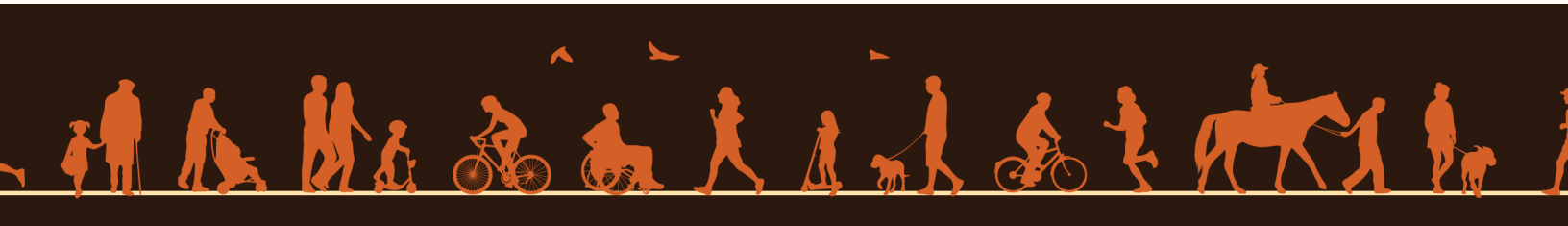
City of Fort Collins

STRATEGIC TRAILS PLAN

APPENDIX I:

Which Wheels Go Where? Questionnaire Results Summary



Which Wheels Go Where

Community Engagement Summary

City of Fort Collins

Contents

Table 1. Where current ordinance allows and prohibits various types of vehicles

	Bicycles	E-bikes, Class 1 & 2	E-bikes, Class 3	E-scooters	Human powered vehicle	Lightweight electric vehicle	Low-power scooter
Street	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Allowed
Bike lane	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Prohibited
Sidewalk	Allowed	Allowed	**???**	**???**	Allowed	Allowed	Prohibited
Sidewalk – Dismount zone	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited
Paved Trails (except Mason Trail)	Allowed	Allowed	Prohibited	Prohibited	Allowed	Prohibited	Prohibited
Mason Trail	Allowed	Allowed	Prohibited	Allowed	Allowed	Allowed	Prohibited
Crosswalk	Ride	Ride	Ride	Dismount	Ride	Ride	Dismount
Crosswalk – Dismount zone	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount

Table 2. Possible future ordinances regulating various types of vehicles

	Human powered vehicles	Lightweight electric vehicles	Low power scooter
Street	Allowed	Allowed	Allowed
Bike lane	Allowed	Allowed	Prohibited
Sidewalk	Allowed	Allowed	Prohibited
Paved Trails	Allowed	Allowed	Prohibited
Crosswalk	Ride	Ride	Prohibited
Dismount zone	Dismount	Dismount	Prohibited

Overview

The term “micromobility,” is a new term that refers to small-wheeled devices, such as bicycles, scooters, skateboards, rollerblades, and other vehicles with a small profile compared to most motor vehicles, and which may be human powered or have electric motors. With recent battery and technology advances, the options have expanded rapidly and are continuing to change.

Today, people use human and electric-powered micromobility devices to move about the city; however, many of the laws pertaining to these devices are outdated. Current laws create a fragmented, inconsistent, and often unsafe network (Table 1). Peoples’ mobility choices are changing, and our laws need to stay current to regulate, educate, and enforce the safe use of these devices on city facilities and create a fair physical and legal environment for their use.

Fort Collins’ robust bicycle and pedestrian networks are well suited to accommodate most micromobility options, and the City is constantly working to improve these networks. Supporting the use of new devices provides community members more mobility choices that move away from use of motor vehicles that emit greenhouse gases and cause traffic congestion, which aligns with several City plans, such as Our Climate Future, the Active Modes Plan, and the Vision Zero Action Plan.

The goal of Which Wheels Go Where is to update and simplify the laws governing micromobility operations on streets, bike lanes, sidewalks, and paved trails (for example, Table 2). To inform this project, community members who experience bicycle and pedestrian facilities in different contexts were engaged to determine how best to accommodate human powered vehicles and lightweight electric vehicles on city facilities and to develop strategies to address concerns.

This project collected public input in the form of a questionnaire developed using the Alchemer platform. This document summarizes the responses received.

Summary of questionnaire responses

Respondents answered questions about their top concerns regarding human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, and streets. Information was collected to assess whether riders of all types of micromobility and walkers responded. Finally, demographic information was collected to understand what groups may be underrepresented.

IP addresses were assessed to determine if there were duplicate responses that might indicate attempts to bias the results. Evidence of "ballot-stuffing" was not detected.

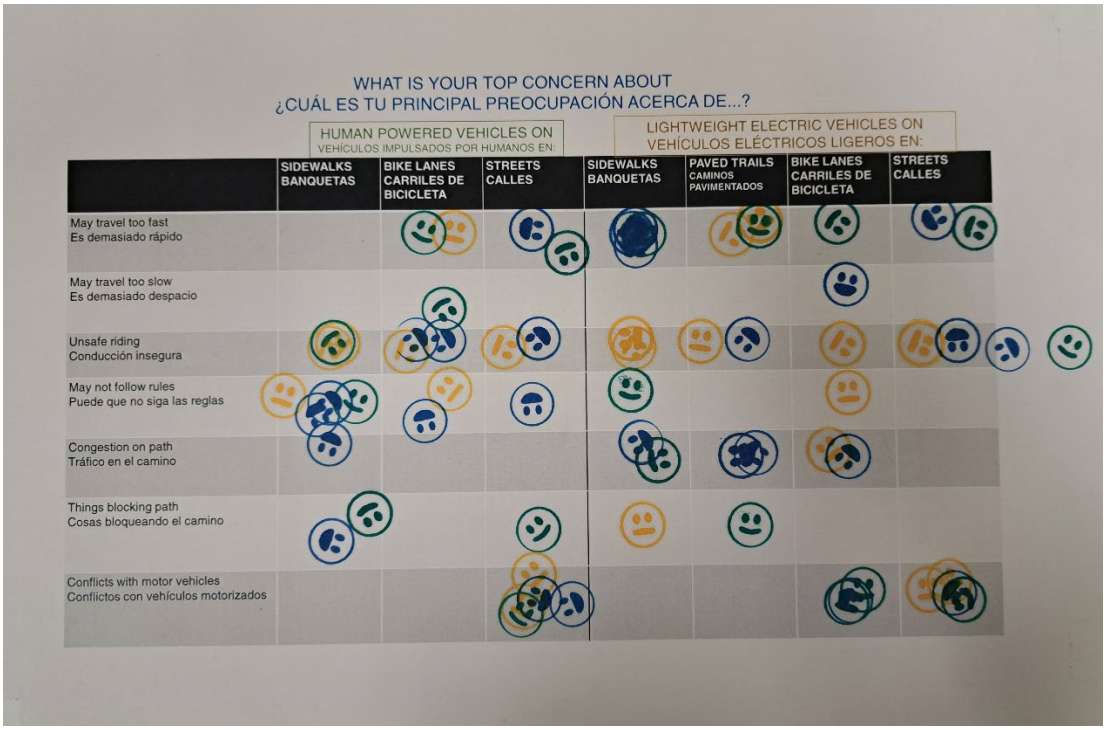
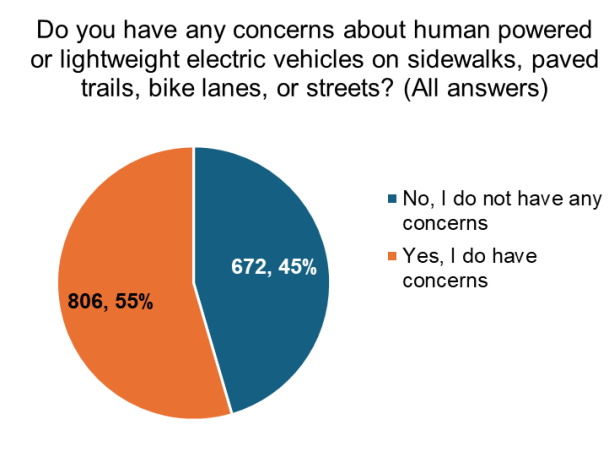


Figure 1. Multilingual activity at Hickory Village Resource Fair

Top concerns

Of the 1,478 respondents, a majority (55%) had concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets, while few (17%) of the 103 Spanish speaking respondents had concerns (Figure 2). Spin operates shared e-bikes and e-scooters in Fort Collins, and supported the questionnaire with $5 ride credit for anyone who completed the questionnaire and notifying people with Spin accounts about the questionnaire opportunity. Over half of the respondents (51%) requested the Spin ride credit, but only 9% (138) had Spin accounts and received the ride credit. People who requested the Spin ride credit were less likely (39%) than those who did not (71%) to have concerns (Figure 3).



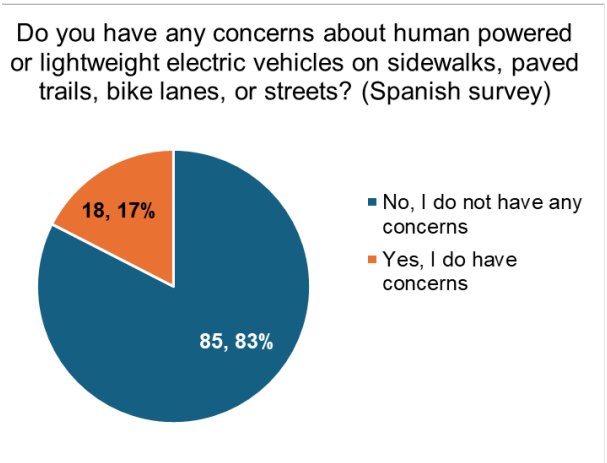
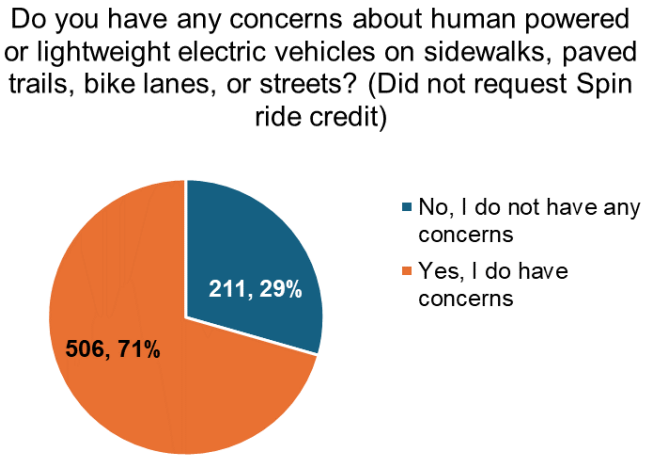


Figure 2. Number and % of respondents who did or did not have concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets. Left, all respondents; Right, Spanish respondents



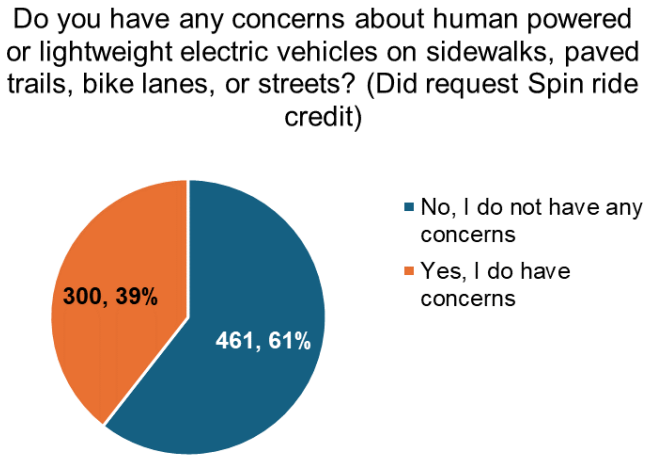


Figure 3. Number and % of respondents who did or did not have concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets. Left, respondents who did not request the Spin ride credit; Right, respondents who did request the Spin ride credit

Of the 806 respondents who had concerns, 30% identified “Unsafe riding” or “May travel too fast” as the top concern about human powered vehicles on sidewalks (Figure 4). These categories were also the top concern about lightweight electric vehicles on sidewalks, with 49% identified “May travel too fast” and 32% “Unsafe riding” as the top concern. “May travel too fast” (41%) and “Unsafe riding” (33%) were also the top concerns about lightweight electric vehicles on paved trails (Figure 5). The most common concern about human powered or lightweight electric vehicles in bike lanes was “No concern” (39% and 36% respectively), followed by “Conflicts with motor vehicles” (25% and 22% respectively, Figure 6). The most common concerns about human powered or lightweight electric vehicles on streets were “Conflicts with motor vehicles” (35% and 32% respectively) and “May not follow the rules of the road” (34% and 39% respectively, Figure 7).

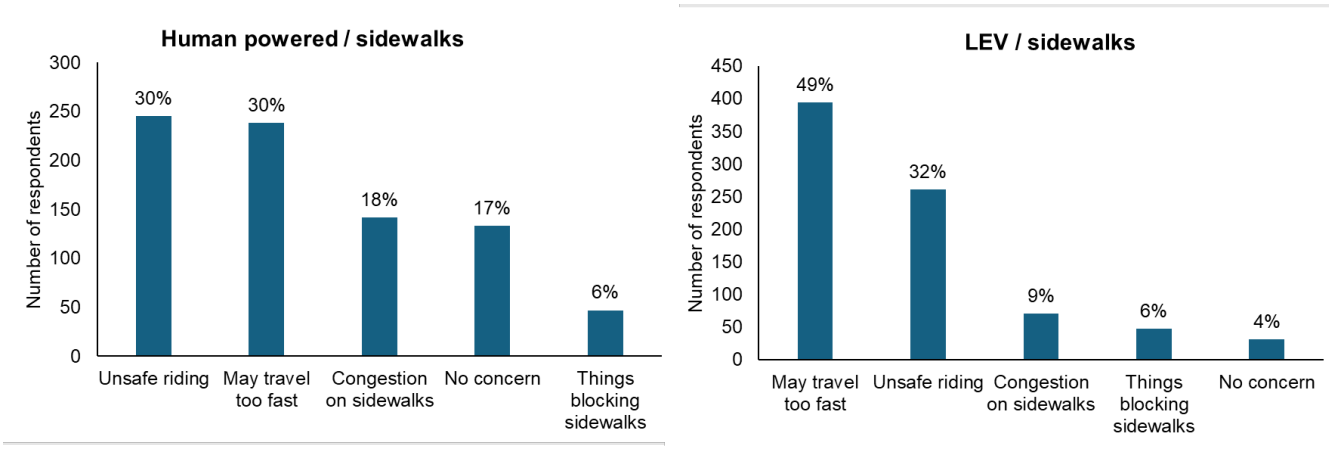


Figure 4 Top concern about human powered (left) or lightweight electric vehicles (LEV; right) on sidewalks

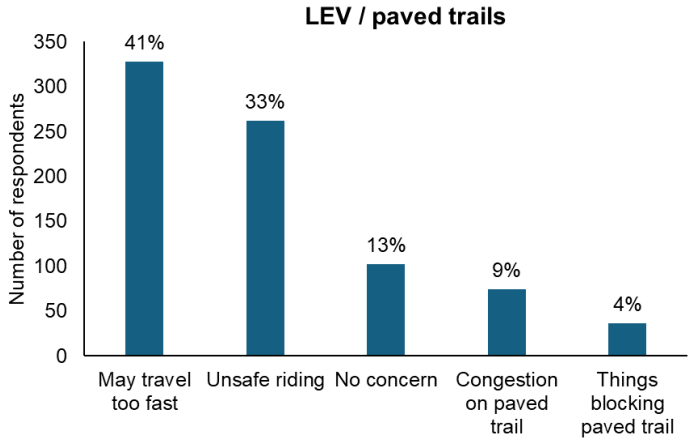
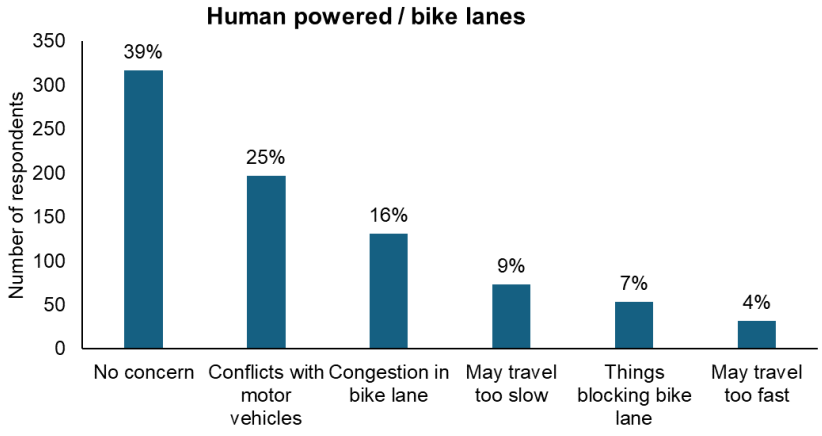


Figure 5 Top concern about lightweight electric vehicles on paved trails



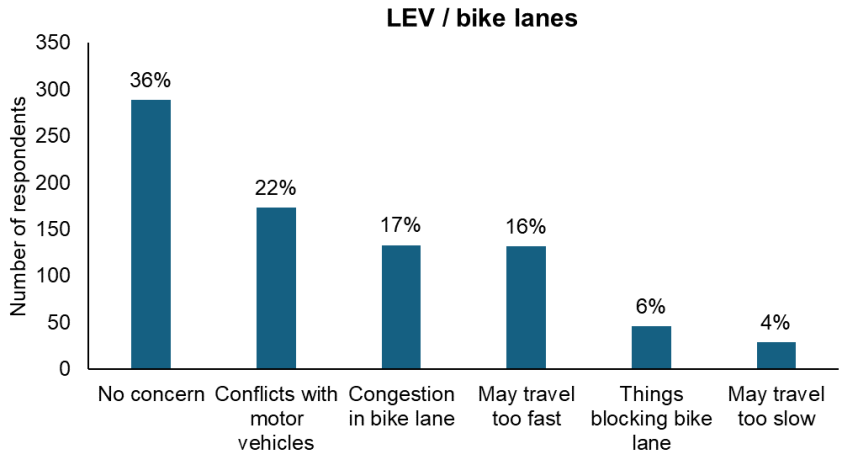


Figure 6 Top concern about human powered (top) or lightweight electric vehicles (bottom) in bike lanes

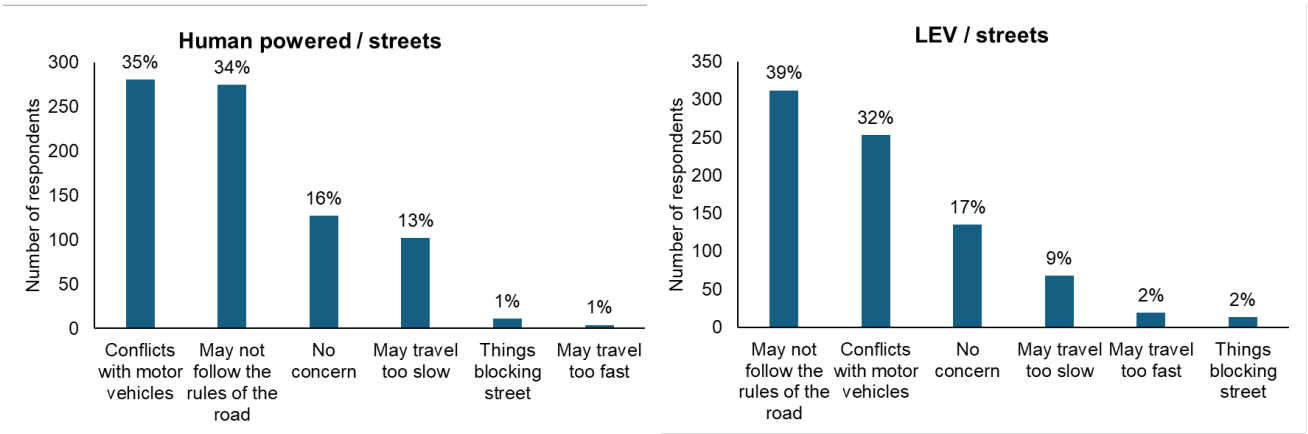


Figure 7 Top concern about human powered (left) or lightweight electric vehicles (right) on streets

How respondents use facilities

The next series of questions was to determine whether riders of all kinds of micromobility, as well as people who do not use micromobility, completed the questionnaire. Respondents reported using every kind of micromobility, walking, and riding horses on all types of facilities (Figures 8-11).

Sidewalks are designed for people traveling at walking speed, and most respondents (92%) walk on sidewalks. While riding micromobility on sidewalks is generally discouraged, there are times when people choose to use the sidewalk (Figure 8). On paved trails, most respondents walk (89%) and/or bicycle (79%, Figure 9). As expected, most respondents bike (82%) or e-bike (37%) in bike lanes (Figure 10). On streets without bike lanes, more respondents bike (63%) than drive (56%), and 27% ride e-bikes on streets (Figure 11).

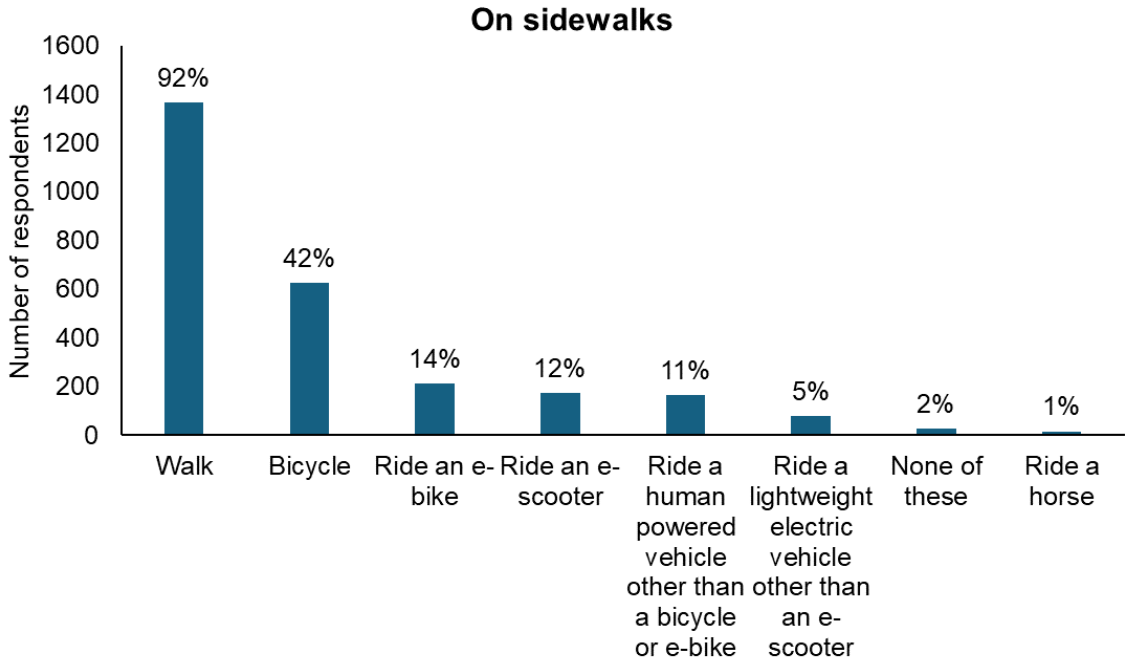


Figure 8. How respondents use sidewalks

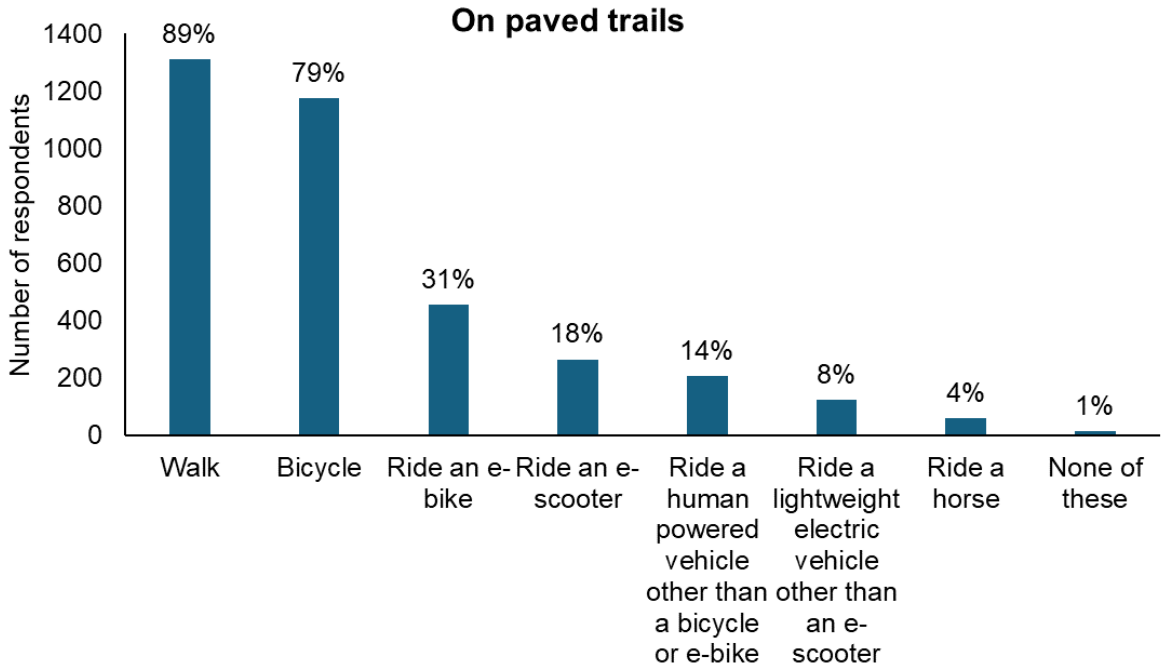


Figure 9 How respondents use paved trails

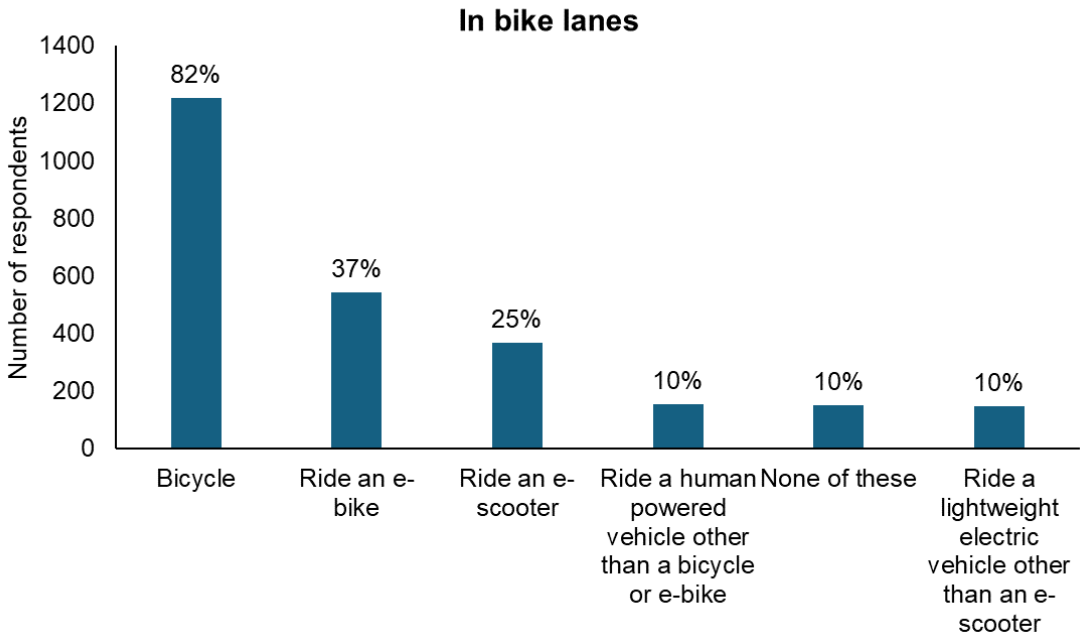


Figure 10 How respondents use bike lanes

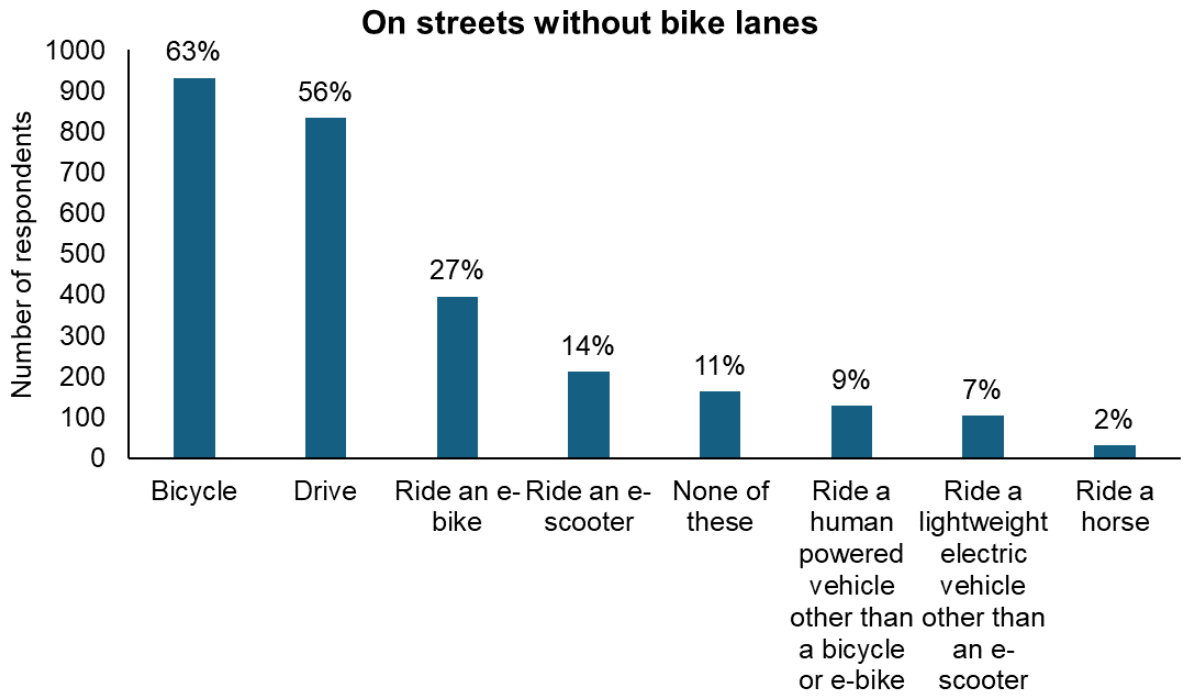


Figure 11 How respondents use streets without bike lanes

Demographics

The majority of respondents (69%) are unaffiliated with Colorado State University, with substantial representation from CSU students, faculty, and staff (Figure 12). Of the 10% of respondents who identified as having a disability, most reported a mobility disability (Figure 13). The highest age range responding to the survey was 30-30 years (19%), with responses evenly distributed across ages 30-69 years (Figure 14). Young people under 20 years of age are underrepresented. A hard-to-reach group is people with low income; 43% of respondents report annual household income below $100,000 and 21% below $50,000 (Figure 15). Respondents were slightly more likely to identify as men (47%) than women (42%) (Figure 16). Respondents were 72% White, 9% Hispanic/Latinx/Spanish Origin, and 8% other race/ethnicities (Figure 17).

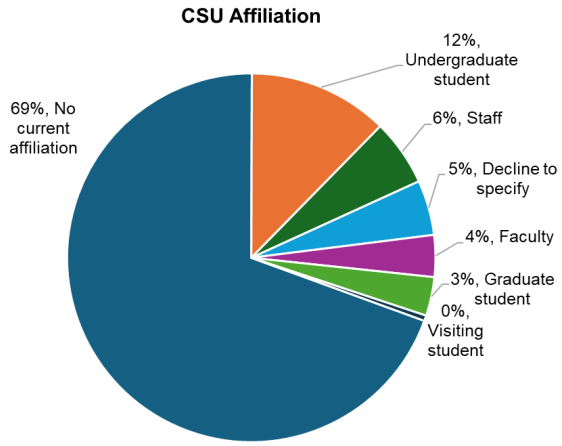


Figure 12 Colorado State University (CSU) affiliation

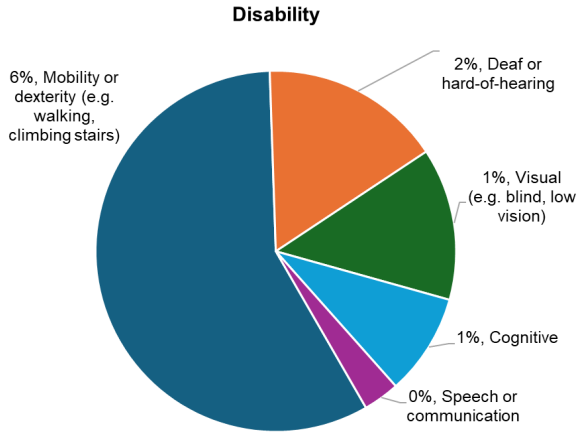


Figure 13 Type of disability reported by respondents who identified as having a disability

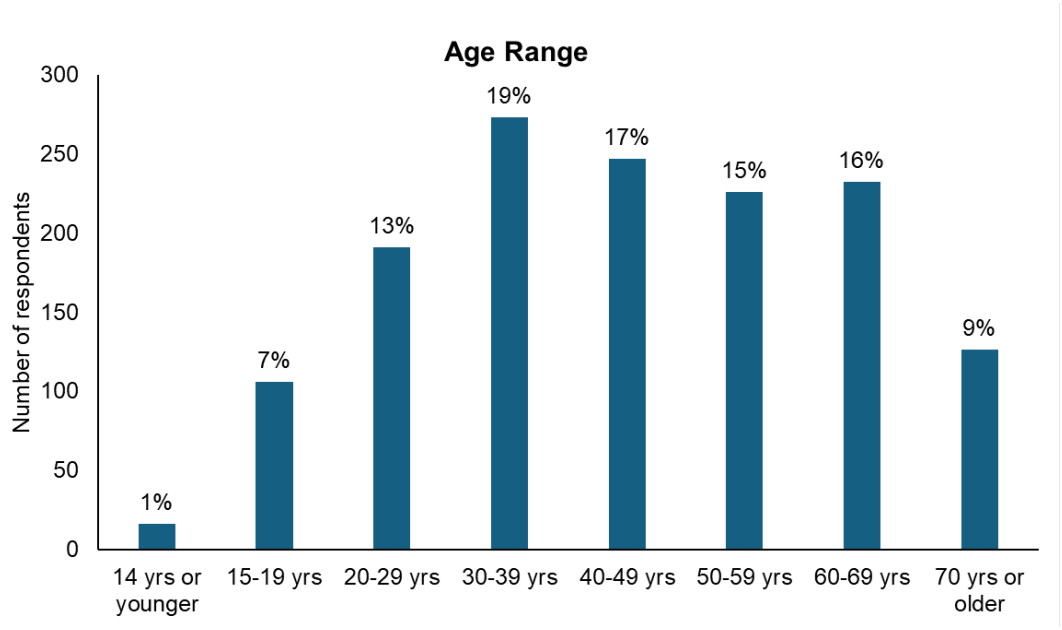


Figure 14 Age ranges of respondents

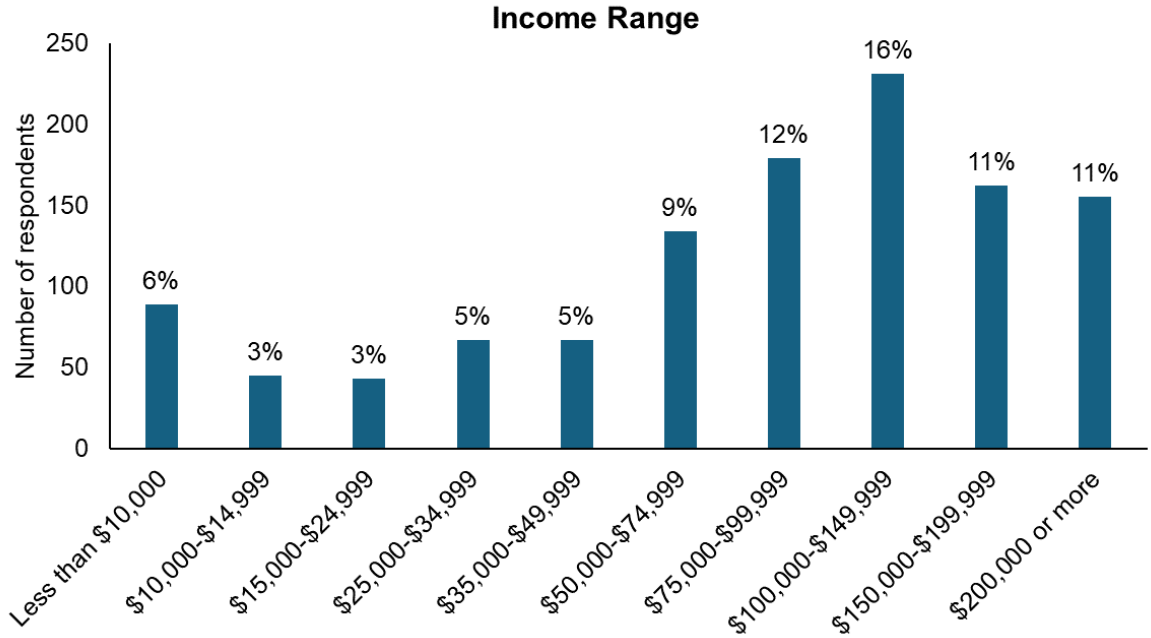


Figure 15 Income ranges of respondents

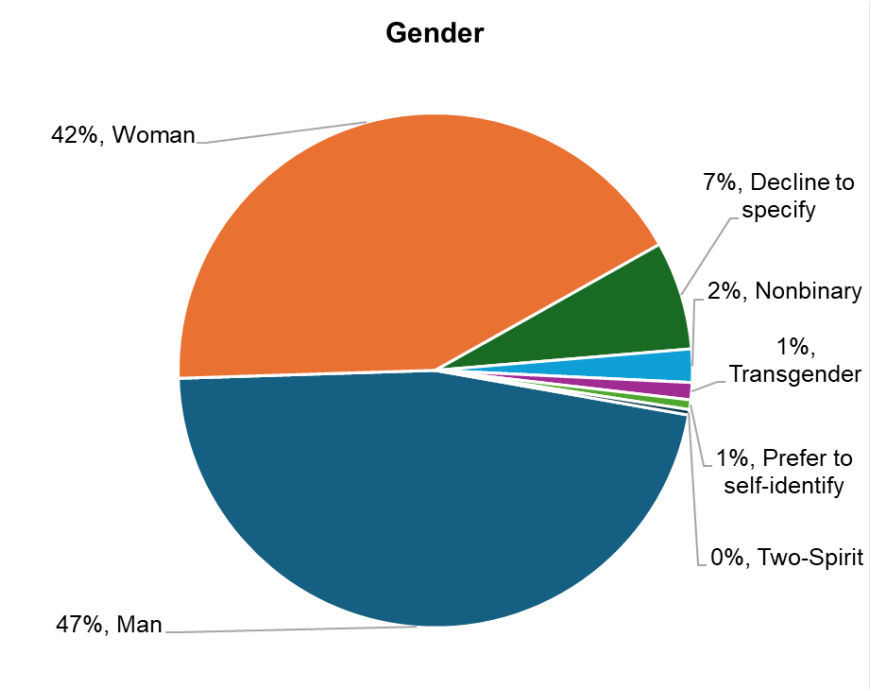


Figure 16 Gender of respondents

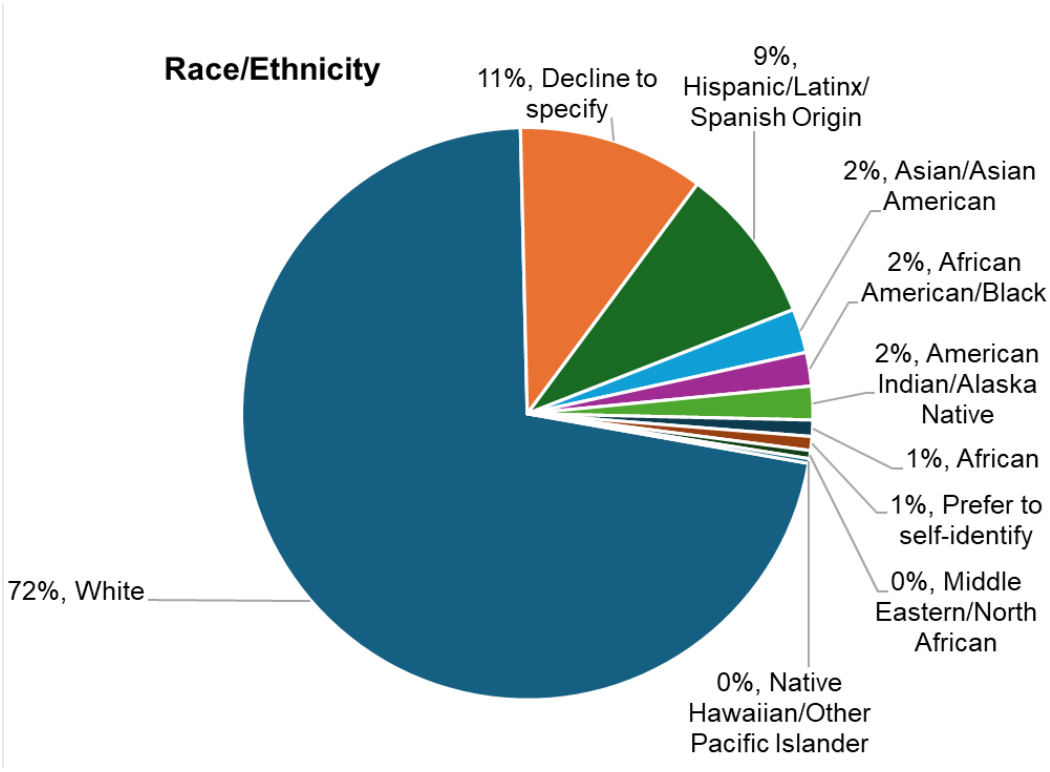


Figure 17 Race/ethnicity of respondents

Summary of comments

To facilitate analysis of the questionnaire, only one open-ended comment box was included, and 718 respondents providing comments. All 718 comments were read by staff.

Common themes
Key themes regarding micromobility devices on various transportation infrastructure, with quotes that encapsulate the diverse opinions and concerns surrounding micromobility devices, highlighting safety issues, infrastructure needs, accessibility benefits, and suggestions for improvement, are:

- Safety Concerns
    - Speed differentials: Many respondents expressed concern about the speed differences between various modes of transportation, particularly on paved trails. Many respondents noted that electric vehicles often travel too fast around pedestrians, raising fears about safety on paved trails. Fast-moving e-bikes and electric scooters were seen as potentially dangerous when mixed with slower pedestrians and traditional bicycles on sidewalks and on paved trails.
    - Yielding the right-of-Way: Many respondents reported faster travelers failing to yield the right-of-way to pedestrians on sidewalks and paved trails. Respondents also reported micromobility riders in bike lanes and on streets failing to yield the right-of-way to other travelers on streets.
    - Pedestrian safety: There was significant worry about pedestrian safety, especially on sidewalks and paved trails, with one respondent stating, "As a pedestrian on sidewalks, I worry about being hit by an electric vehicle." Many felt that motorized vehicles of any kind should not be allowed on sidewalks due to the risk of collisions with pedestrians.
    - Lack of knowledge: Some respondents noted that users of newer electric vehicles often seem unaware of traffic rules and proper etiquette, leading to unsafe behavior.
- Infrastructure and Regulation
    - Protected bike lanes: Several comments advocated for better-protected bike lanes to enhance safety, with one stating, "Bike lanes should be protected from traffic to increase use and confidence in being safe."
    - Separate paths: A common suggestion was to create separate paths for different types of vehicles. One respondent remarked, "Different speeds of travel should have different paths," echoing sentiments that mixed-speed environments can be dangerous.

    - Clear rules and signage: Many suggested clearer rules and better signage to inform users about where different vehicles can operate safely. One respondent said, "At current state it is confusing, and thus people will not be following the rules anyways," while another noted that "better posted rules of which vehicle can be used where" would help alleviate confusion.
    - Enforcement: Many respondents felt that current rules are not adequately enforced, rendering them ineffective. One respondent stated, "Any potential rules and regulations around these modes of transport are largely moot without any enforcement."
- Accessibility and Mobility
    - Benefits for seniors and those with mobility issues: Some commenters, particularly older adults, appreciated how e-bikes and other electric vehicles allow them to stay active and mobile. One respondent stated, "As a senior citizen with a class-1 e-bike, I appreciate being able to use the trail system for my health."
    - Encouraging alternative transportation: Several respondents saw the value in allowing various micromobility devices as a way to reduce car traffic and pollution.
- Suggestions for Improvement
    - Speed limits: Many suggested implementing and enforcing speed limits on paved trails, regardless of the type of vehicle.
    - Education and etiquette: There were calls for more education on etiquette on paved trails, such as using audible signals when passing.
    - Flexibility: Some respondents argued for more flexible rules based on behavior rather than specific vehicle types, as technology is evolving rapidly.

Overall, the comments reflect a desire for balance between accommodating new forms of transportation and ensuring safety for all users of shared spaces.

Bike lanes and streets

Because the comments were predominantly about paved trails, comments about micromobility in bike lanes and on streets are summarized separately here. Common themes regarding micromobility devices in bike lanes and on streets:

- Safety Concerns
    - Speed differentials: Many respondents expressed concern about the speed differences between various modes of transportation, particularly in bike lanes. Fast-moving e-bikes and electric scooters were seen as potentially dangerous when mixed with slower traditional bicycles.

    - Vulnerability to cars: There was significant worry about the safety of micromobility users on streets, especially when sharing space with cars. One commenter noted, "I bike to work and back in part to try and alleviate congestion but I don't know how much longer I can continue due to safety concerns."

- Infrastructure Needs
    - Protected bike lanes: Several comments called for better-protected bike lanes to increase safety and encourage use.
    - Separate lanes for different speeds: Some suggested the need for separate lanes for different speeds of travel.
- Regulation and Enforcement
    - Lack of rule adherence: Many respondents felt that users of micromobility devices often don't follow traffic rules. One comment noted, "Not following rules of the road: running through red lights or ignoring walk signs in crosswalks."
    - Need for education: There were calls for more education on traffic rules and etiquette for micromobility users. One respondent suggested, "Educating drivers in how to interact with these devices seems imperative."
- Accessibility and Mobility Benefits
    - Alternative to cars: Several respondents saw the value in allowing various micromobility devices in bike lanes and on streets as a way to reduce car traffic and pollution. One comment stated, "Assuming speeds stay low/responsible... there should be no reason to limit these vehicles. Less cars on the road, less traffic, less pollution."

These themes reflect the complex challenges and opportunities presented by the increasing use of micromobility devices in bike lanes and on streets, highlighting the need for balanced policies that prioritize safety while accommodating and encouraging diverse transportation options.

Unsafe riding

In the multiple-choice questionnaire questions, one option respondents could choose was "unsafe riding". "Traveling too fast" was also an option. Respondents used the comment box to provide other examples of unsafe riding on various types of infrastructure:

- On paved trails - Lack of audible warning
- In bike lanes - Wrong-way riding
- On streets
    - Ignoring traffic rules - "Not following rules of the road: running through red lights or ignoring walk signs in crosswalks."

- Not wearing helmets

Freedom and fairness
Based on the survey comments, several themes emerged regarding fairness and freedom of travel for micromobility users:

- Support for diverse transportation options: Some respondents advocated for allowing a wide range of micromobility devices, seeing them as beneficial alternatives to cars. One comment stated, "Assuming speeds stay low/responsible... there should be no reason to limit these vehicles. Less cars on the road, less traffic, less pollution."
- Concerns about restrictions: Several comments expressed frustration with overly complex or restrictive rules. One respondent noted, "Let people be encouraged to take other means than cars and allow them to travel in almost any location." This sentiment reflects a desire for more freedom in choosing transportation methods.
- Accessibility for seniors and those with mobility issues: Some comments highlighted the importance of e-bikes and other electric vehicles for maintaining mobility and independence, especially for older adults. One senior citizen remarked, "As a senior citizen with a class-1 e-bike, I appreciate being able to use the trail system for my health."
- Calls for balanced approach: While many supported more freedom, there were also calls for responsible use. An email received noted, “Those that don't [obey laws] should be punished accordingly, but don't punish good people that are enjoying the ride nicely, simply because of others. My e-bike can go fast but I don't have to use it that way.”
- Equity in infrastructure: Some respondents pointed out the need for better infrastructure to accommodate various users safely.
- Simplification of rules: There were calls for simpler, more understandable regulations to promote fair use. A respondent stated, "Don't make it complicated... with complicated rules that are too hard to understand, people spurn their government."

Overall, the comments reflect a desire for fair access to transportation infrastructure for various micromobility devices, balanced with safety considerations and clear, simple regulations.

Quality of the questionnaire
Respondents commented on the quality and the bias of the questionnaire.

- Relevance of issues: Many respondents appreciated the survey's focus on pressing issues related to micromobility. One comment noted, "Thank you for this all-important survey and follow-up to an issue gaining momentum." Some

participants felt that the survey could lead to positive changes in policy and infrastructure.

- Bias against electric micromobility: Some respondents felt that the survey questions were framed in a way that emphasized negative aspects of micromobility devices. One comment stated, "The survey seems to be biased against electric mobility devices. There are no options to say that they are good and should be encouraged."
- Bias toward electric micromobility: One respondent felt that offering a Spin credit as a reward indicates a bias toward a “dubious transit mode”.
- Insufficient options: Some respondents felt the options weren’t precise, were too limited, or didn’t ask the right questions.

Outreach

The questionnaire was provided in English and in Spanish.

The questionnaire was promoted in a variety of ways (Table 3). Three incentives were offered:

- $5 Spin ride credit
- A chance to win one of three drawings – E-scooter, $500 gift card to Recycled Cycles, or $200 gift card either to Market Skateshop or as a $200 Visa gift card (Figure 18).
- $5 King Sooper gift card (at select events only to increase participation of people with low income)

Over half (51%) of respondents requested the $5 Spin ride credit. Almost three-quarters (72%) of respondents entered one of the three drawings; 32% (473) entered the $500 Recycled Cycles gift card drawing, 26% (379) entered the e-scooter drawing, and 15% (218) entered the $200 Market Skateshop or Visa gift card drawing (Figure 18).

Figure 18. Winners of e-scooter (left), Recycled Cycles gift card (middle), and Visa gift card (right)

Outreach materials were:

- Flyers
- Yard signs
- Postcards (multilingual)
- Social media
- Press release
- Email (multilingual)
- Email to Spin riders

Table 3 Outreach

Outreach	Type	Dates	Outcome/Notes
CARE Housing Summer Festival – Blue Spruce	Event	7/20	6 survey responses (English) & $5 King Sooper gift cards
Hickory Village Resources Fair	Event	7/27	14 King Sooper gift cards, English & Spanish, ~25 interactions
Fort Shorts	Email	7/25	City employees

Outreach	Type	Dates	Outcome/Notes
ARC of Larimer County	Email	8/28	ARC board member shared the email
City-wide	Yard signs	8/7 – 9/17	See list below (Table 4)
City-wide	Press release	8/10	Coloradoan article
City-wide	Social media		
Active Modes Advisory Board	Presentation	8/19	
Fort Collins Cycling Club	Event	8/22	
Retail	Flyers	8/26	See list below (Table 5)
Las chicas en bicicletas	Email	Mid-August	Spanish
Postcards	Mailing	9/9	1600 low income addresses, bilingual postcard
Super Issues	Presentation	9/9	
Campus Safety Resource Fair	Event	9/10	Yard sign & flyer, Spin Access info
NoCo Bike & Ped Collaborative	Event	9/11	
CSU Outreach	Events	September	1 pop up, 3 Bike to Breakfast Wednesdays, 2 Rams Ride Right events
Open Streets	Event	9/15	Yard sign & flyer, Spin Access info
Trails pop-up	Event	9/25	Edora Park
Northern Colorado Trail Summit	Event	9/26	
United Way Health Fair	Event	9/27	

Table 4 Yard Signs

Location	Notes
Linden at Walnut flower box	Downtown, high pedestrian activity
Discovery Museum	Trail
Cherry & Sherwood	
Lee Martinez, trail parking lot	Trail
Hickory Trail	Trail, Equity
North College 55+	Equity
Romero Park	Equity
Collins Aire & Mosaic transit stop	Equity, transit
Power & Drake ped light	Trail

Location	Notes
Swallow/Centennial & Lemay	HAWK signal, bikeway, school
Caribou & Harmony Village (Stoneridge/Sunstone)	Equity
Power & Vermont underpass	Trail, school
South transit center	Trail, transit
Wabash & Century	School
Stanford bus stop near Monroe	Transit
Horsetooth & Taft Hill bus stop	Transit
Spring Canyon Park	Park
Mason at Swallow	Trail
Walk & Wheel Skills Hub	Trail
Centre at Botanical bus stop	Transit, CSU
Remington & Pitkin	Residential
Avery Park at Taft Hill	Transit, park
Ponderosa at Plum Bikeway/Orchard Pl	Trail
City Park Oak & Sheldon	Park
Laporte at Fishback bus stop	Transit
College at Target bus stop	Transit
Welch at Spring Creek Trail	Trail, Park, school
Spring Creek Trail at Shields underpass	Trail

Table 5 Retail locations flyers were distributed

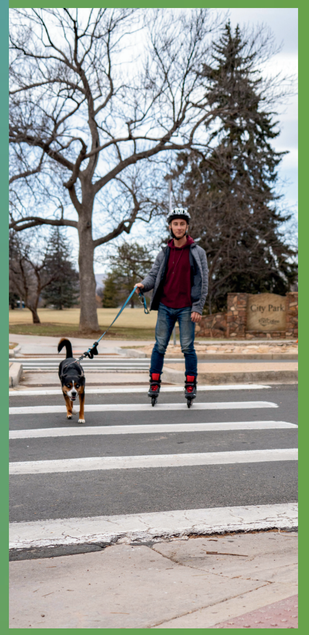
Location
Brave New Wheel
Drake Cycles
Gearage
proVelo
Recycled Cycles
REI
Incycle (South)
Incycle (North)
The Spoke
Runners World
Pedego
Trek
Precision E Bikes
Market Skate Shop

Which Wheels Go Where?

Help the City of Fort Collins update rules about which kinds of micromobility (e-scooters, skateboards, etc) can go where (sidewalks, paved trails, bike lanes, streets, etc).

fcgov.com/whichwheelsgowhere

City of Fort Collins



City of Fort Collins

Which Wheels Go Where?

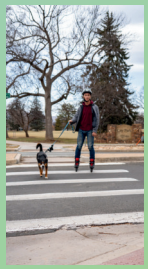
As our mobility choices evolve, our laws need to evolve to stay current and effectively regulate and enforce the safe use of these vehicles on City facilities.

Help the City of Fort Collins update rules about which kinds of micromobility (e-scooters, skateboards, etc.) can go where (sidewalks, paved trails, bike lanes, streets).

¿En dónde va cada vehículo?

A medida que evolucionan nuestras opciones de movilidad, nuestras leyes deben evolucionar para mantenerse actualizadas y regular y hacer cumplir de manera efectiva el uso seguro de estos vehículos en las instalaciones de la Ciudad.

Ayude a la ciudad de Fort Collins a actualizar las reglas sobre dónde pueden ir (aceras, senderos pavimentados, carriles para bicicletas, calles) qué tipos de micromovilidad (monopatines eléctricos, patinetas).



For more info visit:
Para más información, ingrese en:
fcgov.com/whichwheelsgowhere

City of Fort Collins
PO Box 580
Fort Collins, CO 80522-0580

Which Wheels Go Where?

Survey takers will receive a $5 Spin ride credit and a chance to win a bike, e-scooter, or skateboard!

¿En dónde va cada vehículo?

¡Los encuestados recibirán un crédito de viaje de $5 en Spin y la oportunidad de ganar una bicicleta, un monopatín eléctrico o una patineta!

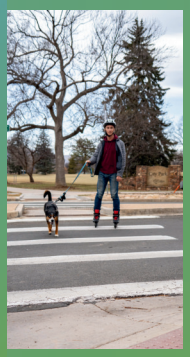
Scan to take the survey
Realice la encuesta

24-25755




Which Wheels Go Where?

City of Fort Collins






Help the City of Fort Collins update rules about which kinds of micromobility (e-scooters, skateboards, etc) can go where (sidewalks, paved trails, bike lanes, streets, etc).

Survey takers will receive a $5 Spin ride credit and a chance to win a bike, e-scooter, or skateboard!

As our mobility choices evolve, our laws need to evolve to stay current and effectively regulate and enforce the safe use of these vehicles on City facilities.

For more info visit: fcgov.com/whichwheelsgowhere

24-25755

Which Wheels Go Where?

Share your feedback: Which wheels go where in Fort Collins?

Para español, haga clic aquí.
Technology innovations have led to new kinds of small-wheeled, human- and electric-powered devices in Fort Collins. Please let us know your concerns about how we accommodate these new things – and old things. The survey will close September 30, 2024. For more information, click here. Thank you for your input!

Next

0%

Which Wheels Go Where?

Which wheels are we talking about?

“Scooter” and other words can mean a lot of different things. Let’s make sure we’re all talking about the same things with a short quiz before continuing the survey.

1. Which of these are human powered vehicles?

- [ ] 
- [ ] 
- [ ] 
- [ ] 

2. An e-scooter is a vehicle that:

- [ ] Weighs less than 100 pounds.
- [ ] Has a handlebar and an electric motor.
- [ ] Has a maximum speed of twenty (20) miles per hour or less on a paved level surface when powered solely by the electric motor.

---

3. Which of these things are lightweight electric vehicles?

- [ ] 
- [ ] 
- [ ] 

---

4. Which of these are lightweight electric vehicles?

- [ ] 
- [ ] 

- [ ] 
- [ ] None of these.

Back Next

11%

Which Wheels Go Where?

Answers: Which wheels are we talking about?

“Scooter” and other words can mean a lot of different things. Let’s make sure we’re all talking about the same things with a short quiz before continuing the survey.

Which of these are human powered vehicles?
Answer: All of these. Skates, skateboards, kick scooters, and bikes are human powered. E-bikes are primarily human powered, with electric assist.

Answer: According to the definition in Colorado Revised Statue 42-1-102 (28.8), an e-scooter is a vehicle that weighs less than 100 pounds, has a handlebar and an electric motor, and has a maximum speed of 20 mph or less on a paved level surface when powered solely by the electric motor.

Which of these are lightweight electric vehicles?
Answer: All of these. E-scooters, electric skateboards, hoverboards, Onewheels, and electric unicycles are some of the lightweight electric vehicles that have appeared in recent years.

Which of these are lightweight electric vehicles?
Answer: None of these. Low power scooters, golf carts, and electric dirt bikes are not lightweight electric vehicles. Some of these may look like lightweight electric vehicles but they are more powerful, faster, and/or heavier.

Back Next

Which Wheels Go Where?

Do you have concerns?

5. Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets? *

- ◯ No, I do not have any concerns
- ◯ Yes, I do have concerns

Back Next

33%

Which Wheels Go Where?

Which Wheels Go Where?

Now that we understand the definitions, please let us know your concerns about the operations of these on different types of facilities.

6. 

What is your top concern regarding the use of **human powered vehicles** on **sidewalks**?

- ◯ May travel too fast
- ◯ Unsafe riding
- ◯ Congestion on sidewalks
- ◯ Things blocking sidewalks
- ◯ No concern

---

7. 

What is your top concern regarding the use of **lightweight electric vehicles** on **sidewalks**?

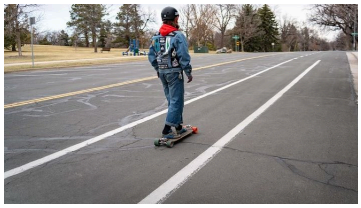
- ◯ May travel too fast
- ◯ Unsafe riding
- ◯ Congestion on sidewalks
- ◯ Things blocking sidewalks

- ◯ No concern

8. 

What is your top concern regarding the use of **lightweight electric vehicles** on **paved trails**?

- ◯ May travel too fast
- ◯ Unsafe riding
- ◯ Congestion on paved trail
- ◯ Things blocking paved trail
- ◯ No concern

9. 

What is your top concern regarding the use of **human powered vehicles** in **bike lanes**?

- ◯ Congestion in bike lane
- ◯ Conflicts with motor vehicles
- ◯ May travel too slow
- ◯ May travel too fast
- ◯ Things blocking bike lane
- ◯ No concern

10. 

What is your top concern regarding the use of **lightweight electric vehicles** in **bike lanes**?

- ◯ Congestion in bike lane
- ◯ Conflicts with motor vehicles
- ◯ May travel too slow
- ◯ May travel too fast
- ◯ Things blocking bike lane
- ◯ No concern

---

11. 

What is your top concern regarding the use of **human powered vehicles** on **streets**?

- ◯ May not follow the rules of the road
- ◯ Conflicts with motor vehicles
- ◯ May travel too slow
- ◯ May travel too fast
- ◯ Things blocking street
- ◯ No concern

---

12. 

What is your top concern regarding the use of **lightweight electric vehicles** on **streets**?

- ◯ May not follow the rules of the road
- ◯ Conflicts with motor vehicles
- ◯ May travel too slow
- ◯ May travel too fast
- ◯ Things blocking street
- ◯ No concern

Back Next

44%

Which Wheels Go Where?

Comments

13. Do you have other comments you'd like to share about Which Wheels Go Where?

Back Next

56%

Which Wheels Go Where?

Which wheels do YOU use?

We'd like to make sure we're hearing from people who use various kinds of wheels, or none at all. Which wheels do you use?

14. 

On **sidewalks**, do you:

- [ ] Walk
- [ ] Bicycle
- [ ] Ride an e-bike
- [ ] Ride an e-scooter
- [ ] Ride a human powered vehicle other than a bicycle or e-bike
- [ ] Ride a lightweight electric vehicle other than an e-scooter
- [ ] Ride a horse
- [ ] None of these

---

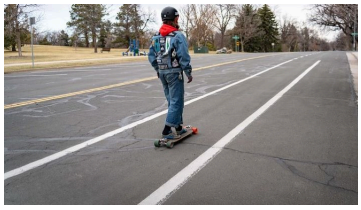
15. 

On **paved trails**, do you:

- [ ] Walk
- [ ] Bicycle

- [ ] Ride an e-bike
- [ ] Ride an e-scooter
- [ ] Ride a human powered vehicle other than a bicycle or e-bike
- [ ] Ride a lightweight electric vehicle other than an e-scooter
- [ ] Ride a horse
- [ ] None of these

---

16. 

In **bike lanes**, do you:

- [ ] Bicycle
- [ ] Ride an e-bike
- [ ] Ride an e-scooter
- [ ] Ride a human powered vehicle other than a bicycle or e-bike
- [ ] Ride a lightweight electric vehicle other than an e-scooter
- [ ] None of these

---

17. 

On **streets without bike lanes**, do you:

- [ ] Bicycle
- [ ] Ride an e-bike
- [ ] Ride an e-scooter
- [ ] Ride a human powered vehicle other than a bicycle or e-bike

- [ ] Ride a lightweight electric vehicle other than an e-scooter
- [ ] Drive
- [ ] Ride a horse
- [ ] None of these

Back Next

67%

Which Wheels Go Where?

Demographics

The City gathers demographic information to help improve programs, to determine potential barriers to participation and to ensure everyone in our community has access to their local government. Demographic information helps us assess what communities we are effectively reaching and who we may need to work harder to reach on important issues. All questions are optional, and any information gathered will be kept completely anonymous.

18. What is your affiliation with Colorado State University?
Check all that apply

- ☐ Undergraduate student
- ☐ Graduate student
- ☐ Visiting student
- ☐ Faculty
- ☐ Staff
- ☐ No current affiliation
- ☐ Decline to specify

---

19. Do you have a disability or health condition that affects the travel choices you make in Fort Collins?
Check all that apply

- ☐ Mobility or dexterity (e.g. walking, climbing stairs)
- ☐ Visual (e.g. blind, low vision)
- ☐ Deaf or hard-of-hearing
- ☐ Speech or communication
- ☐ Cognitive

- [ ] No disability
- [ ] Decline to specify

20. Age range:

- ◯ 14 yrs or younger
- ◯ 15-19 yrs
- ◯ 20-29 yrs
- ◯ 30-39 yrs
- ◯ 40-49 yrs
- ◯ 50-59 yrs
- ◯ 60-69 yrs
- ◯ 70 yrs or older
- ◯ Decline to specify

21. Household Income Range:

- ◯ Less than $10,000
- ◯ $10,000-$14,999
- ◯ $15,000-$24,999
- ◯ $25,000-$34,999
- ◯ $35,000-$49,999
- ◯ $50,000-$74,999
- ◯ $75,000-$99,999
- ◯ $100,000-$149,999
- ◯ $150,000-$199,999
- ◯ $200,000 or more
- ◯ Decline to specify

22. Gender:
Check all that apply

- [ ] Nonbinary
- [ ] Woman
- [ ] Man
- [ ] Transgender
- [ ] Two-Spirit
- [ ] Prefer to self-identify
- [ ] Decline to specify

---

23. Race/Ethnicity:
Check all that apply

- [ ] American Indian/Alaska Native
- [ ] African
- [ ] African American/Black
- [ ] Asian/Asian American
- [ ] Hispanic/Latinx/Spanish Origin
- [ ] Middle Eastern/North African
- [ ] Native Hawaiian/Other Pacific Islander
- [ ] White
- [ ] Prefer to self-identify:

  [ ]
- [ ] Decline to specify

Back Next

78%

Which Wheels Go Where?

Thank you!

In appreciation for your time, you can receive $5 ride credit for Spin and a chance to win a bike, an e-scooter, or a skateboard.

24. If you would like a $5 ride credit for Spin, enter your email.

25. If you would like a chance to win a bike, e-scooter, or skateboard, enter your email.
To be eligible for the drawing, you must enter a valid e-mail and you must select which drawing you wish to enter in the question below. Winners will be drawn at random from all entries after Sep mber 30, 2024. Winners will be notified by email and must accept prize within 7 days, or a new winner will be drawn.

26. Which drawing do you want to enter?

- ◯ $500 gift card to Recycled Cycles
- ◯ Segway Ninebot G30 e-scooter ($700 value)
- ◯ $200 gift card to Market Skateshop OR Visa gift card

Back Submit

89%

Which Wheels Go Where?

Thank You!

The questionnaire is complete. Thank you for your time.

~City of Fort Collins

100%

¿En dónde va cada vehículo?

Comparta sus comentarios: ¿En dónde va cada vehículo en Fort Collins?

Las innovaciones tecnológicas han dado lugar a nuevos tipos de dispositivos con ruedas pequeñas tanto eléctricos como accionados por humanos en Fort Collins. Háganos saber sus inquietudes sobre cómo adaptamos estas cosas nuevas y las antiguas. La encuesta se cerrará el 30 de septiembre. ¡Gracias por sus aportes!

Next

0%

¿En dónde va cada vehículo?

¿De qué vehículos estamos hablando?

"Monopatín" y otras palabras pueden significar muchas cosas diferentes. Asegurémonos de que todos hablamos de las mismas cosas con un breve cuestionario antes de continuar con la encuesta.

1. ¿Cuáles de los siguientes son vehículos accionados por humanos?

- [ ] 
- [ ] 
- [ ] 
- [ ] 

2. Un monopatín eléctrico es un vehículo que:

- [ ] Pesa menos de 100 libras.
- [ ] Tiene un manillar y un motor eléctrico.
- [ ] Tiene una velocidad máxima de veinte (20) millas por hora o menos en una superficie nivelada y pavimentada cuando funciona únicamente con el motor eléctrico.

---

3. ¿Cuáles de estos son vehículos eléctricos ligeros?

- [ ] 
- [ ] 
- [ ] 

---

4. ¿Cuáles de estos son vehículos eléctricos ligeros?

- [ ] 
- [ ] 

- [ ] 
- [ ] Ninguna de estas

Back Next

11%

¿En dónde va cada vehículo?

Respuestas: ¿De qué vehículos estamos hablando?

"Monopatín" y otras palabras pueden significar muchas cosas diferentes. Asegurémonos de que todos hablamos de las mismas cosas con un breve cuestionario antes de continuar con la encuesta

¿Cuáles de los siguientes son vehículos accionados por humanos?
Respuesta: Todas estas. Los patines, monopatines, patinetas y bicicletas son impulsados por humanos. Las bicicletas eléctricas son impulsadas principalmente por humanos, con asistencia eléctrica.

Respuesta: Según la definición de la sección 42-1-102 (28.8) de los Estatutos Revisados de Colorado, un monopatín eléctrico es un vehículo que pesa menos de 100 libras, tiene un manillar y un motor eléctrico, y tiene una velocidad máxima de 20 mph o menos en una superficie nivelada y pavimentada cuando funciona únicamente con el motor

eléctrico.

¿Cuáles de los siguientes son vehículos eléctricos ligeros?
Respuesta: Todas estas. Los monopatines eléctricos, las patinetas eléctricas, las aeropatinetas, las patinetas de una rueda y los monociclos eléctricos son algunos de los vehículos eléctricos ligeros que han aparecido en los últimos años.

¿Cuáles de los siguientes son vehículos eléctricos ligeros?
Respuesta: Ninguna de estas. Los escúter de bajo consumo, los carritos de golf y las motos enduro eléctricas no son vehículos eléctricos livianos. Algunos de estos vehículos pueden parecer vehículos eléctricos livianos, pero son más potentes, más rápidos o más pesados.

¿En dónde va cada vehículo?

¿Tiene alguna duda?

5. ¿Le preocupan los vehículos eléctricos livianos o accionados por humanos en las aceras, los senderos pavimentados, los carriles para bicicletas o las calles? *

- ◯ No, no tengo ninguna duda
- ◯ Sí, tengo dudas

Back Next

33%

¿En dónde va cada vehículo?

¿En dónde va cada vehículo?

Ahora que entendemos las definiciones, háganos saber sus inquietudes sobre las operaciones de los mismos en diferentes tipos de instalaciones

6. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos accionados por humanos** en **las aceras**?

- ◯ Pueden ir demasiado rápido
- ◯ Circulación insegura
- ◯ Congestión en las aceras
- ◯ Vehículos estacionados que bloquean las aceras
- ◯ No hay preocupaciones

---

7. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros** en **las aceras**?

- ◯ Pueden ir demasiado rápido
- ◯ Circulación insegura
- ◯ Congestión en las aceras
- ◯ Vehículos estacionados que bloquean las aceras

◯ No hay preocupaciones

8. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros** en **senderos pavimentados**?

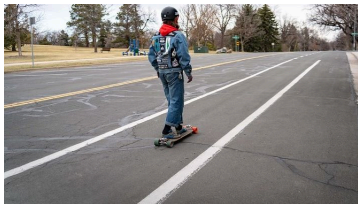
◯ Pueden ir demasiado rápido

◯ Circulación insegura

◯ Congestión en senderos pavimentados

◯ Vehículos estacionados que bloquean el sendero pavimentado

◯ No hay preocupaciones

9. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos accionados por humanos** en **los carriles para bicicletas**?

◯ Congestión en el carril para bicicletas

◯ Conflictos con vehículos motorizados

◯ Puede ir demasiado despacio

◯ Pueden ir demasiado rápido

◯ Vehículos estacionados que bloquean el carril

◯ No hay preocupaciones

10. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros** en **los carriles para bicicletas**?

- ◯ Congestión en el carril para bicicletas
- ◯ Conflictos con vehículos motorizados
- ◯ Puede ir demasiado despacio
- ◯ Pueden ir demasiado rápido
- ◯ Vehículos estacionados que bloquean el carril
- ◯ No hay preocupaciones

---

11. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos accionados por humanos** en **las calles**?

- ◯ Puede que no sigan las reglas de la carretera
- ◯ Conflictos con vehículos motorizados
- ◯ Puede ir demasiado despacio
- ◯ Pueden ir demasiado rápido
- ◯ Vehículos estacionados que bloquean las calles
- ◯ No hay preocupaciones

---

12. 

¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros** en **las calles**?

- ◯ Puede que no sigan las reglas de la carretera
- ◯ Conflictos con vehículos motorizados
- ◯ Puede ir demasiado despacio
- ◯ Pueden ir demasiado rápido
- ◯ Vehículos estacionados que bloquean las calles
- ◯ No hay preocupaciones

Back Next

44%

¿En dónde va cada vehículo?

Comments

13. ¿Tiene otros comentarios que le gustaría compartir sobre "En dónde va cada vehículo"?

Back Next

56%

¿En dónde va cada vehículo?

¿Qué vehículo usa USTED?

Nos gustaría asegurarnos de escuchar a las personas que usan varios tipos de vehículos o que no usan ninguno. ¿De qué manera se moviliza?

14. 

En las **aceras**, ¿cómo se moviliza?:

- [ ] Camino
- [ ] Voy en bicicleta
- [ ] Conduzco una bicicleta eléctrica
- [ ] Conduzco un monopatín eléctrico
- [ ] Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- [ ] Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- [ ] Ando a caballo
- [ ] Ninguna de estas

---

15. 

En **los senderos pavimentados**, ¿cómo se moviliza?:

- [ ] Camino

- [ ] Voy en bicicleta
- [ ] Conduzco una bicicleta eléctrica
- [ ] Conduzco un monopatín eléctrico
- [ ] Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- [ ] Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- [ ] Ando a caballo
- [ ] Ninguna de estas

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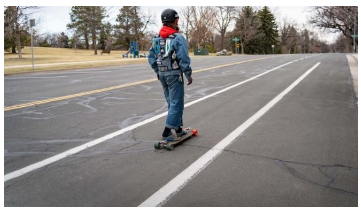
16. 

En **los carriles para bicicletas**, ¿cómo se moviliza?:

- [ ] Voy en bicicleta
- [ ] Conduzco una bicicleta eléctrica
- [ ] Conduzco un monopatín eléctrico
- [ ] Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- [ ] Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- [ ] Ninguna de estas

---

17. 

En **calles sin carriles para bicicleta**s, ¿cómo se moviliza?:

- [ ] Voy en bicicleta
- [ ] Conduzco una bicicleta eléctrica

- [ ] Conduzco un monopatín eléctrico
- [ ] Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- [ ] Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- [ ] Conduzco
- [ ] Ando a caballo
- [ ] Ninguna de estas

Back Next

67%

¿En dónde va cada vehículo?

Demografía

La Ciudad recopila información demográfica para ayudar a mejorar los programas, determinar los posibles obstáculos en la participación y garantizar que todas las personas de nuestra comunidad tengan acceso a su gobierno local. La información demográfica nos ayuda a evaluar a qué comunidades estamos llegando de manera efectiva y a quiénes podemos necesitar para trabajar más arduamente y abarcar temas importantes. Todas las preguntas son opcionales y cualquier información recopilada se mantendrá completamente anónima.

18. ¿Cuál es su afiliación con la Colorado State University?
Marque todo lo que corresponda

- ☐ Estudiante de grado
- ☐ Estudiante de posgrado
- ☐ Estudiante visitante
- ☐ Cuerpo docente
- ☐ Personal
- ☐ No hay afiliación actual
- ☐ Me niego a especificar

---

19. ¿Tiene una discapacidad o un problema de salud que afecte las decisiones de viaje que toma en Fort Collins?
Marque todo lo que corresponda

- ☐ Movilidad o destreza (p. ej., caminar, subir escaleras)
- ☐ Visual (p. ej., ciegos o con baja visión)
- ☐ Sordos o con problemas de audición
- ☐ De habla o comunicación

- [ ] Cognitivo
- [ ] Sin discapacidad
- [ ] Me niego a especificar

---

20. Rango de edad:

- ◯ 14 años o menor
- ◯ 15-19 años
- ◯ 20-29 años
- ◯ 30-39 años
- ◯ 40-49 años
- ◯ 50-59 años
- ◯ 60-69 años
- ◯ 70 años o más
- ◯ Me niego a especificar

---

21. Rango de ingresos del grupo familiar:

- ◯ Menos de $10,000
- ◯ $10,000-$14,999
- ◯ $15,000-$24,999
- ◯ $25,000-$34,999
- ◯ $35,000-$49,999
- ◯ $50,000-$74,999
- ◯ $75,000-$99,999
- ◯ $100,000-$149,999
- ◯ $150,000-$199,999
- ◯ $200,000 o más
- ◯ Me niego a especificar

22. Género

Marque todo lo que corresponda

- [ ] No binario
- [ ] Mujer
- [ ] Hombre
- [ ] Transgénero
- [ ] Dos espíritus
- [ ] Prefiero identificarme por mi cuenta:
- [ ] Me niego a especificar

23. Raza/etnia

Marque todo lo que corresponda

- [ ] Indígena estadounidense/nativo(a) de Alaska
- [ ] o(a)
- [ ] Afroamericano(a)/negro(a)
- [ ] Asiático(a)/asiático(a) americano(a)
- [ ] Origen hispano/latino/español
- [ ] De Medio Oriente/norafricano(a)
- [ ] Nativo(a) de Hawái u otra isla del Pacífico
- [ ] Blanco(a)
- [ ] Prefiero identificarme por mi cuenta:

*

- [ ] Me niego a especificar

Back Next

78%

¿En dónde va cada vehículo?

¡Gracias!

Como agradecimiento por su tiempo, puede recibir un crédito de viaje de $5 para Spin y la oportunidad de ganar una bicicleta, un monopatín eléctrico o una patineta.

24. Si quiere recibir un crédito de viaje de $5 para Spin, ingrese su correo electrónico.

25. Si quiere tener la oportunidad de ganar una patineta, una bicicleta o un monopatín eléctrico, ingrese su correo electrónico.
Para ser elegible para participar en el sorteo, debe ingresar un correo electrónico válido y seleccionar el sorteo en el que desea participar en la pregunta siguiente. Los ganadores se elegirán al azar entre todas las participaciones después del 30 de septiembre de 2024. Los ganadores recibirán una notificación por correo electrónico y deberán aceptar el premio en un plazo de 7 días o se sorteará un nuevo ganador

26. ¿En qué sorteo desea participar?

- ◯ Tarjeta de regalo de $500 para Recycled Cycles
- ◯ Monopatín eléctrico Segway Ninebot G30 (valorado en $700)
- ◯ Tarjeta de regalo de $200 para Market Skateshop O tarjeta de regalo Visa

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¿En dónde va cada vehículo?

¡Gracias!

El cuestionario está completo. Gracias por su tiempo.

~City of Fort Collins

100%