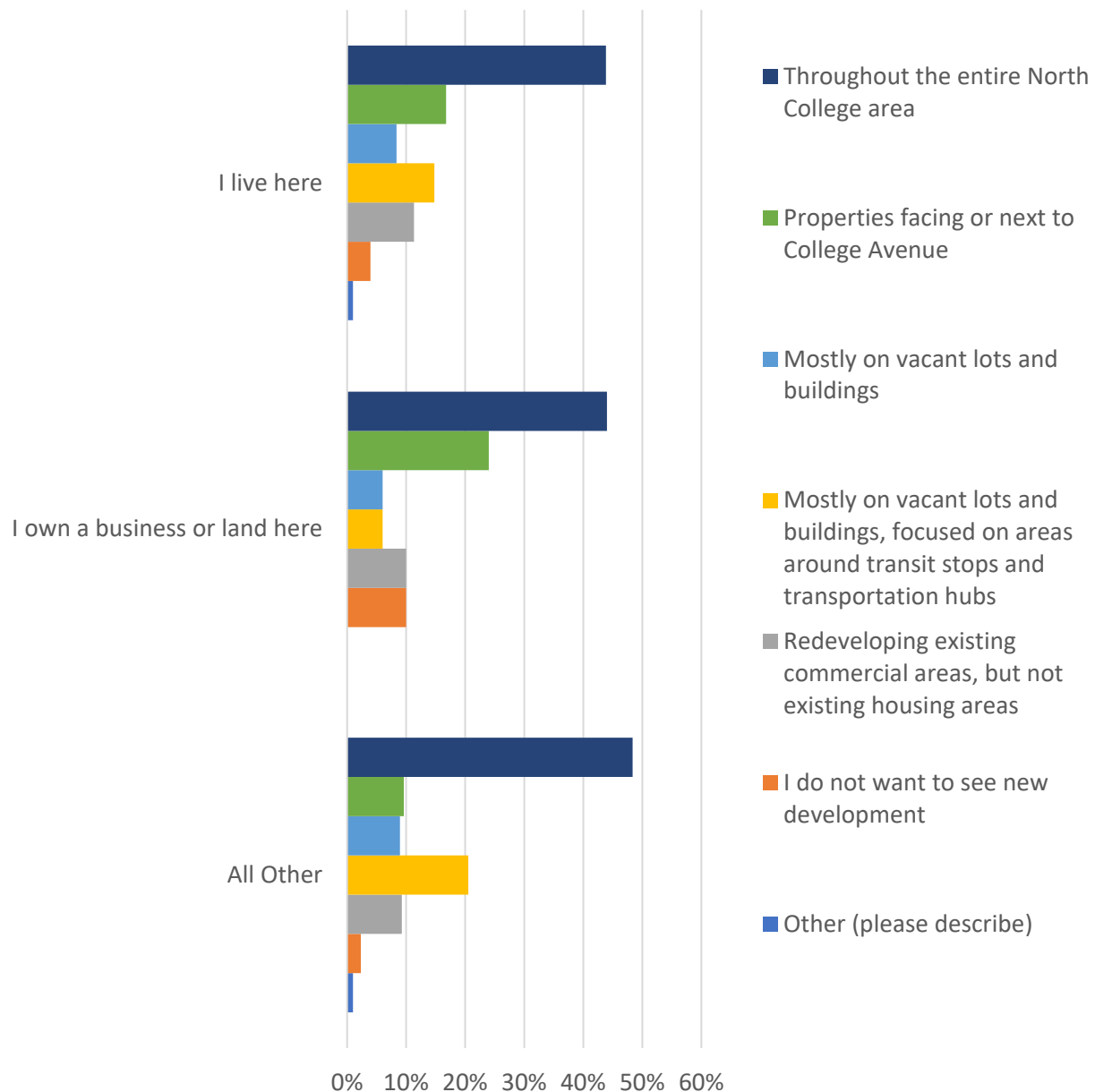


Figure 8: Question 4 Results by Affiliation with the North College Corridor (Survey Results Only)



Responses to “Other (please describe)”:

- 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

Question 5: If a higher density of housing and commercial buildings helped to meet the priorities that you identified above, what height of buildings would be acceptable to you? (choose one)

Figure 9: Question 5 Results by Language

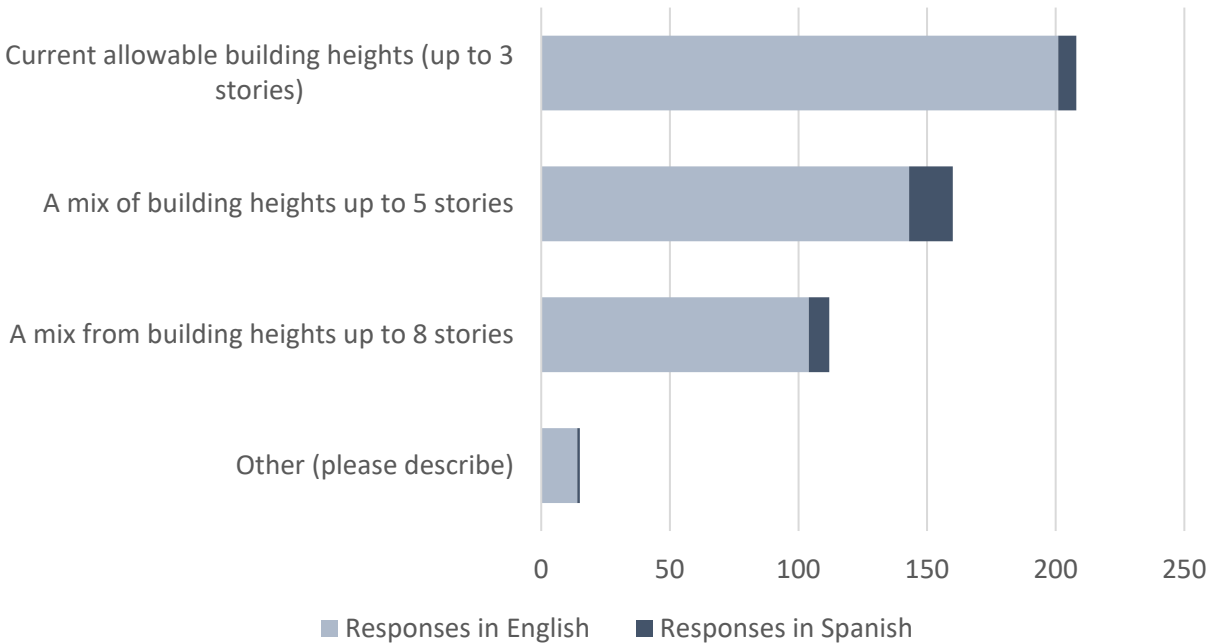
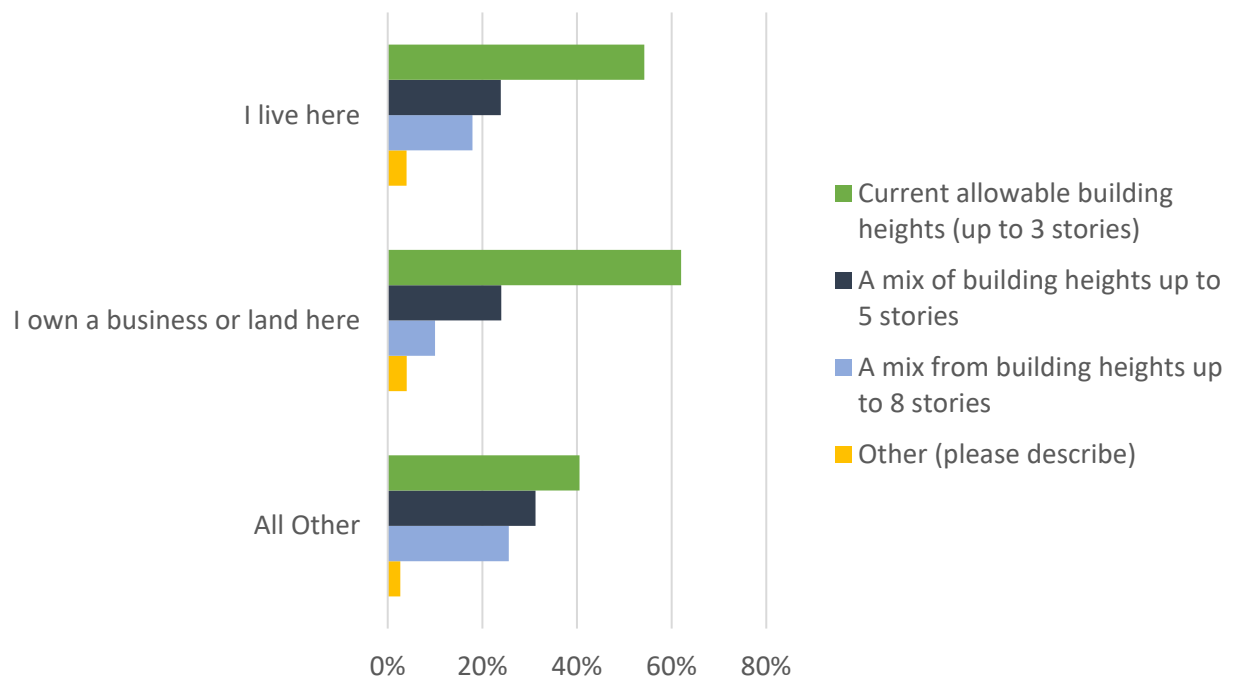


Figure 10: Question 5 Results by Affiliation with the North College Corridor (Survey Results Only)



Responses to “Other (please describe)”:

Responses in English:

- 2 story only
- we don't need to spend more money
- There is no need, people would be crazy to live in Fort Collins
- I'm all for limited a building's footprint by adding some height. But this is Colorado -- we have snow in the winter. If you have 5 story and higher buildings, there will be icy spots on the shady side of the building that will never thaw in the winter.
- No buildings
- Taller buildings for better density, not concerned about height
- Even above 8 stories if it helps reduce sprawl outward
- mix of heights up to 8 stories WITH offset of open space to compensate for the density
- Up to 8 stories with open green space
- As long as they don't block existing views of long term residents then any height is fine
- Why not have some land for tiny houses? They are very good looking and offer what's needed for proper shelter, as opposed to huge apts/ houses few can afford. You have already built a ton of apts up north, but only for College kids who have someone else footing the bill. The North side has always been made up of people with less means. Please stop upgrading to the point of running us all out!
- Up to two stories higher than median height of surrounding properties
- 2 stories
- None. . . that's the "priorities that I identified previously." None. STOP the growth! Good grief. . it's like a cancer: growth for the sake of growth.

Responses in Spanish:

- More MAX

Question 6: Please let us know if you have additional concerns or comments for the future of the North College Avenue corridor. (open ended)

SURVEY RESPONSES

Responses in English:

- Put MAX on dedicated rail for safety, efficiency, speed, and durability.
- Important to protect mobile home parks
- Don't allow over-development
- Existing bus service seems adequate. 20-minute vs 30-minute wait doesn't seem terrible. Riders can transfer to MAX with little delay
- Safe crossing at unsigned intersections for pedestrians and cars

- Let us keep affordable housing and retail space so that there is still a location in FOCO that is affordable!
- Keep addressing needs of those in affordable housing, not high-end fancy like the south part of Fort Collins
- I think people who live and work in the north part of the city deserve the same transportation services that people from the downtown transit center and south enjoy. I think that if we are going to take some of the vehicular burden off our roads, we have to invest more in public transportation and build more densely. There is no other logical solution. Everyone wants all the amenities of a bigger city but some seem very vocal that there be none of the problems (like homelessness) or concessions (like taller buildings). It is not realistic or possible. I think we need to adapt to what the reality is now, rather than what used to be or what we wish was.
- traffic and increased taxes for seniors to pay for it
- MAX service is not needed. Regular bus service is all that is needed to allow northern Fort Collins to grow and improve.
- Bigger buildings would also provide rooftop space for cell towers.
- Need dedicated bike paths and trails that connect to the rest of the city trail system, not just bike lanes on busy roads.
- Transform service is excellent in the north fort Collins area. The push for a Max service by the areas business owners is purely a financial one. A Max service would increase property value. Fort Collins would be better served by Transfort increasing service due to ridership rather than making business owner financially better off.
- I do not want to see North College Ave look like Harmony Rd and I don't think that we should reduce or eliminate the current open spaces or current building or mobile home parks, but I do understand that adding a extension of the bus line to a poorer part of Fort Collins and part of a time that doesn't offer what southeast Fort Collins has like the stylish, new, and top of the line retail stores and buildings, I think things can be suddenly added and spaces either renovated or added on, but north Colorado doesn't need to change to look like a whole different part of town that it's not now, but there are some vacant lots and empty buildings that if given some help or attention to both attract buys from any part of town and to offer a variety of services and shops that the changes will contribute to the additional bus line but also build community and a strong mixture of culture and living or businesses than say it is now!
- There are a variety of social/homeless services in the area, and the city should be putting more resources towards services (not just shelters) to help get people out of homelessness. This project is a good start to support viable transportation options, but other services should be considered such as mental health/counseling facilities, adequate safety/policing, education programs, work programs, etc. North Fort Collins seems to be the dedicated area for homeless services in the city, but the limited resources are not sufficient to properly address the issues. The lack of resources may limit job opportunities, impact development, and cause increases in crime. A comprehensive homeless approach would make North Fort Collins a more viable area for all.
- I'm all for enhancing the North College Ave Corridor, but want to be respectful of doing in a way that also embraces it's current residents, businesses, and culture. Change is inevitable, and the area needs some improvements - but not so much that it pushes out those who were there first. Please find ways to help them stay too

- Transportation is critical for the benefit of the people who are living in North College area. Many people there have limited to no transportation and there are many social services in that region. It would behoove the City of Fort Collins to make this a priority before it continues to other and disparage the low income and minoritized community members there.
- Bicycle friendly
- I think you should view North Fort Collins as a up & coming area, near the Country Club and Montava Village. You people keep trying to lower the bar around here. If I wanted to live in a ghetto I'd move to Denver.
- You are never going to get high ridership with all the homeless that ride. They are the most dangerous riders Transfort has. If you don't believe me, go ride it for several rounds after dark.
- My biggest concern is the length of time that it appears it is going to take to make any of these improvements. We need increased frequency in/around North Fort Collins for all transit.
- Erratic traffic at pot shops and liquor stores make biking dangerous north of Vine. Require those businesses to fund lanes or separate accesses to reduce accidents. Overall number of curb cuts in No College create dangerous conditions for bikes, peds, and thru traffic. Reduce number of accesses for redeveloped lots or require shared driveways.
- Ped/Bike safety
- I'm really excited about having another public transit option for this neighborhood!!
- It should be accessible for people who live all over town, so connecting to CSU campus, south and midtown bus stops!
- Don't kill the area with overdevelopment. Create community not profit.
- The unhoused need services that are close by this North college area as well. do not forget them!
- I cannot wait to see improvement to North College. It has come a long way over the last 30 years, however it still feels like the north side of town is treated as second class. Allowing the Taco John's block to get to the point it is today is not world class. I am hopeful that improvements continue to move along all the way north to Hwy 1. Finishing that intersection with the improvements has been wonderful! Let's get some businesses interested in the old Albertsons space. Thank you
- The Murphy House needs to be relocated as it's drawing so much crime to our neighborhood. I've lived here for seven years and the past two years have been so terrible. Kids can't play outside and homeless men walking around in their underwear by our school bus stop and park (Green Briar). We have a few men that forage in our dumpsters ripping bags open and leaving trash everywhere. I'm scared to take my dog out at night because I've been heckled so many times by homeless men. There is a bus stop right on Blue Spruce and it's horrifying to see people passed out on the sidewalks and neighbors finding needles in our sidewalks. Please listen to us and help! It's not that we don't have empathy but our safety is compromised.
- Further development must not push out existing small businesses or low-income housing residents unless it is voluntary on their part and they are compensated. We don't need to make North College like the south end of town (there is already too much of that). We maybe just need to spruce it up a bit.
- I don't understand why buses can't use existing lanes with greater frequency? This survey suggests the only way to have shorter headways is construct significant new infrastructure

rather using buses with ramps/lifts. Greater density will support short headways without building out a dedicated lane with raised platforms.

- None at this time. Thank you.
- Having the MAX come all the way to Terr Lake Road/Poudre Park will make a already heavy use intersection how can anyone talk to the MAX without getting high by a car. Where will there be car parking?
- I think it's important to not gentrify the area.
- We could build up a little instead of sprawling. Definitely could use better, more frequent bus service north of Old Town. And relocate the prairie dogs instead of killing them. (Or at least catch the little guys and give them to the Raptor program instead of just killing them outright.)
- Need to prioritize more health services for unhoused community.
- Too many high end homes are being built in "Old Town North" which is gentrifying North FC. It should be supported as a working class neighborhood. It needs a community center, and an aquatic center would be a bonus.
- I think this is an area that is ripe for development and improvement, but hopefully not at the expense of lower income folks, especially those at 2025 N College and our homeless folks who have a lot of services on the N College area. I think it is possible (difficult, maybe, but possible) to develop this area as a model for how low-and-mixed-income folks can not just remain, but thrive, in a part of town that is expanding and improving.
- Improvement and development is needed. However, not high density. North College has a certain feel and character which can be improved - not completely changed and redesigned to make it look like something from another state. Please keep in mind the feel of Fort Collins.
- With development keep in mind current residents, traffic flow and creating open areas to balance the growth. This includes making sure homeless have indoor/outdoor spaces that are not in parks, residential areas, but dedicated to supporting them.
- The speed limit on Lemay between the new over fly over and County Club needs to be enforced. More police presence in the North end is needed to keep the homeless in check.
- I would like to see a corridor north of Fort Collins that would allow traffic from Laramie not bound for Fort Collins to bypass the city.
- Safety and security in the area will need to be enhanced. Country Club Road will need to be improved (sidewalk bike lanes), or alternate routes available to reduce traffic on Country Club. More housing along N. College and vicinity will increase traffic in this area.
- "I'm worried of the traffic flow becoming similar to what I experience on Harmony Rd, with the long and frequent stop lights. And then there's the busses that have to go from 35mph to 0 at the RR crossing on a curve for no apparent non-political reason. I see cars behind the bus nearly rear-end each other at times. So provide the bus its own lane cross the tracks.
- Don't make north College ugly and congested.
- Stop growing. Fort Collins is not what it use to be. Start another city somewhere else. With growth comes crime and it's all getting out of hand. Fix those problems and quit inviting growth DMD more crime.
- Rising crime rate needs to be addressed.
- Approve of better bus service ~ affordable mobile housing is all some people can afford ~ please remember that when developing.

- Increased bicycle infrastructure is also needed in this area, such as via more access points to Mason trail and protected bike lanes on College
- Disband U+2 and allow occupancy based on size of residence/max occupancy
- A TON more funding for human services and targeted funding for our homeless neighbors in this area. I'm concerned there will be a push to move the homeless folks out of this area without addressing the structural reasons why they are in Fort Collins and this neighborhood in particular. This is one of the few areas in town where homeless folks can get lots of needs met in walking distance and this needs to be part of the plan. We cannot simply continue pushing homeless folks further to the edges of town.
- Better bike ways if redesigning bus lane
- There is quite a bit of crime happening in the area
- If this goes forward it'll just be primarily used by transients. We already need cops on the current routes to weed out the nefarious riders.
- concerns regarding preserving existing parks and open spaces as well as providing and preserving more open spaces for the future.
- If there are expanded Max or bus services, match that with parking spots for inclement weather days. Also, increase lighting and try to retain green/trees when possible.
- Over-improvement of streetscapes, medians and "gateways" is not only financially unsustainable but makes it much challenging for various businesses to operate.
- I'm so happy to see the city is working on a redevelopment plan that centers transit and density. This is the kind of progress we need and I hope aspects of this trickle to other redevelopment projects/programs around the city.
- I think it is incredibly important to maintain and extend services to the homeless population around north college. Repeatedly displacing these people will only result in negative effects to the community as a whole. Underserved persons need and deserve resources (access to physical and mental healthcare, food, shelter, job placement, education etc.), and their receipt of these resources would/will make improvements to the living conditions of all north college residents and workers, I believe.
- I'd especially like to see mixed-use zoning allowing groceries, retail stores, etc., intermixed with housing (and/or living space over shops), as well as less ~mandatory mixing of bike and car traffic along North College. For instance, expanding Hickory Trail's connectivity, or at least designating/revamping more of the sidewalk as a mixed-use path like you see near the Discovery Center (as an aside, reopening the underpass at the kayak park has been much appreciated!); I've heard multiple people in the area mention that the anxiety of biking on College discourages them from otherwise short/appealing trips like to Lee Martinez Park or Old Town (either personally or on behalf of their kids); even as a regular bike commuter I find this one of the riskiest-seeming corridors in town. This seems like an especially acute connectivity issue for communities like the Poudre Valley mobile homes.
- Adding mor bike paths from the Poudre trail going outwards to northern neighborhoods they way the city has done in other parts of town.
- I do not wish to see gentrification that pushes the current population of the north college area out, I wish to see development that meets the needs of the current residents and will provide them with better opportunities for work, transportation, and leisure.

- No more new builds, use existing commercial buildings. Save trailer park, it's one of remaining affordable housing.
- In order to meet all the growing cities needs, we need to increase density by increasing building heights, updating city code to allow increased density, we need to increase resources for people experiencing homelessness, and invest in public transportation to reduce our dependence on cars
- I would like to see better facilities for the homeless populations, as they are currently wandering and causing crime. Better support services as well to transition out of homelessness
- Move homeless centers to a less populated portion of town....maybe past Trilby on Tafthill.
- Please also remember bike infrastructure as this part of time is supported by a disjointed network today
- There is a lot of garbage and homeless people around north college. I don't know what the best thing to do to help them would be?
- Protected bike lanes are needed to increase trips taken by bicycle. Mixing bicyclists with motor vehicles is dangerous and wont help to encourage less confident riders.
- Of course, many people will raise the issue of safety on this route. I hope that the city can find a solution that will help to attract people out of their cars and onto the route while also not alienating any other riders.
- Take care of the homeless people
- Homeless services need to have more resources in the area to balance public safety, business environment yet support the needs of our homeless population. More proactive homeless resource management, security and police enforcement in the region is needed. The security and police protection are to protect vulnerable homeless as well as general public and business. There is not enough currently.
- I believe that high density is the only way to really support the demand of people coming here. Plus it limits the impact on already stressed prairie.
- The drug addicted transient population needs to be regulated. I have experienced too many violent threats by meth'd out monsters. We need to quit issuing PR Bonds and force these folks into rehabilitation and housing.
- Too many transients and too many social services enabling the transients.
- Safety! At times I have felt unsafe
- There is a lot of crime there.
- We need businesses in the vacant buildings. Please make sure the Latino businesses are able to stay. Help us clean up and keep what we've got.
- Where will the many unhoused individuals go? I would spend more time on North College is I was exposed to panhandling
- NA
- Plant more trees. New buildings need to be well-designed, not crappy little boxes.
- Construct more affordable housing yesterday
- Favor mixed use with commercial/retail on the ground floor & residential on higher level floors.
- No more big box stores
- Increased safety measures for women and minorities in transportation areas and on transportation. Young mothers and POC should feel as comfortable, for example.

- Be sure to retain green spaces. Only build on brown field sites
- I would like to see a dedicated max line from old Albertsons to Conifer along the existing alleyway with a College overpass to new Mason St extension on West side of N. College
- More affordable housing needed
- I am excited for the future development of N College! Thank you for sending out the survey. I will pass it along to others who may be interested. The vacant Albertsons is one of the biggest obstacles to quality N College development in my opinion.
- Make sure there are LOTS OF NATURAL AREAS that are linked!!! With bike trails
- I feel it is important to maintain the feel (or vibe) of the north college area, there are a lot of historical sites. Open space, mountain views, river access, and gateway to the mountains all need to be respected.
- Really need to see the traffic lights installed at college and Suniga.
- To make Max service a viable option for my family, a parking area, bike paths, and other connections would be needed.
- too much traffic, lack of open space
- Not to push out existing residents through gentrification.
- allow and encourage it to have it's own character. Old Towns has its character. Midtown will (hopefully) find one too. N College should have it's own unique and distinctive character too.
- Preserve as best as possible the existing unique character of this “forgotten” and cherished end of town.
- I currently drive from north of Wellington to the Civic Center Parking Garage, then take the Max to the University where I work. I would gladly take rapid transit from as far north as possible, but am not willing to add the time involved in bus transfers. I believe many folks from the north county would feel the same.
- Fort Collins needs more affordable housing and the necessary transportation to link future units to the rest of the community. The North College Corridor is a prime location for this higher density housing. Linking the current Max system to this corridor will benefit the community as a whole.
- affordable housing and effective public transportation are our highest priorities
- Maybe sidestepping the question, but an important consideration nonetheless. I notice since 2014 when I began using it the existing MAX service is suffering from widespread decay. Buses are more infrequent than they used to be, digital signage is trying to convey too much information at once, drivers are tough/fast, and the ticket vending machines rarely function for me. I ride the bus for free on my old student ID so it makes sense that revenue issues are leading to some of this decay. If North College Avenue projects are begun, what will happen to the already sub-optimal condition of the existing College corridor?
- Housing near public transportation is the future of sustainable and just growth. Let's build it and support it! I don't want to turn into Palo Alto.
- I think preserving the existing community and being sure not to drive out the businesses that serve the Latino/Hispanic community is critical. Bolster the unique businesses/initiatives that are already there (The Lyric, Launch, JAX, Chippers). Is there a possibility of creating more spaces for food trucks/carts? Maybe a dedicated food truck court near The Lyric, JAX, and Chippers could draw people to spend more time in the North College corridor. There is also a really nice part near Mason St that could be more of a draw if made safer.

- Please be sure that you are working WITH the communities that live and work in the north college corridor, i.e. Hispanic and Latinx people who make up the majority of residents. I don't want to see folks displaced due to gentrification in the name of "development."
- None
- The northeast part of the city has no transit or biking connections, and I would like to see that included
- North College is currently not pedestrian friendly. Very hard to cross College by foot -- I have been almost hit trying to cross College at the Suniga. Cars honked at me and flipped me off! Cars go very fast --very car oriented.
- I would love to take the bus to work, but I live 1.5 miles from the transit center, and at the other end, my job is one mile from the bus stop. (the Max). It takes me over 45 minutes by bus (two buses). Then I have to either ride a bike the last mile or rent a scooter, but good luck finding an available scooter when you need it. And neither is there room on the Max for my bike --the spots are ALWAYS occupied. The whole thing takes only 15 minutes in my car. I just can't seem to make bus commuting work in my life in Fort Collins (I have in other, larger cities) and I have really tried."
- The city planning process is a big obstacle for developers and existing owners. The city should waive development fees and permit fees to existing owners to encourage improvements. The city has a reputation of being extremely hard to work with and many builders and potential partners are looking into other areas due to the added cost and red tape.
- Are there going to be walking trail connections, a real park!!?The park situation is severely lacking on the north end of town, especially with the new housing developments going in as well as the proposed housing developments. All of the park developments have been on the south side of town and the north end needs to have some of the same recreational amenities! The Sugar Beet park is limited in the scope of what younger kids are able to participate in and I'm not all that impressed with the design of playground equipment...given this area needed a park for the past 20 years I've lived in this area!! The north end of town has been ignored and would like to see our area given the same attention as the south side has been given!!! It's NOT just about bus routes!!!!
- Please make sure improvements are geared to safety for bikes & pedestrians.
- Replace the current max vehicle with rail based system that has the right a way when opening.
- North College has been the step child of Ft. Collins. I look forward to more quality additions to north college Avenue. Lived up here for 30 yrs.
- Provide services to keep the homeless off of North College Avenue corridor.
- Rapid and convent public transit on the north is sorely needed along with bike access now greatly slowed and more dangerous because of Suniga. I'll never get across 4 lanes of speeding traffic on Redwood from a stop sign! No way to get south safely now! (It used to be safer and faster than a car). Bring back the bike advantage or at least make it a stop light w divided bike lanes. Bikers will be hit at that intersection because it's too far to cross from a stop w that many lanes and the speed and all the less experienced drivers there. The degradation in bike committing from the north has been continuous and seems to have had no attention given it. Hard to believe that north side development has been so callous towards biking in a city with such a purportedly fine record of biking access.
- Bike lanes and open space

- I would love to see a convenient MAX route to CSU for those living in the North College area (trying to connect the regular bus routes with the max is hard to time correctly and makes for a long trip). Also would love to see MAX route connected to The Lyric.
- None
- I like the idea of a Small Outdoor retail/restaurant area like The Exchange
- None
- max is fantastic. keep it going!
- Again - we are packed to the gills. Either recognize reality and make college 6 lanes; or get real. We are full!!!!!!!!!!!!
- Yes. So us long term north siders never have to drive past old town
- Not leaving the homeless out.
- I live on the South end of the MAX line. I love using it to go to downtown music venues and restaurants. But I would love to be able to get to The Lyric. And more weekend service e, please.
- Some day we will need to look at East - West Max to better link up to North South Max.
- No concerns. North Fort Collins is beautiful. We have an opportunity to develop the land to connect businesses and residents to each other.....and The Poudre River. Build and connect around the water, like they did 200 years ago.
- safe crossing of cars and pedestrians on North College
- We need north college connection for so many reasons. Please accelerate this priority
- Bike and walk trails around the area
- You mentioned building height, I do live in old town north and bought my house for the mountain views. I would hate to see those views obstructed as we have very limited outdoor space per unit and our rooftop patios are a key amenity.
- The current North end bus lines our a harbor for transients and homeless population. Simply for the reason that all services these citizens require are on the north end bus line. I have young teen children that I would put on the bus but simply do not as they do not feel comfortable on the north and bus line. As for development, I believe it needs to be done tastefully and in keeping with the general vibe of the north end. North college should not become another Harmony Road. Please retain the character of North Fort Collins, celebrating the diversity of incomes and cultures and our love for simple living in the outdoors
- Avoid impacts on natural areas west of College Ave and improve bike connections between North College corridor and old town
- Sidewalk improvements from Country Club Road and Hwy 1 to the north most transit center/station.
- I have much concern over preserving the front property of the Mobile home community at 1601 N. COLLEGE. Please have it rezoned as a mobile home area ,not Commercial. Already there is not enough affordable housing in FOCO.
- While developing north Fort Collins, I hope effort will be made to ensure it is pedestrian and bike friendly. The charm of old town is largely due to the fact that it has a large area for pedestrians only.
- I walk and cycle to most of the time but never on North College. Like Max South, it needs separate bus and bike lanes away from thundering traffic. Suggest trucks moving from 287 to I-

25 be required to turn on Vine or even a cross street further North to get them out of Downtown.

- Connect Mason from Willox to Downtown?
- There are so many people experiencing homelessness on the street and sleeping behind businesses. I don't feel safe walking or riding my bike down College.
- Please maintain and support the mobile home neighborhoods that are already in place, and create more options for affordable housing in the North College Avenue corridor.
- Not to Go Through North College LLC Mobile Home Park as That is Where I Own My Home and Currently Reside.
- I am extremely concerned that this will bring more vagrants to the area. There is already way too many due to all the services being forced into our area.
- We need to take back the road from cars and trucks by prioritizing pedestrians, bikes and transit in that order. Let's go for higher density development with a similar mix of local businesses like what is along College to the south. Build it and we'll come and we'll thrive!
- Don't want to unintentionally cause displacement. Many existing businesses serve as informal gathering spaces and areas where community is built, word of mouth communication happens, etc. Allow properties to be reused in funky, creative ways without being overly restrictive/prescriptive for new buildings and redevelopment, unless it's more than 2 stories tall.
- It needs much better cell phone connectivity.
- I have appreciated the attractive upgrades. Keep up with that and good lighting to assure safety and aesthetics in this area to attract more people to the area for entertainment and retail. The Lyric has been an outstanding feature of North College!
- Three stories is the tallest that buildings should be on the North College corridor, to make it feel part of North Old Town. It is important that North College not become gentrified, as this is an important cultural hub in Fort Collins. If trailer parks are removed and high-end development comes in, including more corporate retail, this part of town will lose its special heritage and many of its people who cannot afford such a lifestyle.
- There is so much housing already going up in the North College area. I really don't want to see more. The roads can't handle the traffic.
- I would like good & safe biking options to be a priority. I live at Blue Spruce and Willox and bike to work near college & cherry every day. Biking on blue spruce is fine, and the new bridge over the river is great, but there aren't super bike-friendly options to get between conifer and vine then across the river without going out of the way. (and getting across vine can also be difficult...) The Jerome/Vine intersection is especially bad - some drivers on vine go way too fast, and if you're trying to cross it can be hard to see if there is a car coming.
- Love the idea would like to keep as much green space and more parks along the transit
- Make it easier for small start-ups - especially restaurants and food production - to get permits without a ton of property improvements and regulations that currently exist.
- MAX links for new large apartment developments on the east side of N. College seem needed
- A river should run through us, but not divide us!
- I am concerned about the bus route.
- I'd like to see increased density allowed city-wide rather than concentrating it in narrow corridors. This would allow more gradual densification that is not as jarring as replacing a one story strip with five-over-one mixed use "overnight."

- Provide bus service to residential neighborhoods, including along Country Club Drive. There's enough high density housing in the area. It's unpleasant to look at and without some real public transit it will continue to create traffic congestion.
- We need affordable housing in this city and take better care for the homeless. We have a start but there is much to be done.
- The loss of mobile home communities and low income housing.
- Yes, reduce the "homeless" populations and culture that has and is overwhelming this area! Don't provide more incentives (more free bus services) to "lure" in more of them. It's becoming "sketchy" enough just walking around up here or coming and going from businesses. .aggressive panhandling on most corners and people sleeping on the damn sidewalks, passed out on drugs and alcohol. Clean it up!! This is a disgrace. .you people are failing miserably.
- I think affordable housing is the #1 biggest issue in Fort Collins, but it would be amazing to see the true north side of College (Lyric and north) be developed to match the needs of the community. The King Soopers on North College is one of the busiest groceries stores in all of Fort Collins because it services a huge population! I would love to see transit like the Max make its way that far north!
- Consider in development plans the needs and demands of the growth area neighborhoods just northeast of college and the Montava development's impact on the city
- Hope to retain the uniqueness of the north side, not turn it into a sprawling replica of the south side & every other town of this size in the US. Sprawling, sprawling..... no character.
- Whole corridor needs modernization. It currently looks like a 1960's dump
- Places for the homeless. No more people sleeping in boxes.
- Mainly hoping for a reconciliation with our over-reliance on automobiles, and the real and opportunity costs of that over-reliance, including overbuilt streets and overly large surface parking. If there we considered parking lots as vacant land, we have a LOT of room to develop North College for transit-oriented mixed use buildings without demolishing buildings or displacing anyone.
- I don't want to see residents in mobile home parks displaced. I would like to see as much open space & park areas saved from development. How will the current railroad spur be affected?
- I'm excited about expanding the transportation corridor and adding more businesses for daily needs while preserving the unique cultural feel of the area.
- I hope that the investments in public transportation will be matched by an increase in density along the entire corridor. That is the best way to have North College help the housing affordability crisis in Fort Collins.
- appropriate attention to and care for unsheltered individuals, many of whom store property or seek aide at Willox and College and the transit stop next to King Soopers - there are often unsafe street crossings and people out in difficult weather.
- I would like to see the city put out a complete development plan for the entire corridor. I would like to see them think ahead.
- The commute for many families to Mountain Sage Community School is a HUGE problem! The school does not have enough funding to hire drivers and the city keeps ignoring the need for a school bus. Children are having trouble getting to their school! This must be solved. Thank you.
- Please extend the high frequency max to the Lyric.
- None

- Please build in a way that encourages foot traffic and doesn't glorify the car. Parking garages don't have to be ugly
- Affordable housing needs to be preserved in order to not alienate existing communities.
- I want to be able to access new business' and old ones in north college but I can't very easily because I do not drive from a disability. I also think that the zoning laws surrounding the north college area vs those of midtown and south Fort Collins regarding marijuana sales especially seem to be unwarranted and perhaps unfair to people living on the north side. Although I don't live up north, some of the rules concerning those business makes no sense, along with zoning laws about industrial sites in the north. They seem to be designed to keep those industries out of the whiter middle and upper class areas of town, a form of red lining that favors some people over others. I don't think you should develop the north side with a colonial or racist mindset. Although I think that development can be 'good' I do not think gentrification is a non-issue on the north side and I would like to see an effort to welcome and invite existing residents of that area to be a part of the conversation so they do not get pushed out of the neighborhoods they have lived in for years. I would like to on the other hand see an effort to see some kind of environmental remediation and accountability practices for industrial sites on the north side, and perhaps push those industries elsewhere, instead of the people. I realize that those businesses have to be somewhere for our society to function, but I wish they were not detrimental to only certain populations within Larimer county and Fort Collins. There should be some form of equity and compensation provided to offset the environmental and social damages that industry inflicts.
- Please do something with that old lot on drake and 287.
- "Bicycle commuters just be given every consideration. Part of improving public transportation is providing opportunities and incentives for non motorized transport.
- Additionally, protecting the natural environments nearby should be Paramount."
- Please make a stop near The Lyric

Responses in Spanish

- Don't hesitate
- None
- I would like to know more if it will be Max project
- Thank you very much for listening to our Latin people
- How likely are they to put a bus route to Hickory?
- When will work begin on these changes and when will they be ready?
- Bicycle lanes need to be protected from cars with a physical barrier. For now the traffic is very high and it does not give confidence to ride a bike in north college
- It's important not to displace the people who live here now, but I don't much care for the big parking lots that exist, or the big empty stores like the old Albertsons.

WORKSHOP RESPONSES

Responses in English

- Please give the survey to NFCBA is you have not done so already
- need ethnic and cultural perspectives

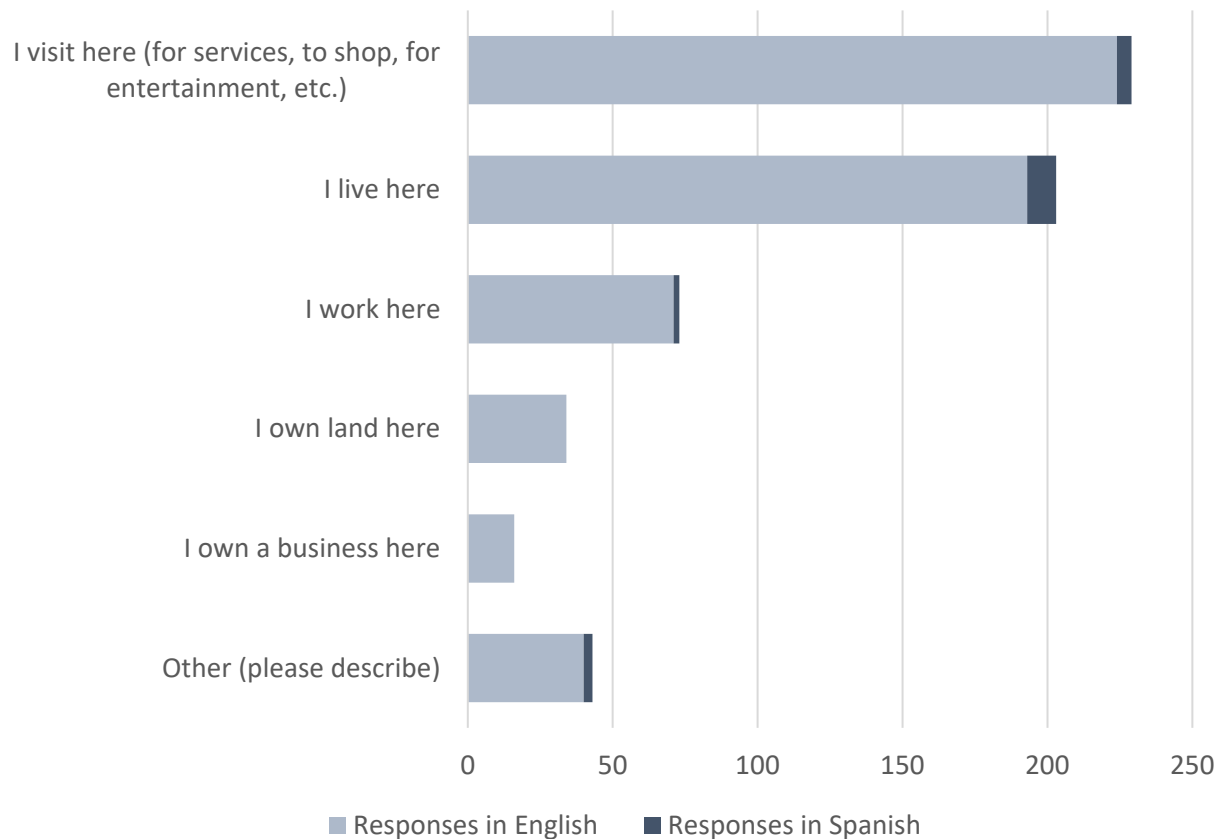
- Incremental development preferred
- An additional concern is the lack of an Urgent Care in the North College corridor
- How can we promote new minority owned businesses to open?
- How do you create more of a walking community feel to North College?
- Can we add an ice cream shop where families can come and enjoy time in community and outside?
- I would love to ask some of these questions to Transfort's Customer Support team. They receive so many calls and emails, I'd like to hear what they are hearing from riders.

Responses in Spanish

- Ticket costs?
- On transport safety, regarding COVID
- Will routes go back to how they were before the pandemic?
- What are the chances of a stop being put on for hickory
- Will the hours remain the same?
- Greater security, greater commitment and acceptance of diversity, be it race, gender identity!
- From what time to what time does Max work?
- Extended hours on weekends
- Will there be political surveillance or monitoring to prevent criminal acts or vandalism?
- In terms of efficiency, this transport would be better in the sense of speed or better in the sense of accessibility compared to normal public transport.
- In hickory village
- Would the frequency of the max be maintained or would it be more frequent?
- In hot weather / summer expand until 12 pm especially when there are events in the old town
- That they have more security and that they have the option that the minors go in front where the driver can see them.
- Small children are safe in the max?
- As in a fall, what hits?
- It's wonderful that they take us on!!!

Question 7: What is your association with the North College Avenue corridor? (check all that apply)

Figure 11: Question 7 Results by Language (Survey Results Only)



Responses to “Other (please describe)”:

Responses in English

- FoCo Resident
- I live close to the corridor and travel it frequently. Know people living in the mobile home parks
- I used to live there and was very frustrated by public transit options!
- I drive through it to get to Poudre Canyon or Laramie Wy.
- We own a rental property in the area - but hope move family into it soon and often frequent the businesses in the area
- I ride a bike here
- I live in North-East area, I buy gas and shop here daily
- None, I used to be a bus driver.
- NFCBA Board Member since 2004
- I work with people living in this area
- grocery store with great produce nearby would be a plus

- I own a house near Martinez Park (that I live in)
- I live just north of the big King Soopers on N College
- I live a mile east of the N. College corridor and am in that vicinity almost daily.
- Live nearby
- I live near the corridor (within half mile)
- I live in old town and do not have a car
- (I've recently moved southeast of Old Town, but lived near here for quite a while)
- I don't live in the north college corridor, but it is the closest to my neighborhood for shopping, services, and entertainment
- I am not actually on North College but do live north east of downtown
- I own a rental property
- I regularly visit friends who live up the corridor
- I commute through here
- I used to live on North Mason and I believe there is a lot of opportunity to support this area and create a district that is a draw to other Fort Collins residents without driving out the existing community/businesses.
- I live nearby
- I live north of north end. I believe that it would be appropriate to include the town of Wellington into the planning phase. Traffic on Country Club road and Douglas road will ultimately find its way to North College avenue. The north/south roads feeding the development of the Budweiser brewery area will add even more traffic and demand. Think bigger when it comes to the planning.
- I live near Terry Lake Road.
- I drive through here on my way to the Poudre Canyon
- Born (mid-60's) and raised. Quality of life is plummeting.
- I live very close
- I work with families who live here.
- Live nearby
- Friends live there
- Commute
- Live close by and travel the corridor daily
- I live north of there, not too far, but not easy walking distance.
- I live one mile northeast in the county
- Own rental property
- No association
- Commonly used to commute

PHASE THREE PUBLIC INVOLVEMENT REPORT

NORTH COLLEGE MAX PLAN

August 5, 2022



Prepared by:



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

EXECUTIVE SUMMARY

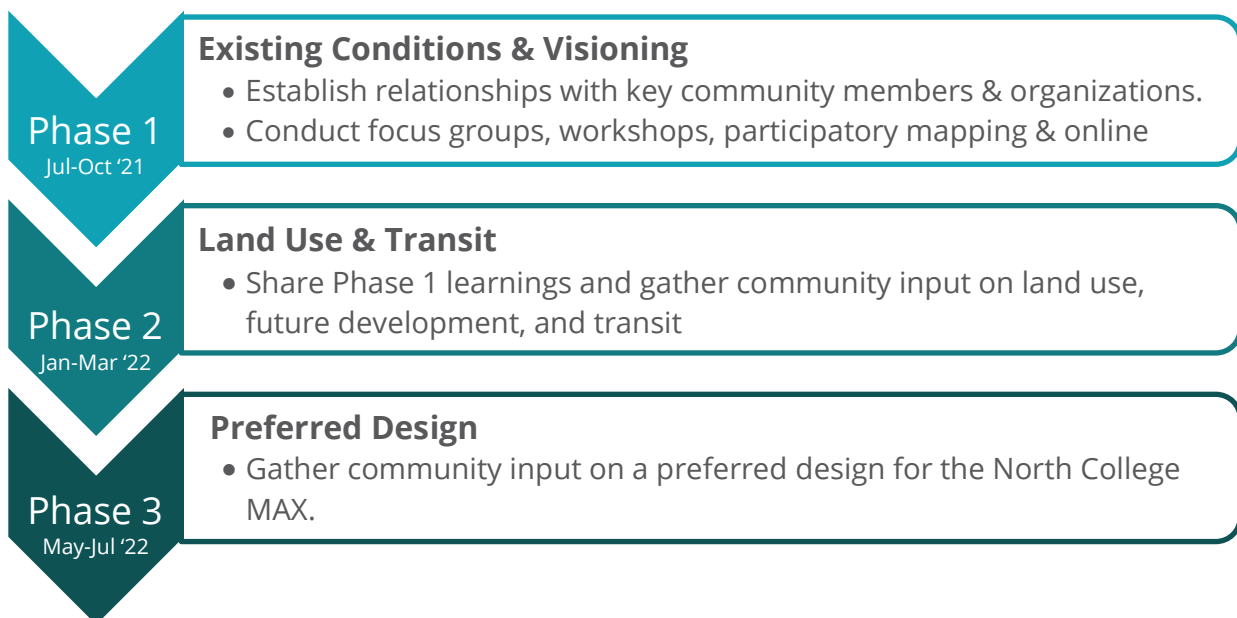
PURPOSE OF THIS REPORT

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.

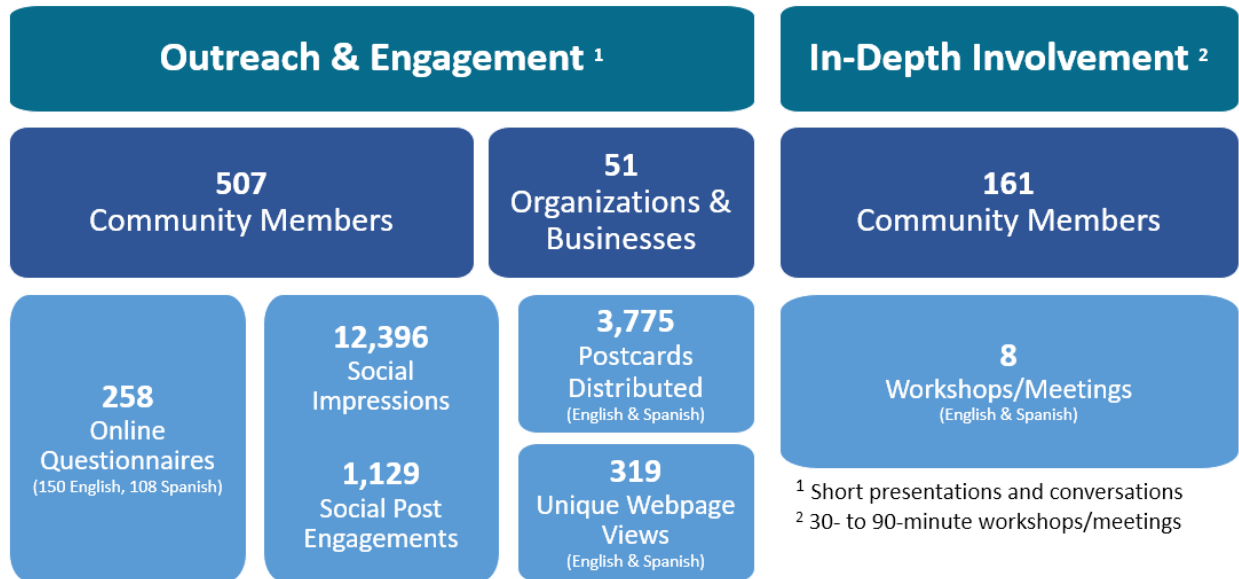


Figure 2. Phase 3 outreach metrics

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.

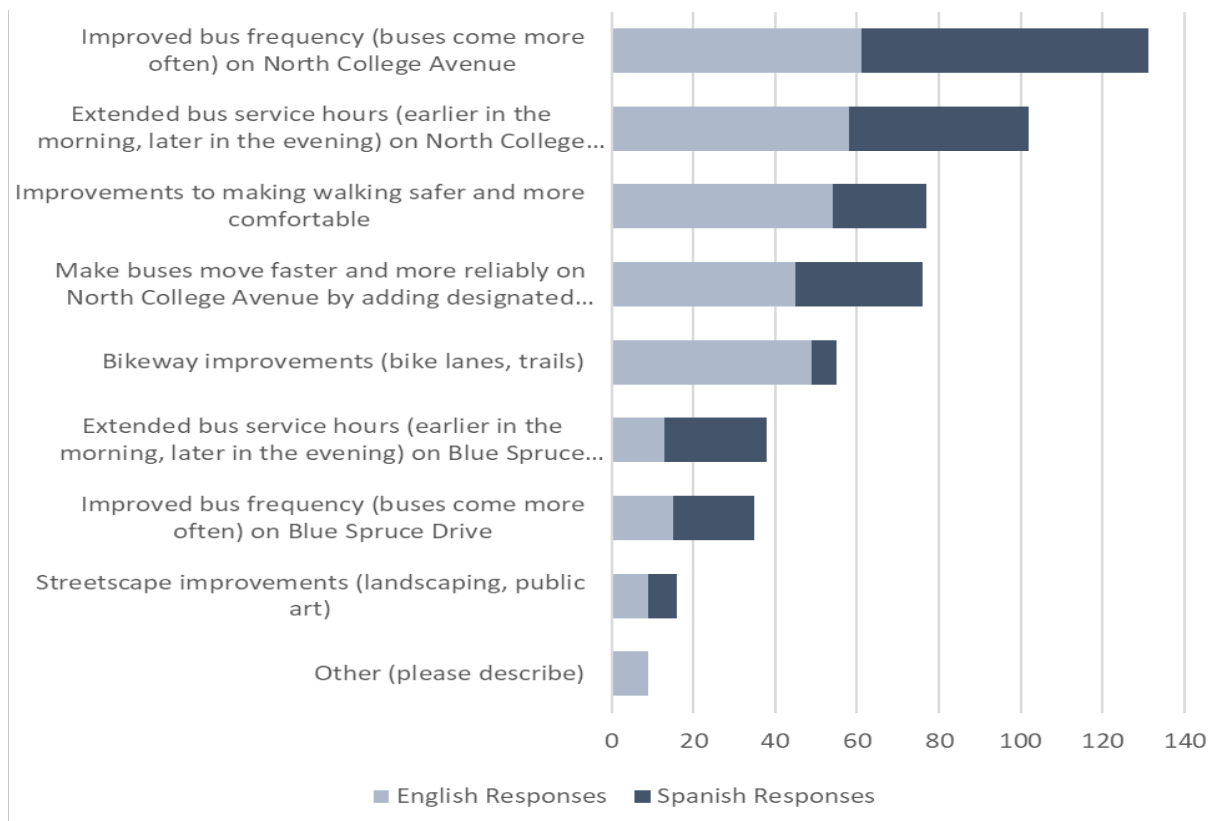
Building Heights

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

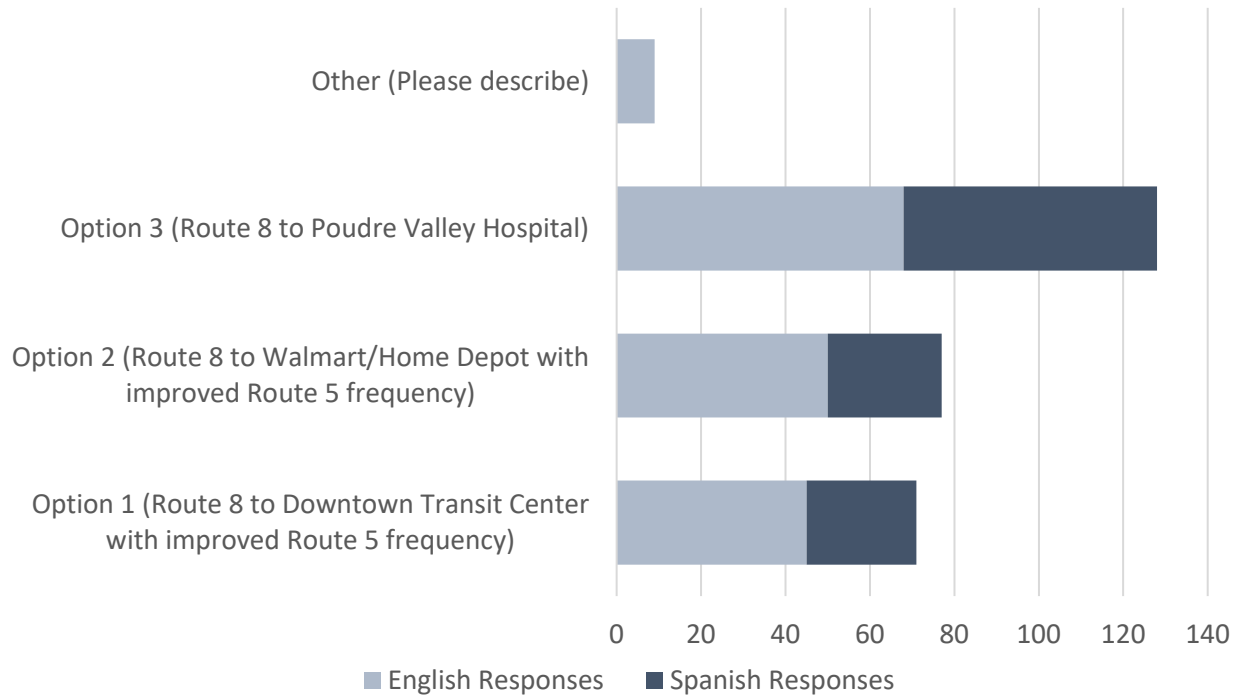
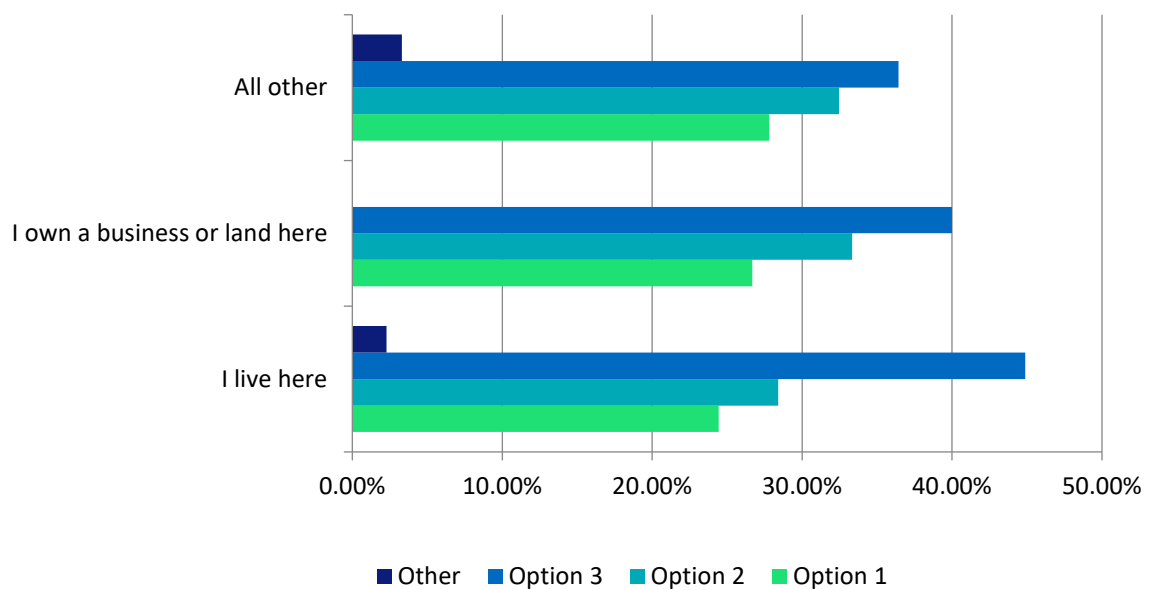


Figure 2: Question 1 Results by Local Bus Options along North College Corridor



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

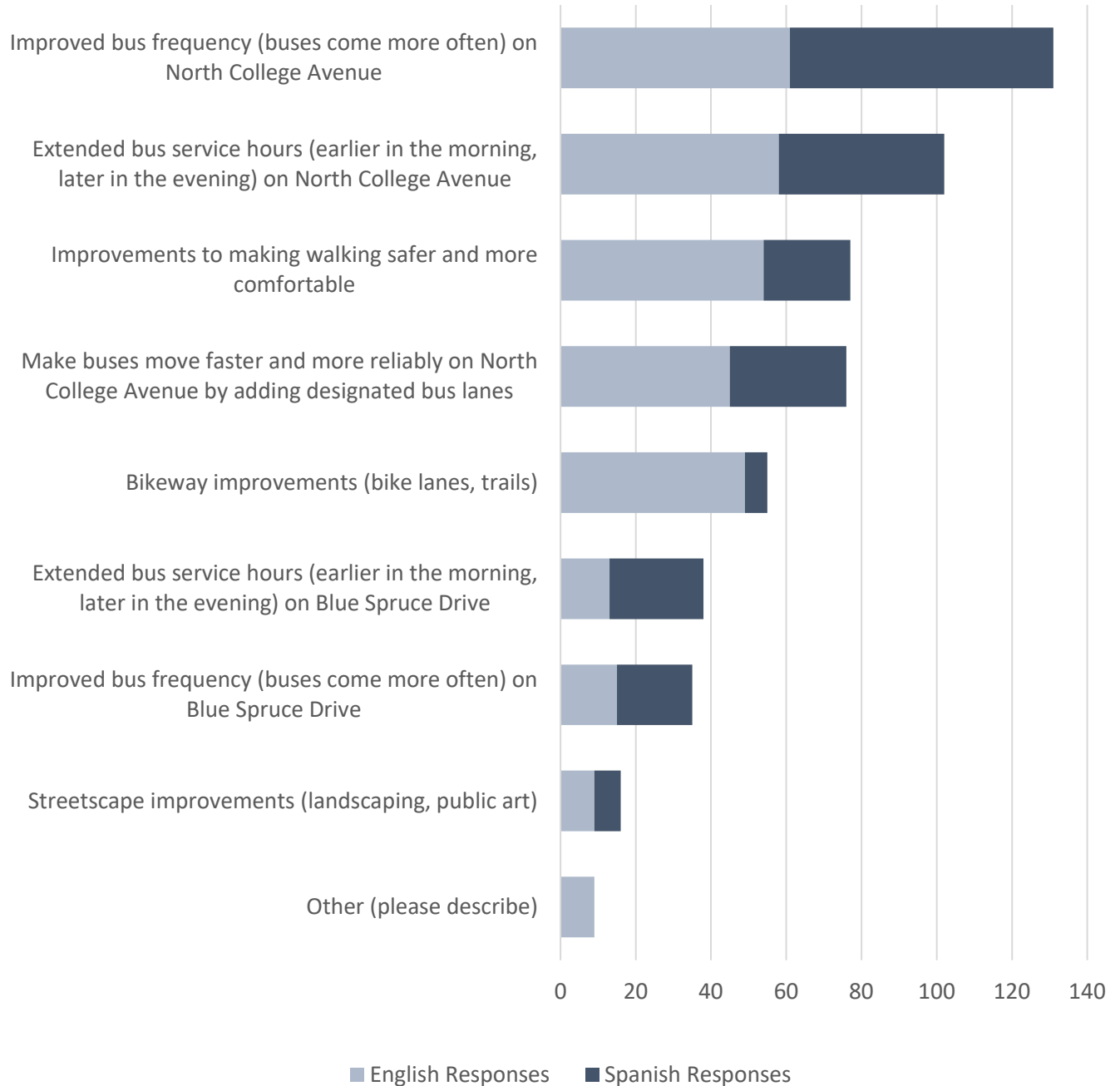
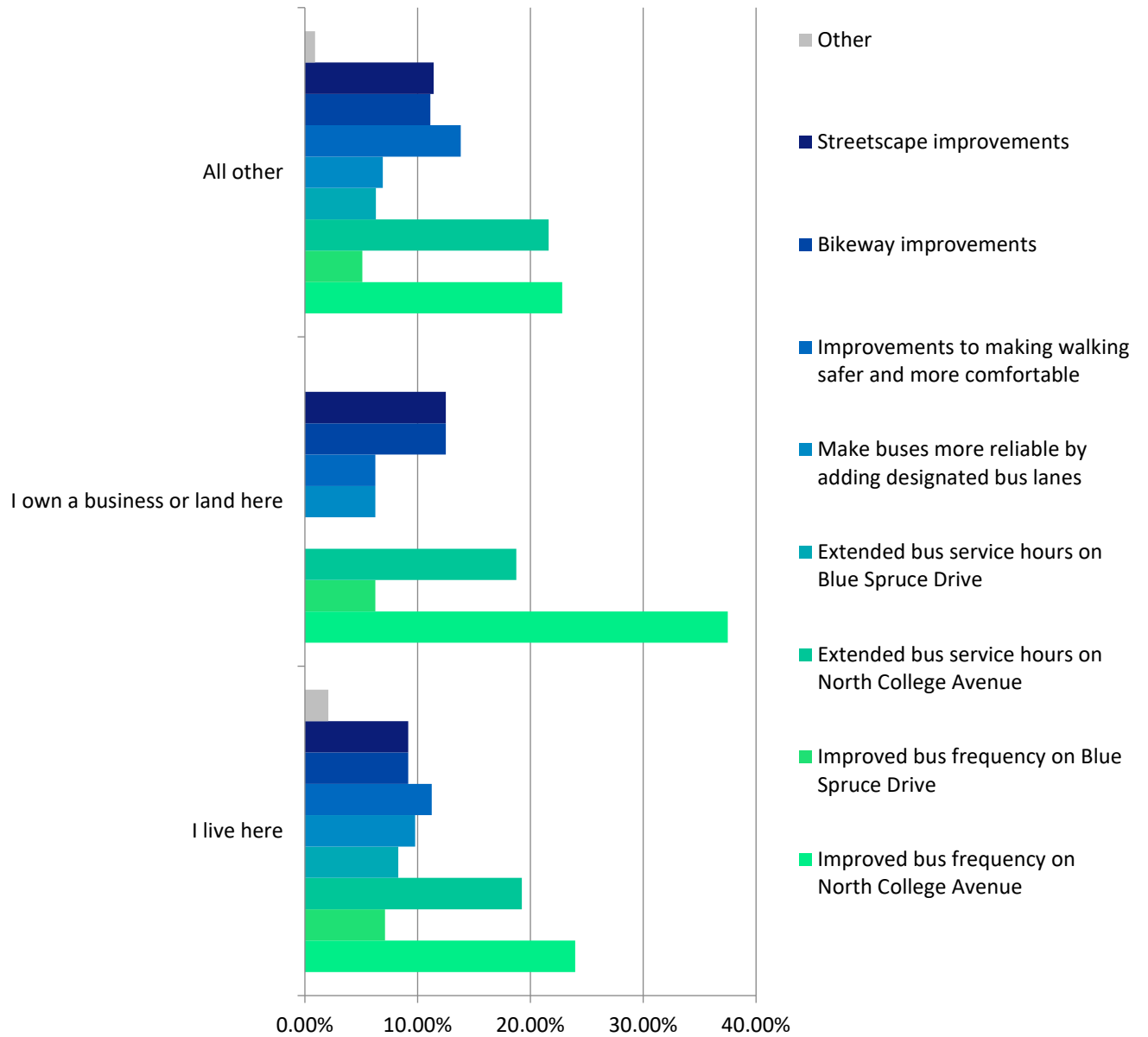


Figure 4: Question 3 Results by Affiliation



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

