

Downtown Management	Arts and Culture	Bicycle Parking	Vehicle Parking
Willow across College to Mason.	<u>Organization</u> . May not be necessary. Creating external structure may not work. Will funding art systems benefit artistic community?	Bike racks on the street not preferable.	Put solar panels on top of parking garages.
Protection for cyclists from cars on Mason St.	<u>Art in Public Places</u> . Should choose art from public facilitation. Let the market decide.	City could work with businesses to get more efficient bike racks. (Mugs by the Oval needs a better bike rack).	Long term free parking in garages
Linden north of Walnut needs improvement.	Food Co-op is example of creative arts. City had regulations that made the co-op hard to build (exceptions to current codes)	Help with parking cell around cars/bikes.	Surface lots are better than parking garages. They are more efficient and have a smaller carbon footprint.
Linden and Old Town Square. 3-way stop is dangerous. It should be a roundabout.	Establish a central calendar of art events and evaluate what we've already done (+ or -).	Put two directional bike paths right next to each other on one side of the street, rather than one path on either side of the street, next to each traffic lane.	Employer programs for using parking garages.
Cherry and Mason. Downtown transit needs safer pedestrian walkways.	Build 'creatives' and creative works into everything the City does. It is not a stand alone thing but a 'shared' (?) in culture.	Max Bus Stops: should have more bike parking - person with bike should have reduced bus fare - incentive for biking.	Allow to pay to extend parking times. You're not going to get parking turn-over.
Ace hardware. •difficult to bike to •curb is high 'curb cuts' •sidewalks too high, need to be redone •access issues	<u>Art Market</u> Maybe should categorize as non-profits and fair share.	Enhance roads in alleys for bikes.	Have small vehicles serve as shuttles for the downtown area. People would park outside the downtown area, or in parking garages, and use the small shuttles to be taken around (like tuk-tuks). These would be free.
Both sides of Mountain from Walnut to Jefferson.	Zoning • Lincoln Center -Artistic area •artist and commercial •Spacially. Arts are semi-supported center for the Arts.	Better planning (comprehensive) in the intersections of travel modes - biking to busing.	Why is half of Oak street reserved parking?
Linden block north of Walnut - more historical info	<u>City Regulations</u> •Can be obstacles for artistic ideas, businesses •Regulations should allow art to flourish and be expedited. •Amal businesses have a hard time working with City.	Public lot on Oak east of College. Bike racks there.	Expand evening and weekend enforcement.
Pedestrian enhancements and sidewalks on Willow.	<u>Enhance Marketing</u> •of existing art events, businesses, products •kiosks, posters •in alleyways, square, malls	Density control. Bike lockers. Protective shelters and secure for bikes.	Take the dinosaur off life support.

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Expansion of Lincoln on west side of intersection.	Instead of a formal organization, lighten up on formal policies and let artists/creatives connect with their audience in public areas.	Efficient bike racks are important!	Public Transportation is the way. Auto infrastructure is expensive and will be eroded with population growth along with environmental health.
Great opportunity at bridge.	Enforcement of zoning laws should be subjective to size of business. More flexible for smaller businesses.	This is a 20 year plan. Future will be paid cars, golf carts and Segway's. Where is this in plan? We are planning to dead end.	Business could be required to pay for their own employees' parking-they would buy spots in lots.
Good opportunities to do history enhancements to Lincoln Park.	Some were funded but not the right objectives. Beet Street had a goal, but they didn't get the need met. Very frustrating - people kept on telling them to do something else.	Use more vertical bike valets, double-decker.	Downtown circulated shuttles - tuk tuks
Across Jefferson, crossing.	City needs to put some money behind it. Needs a support mechanism that's funded.	Garage on Center and Prospect - technology. There's a green or red light hanging over each space - so much more efficient. Can this be done for bike parking?	How do we communicate parking options better to citizens?
Re: Max Enhancements need •beautification •connectivity along Mason and to the west.	Marketing campaign. Something for the entire industry.	Parking on the sidewalk is part of the character of FC. But there's so much going on on the College Ave sidewalks.	Have we looked at every street to make diagonal parking to get more spaces?
DDA at 300 Remington crossing at 4-way stop going to Safeway. Safety issue now after removing 4-way stop. It's a problem now. Put in a push-activated pedestrian light.	There isn't one common voice that's drawing people to FC. Need a marketing effort. It's a tourist opportunity.	Should bike parking only be along approved routes for biking? (not College)	Parking structures are on the outskirts so its not that people wouldn't use them, but they don't think of them!
Celebrating local history - lots of churches, grocery stores - self-guided tours?	Needs a major marketing campaign looking at a support structure. •support •marketing •convening •et cetera	People don't know there are bike parking spaces.	With current garages, should we be looking at more cross-overs - another exit into the alley or a bridge that would take you over the street?
Forestry building opportunity of government to help to pay to pull it along.	Need engagement like Austin has. FC goes to Loveland; they have housing spaces. City can be supportive in finding affordable studio and living spaces. Essential!	We're asking for a turn in car parking in front of businesses, we should require the same for bikes. Turn-over.	Lincoln Center. •provide a shuttle as part of your admission ticket? •at night when they have a big event, but not such a need in the day.
Near Gart Sports - have some percentage dedicated to sidewalk area.	Arts and Culture exudes a brand - its what gives character, unique to our community which sets us apart.	Turn-over - what enforcement do we have to say your bike has been here too long? Can there be a permit-type thing?	A nice amenity. For visitors, can there be spaces more visitor-friendly to park near Old Town Square? We don't feel that tourist-friendly.

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Need enhancements to get people over to the Carnegie Building and the Library.	Tourism is what's going to support it. But City needs to support it.	What about using some sort of vertical bike parking and not use more sidewalk space?	Make the journey part of an event - an opportunity for branding, etc.
Can the bike/ped path be continued into downtown area?	What works to promote art events? Can City create a space? Coloradoan isn't doing it. Have arts and culture kiosks all over town.	Cost of transporting bike rack rentals is expensive.	Make spaces convenient to something, attractive.
Quality of maintenance near CSU seems lower. It's different.	There's no centralized ' ? ' of info, only individual listings. You have to search. It also includes architects, 'brewers?' etc.	Understand when there's a surge and have pop-up parking for events such as 1st Friday, Poetry Jam at Bean site(?).	Lazy River! Zip-line! Dry Cleaner carousels!
No connection between campus and downtown.	Instead of sign making, what about a mural? Zoning is restrictive to being creative.	There's a voluntary program to register your bike. If your bike is registered, there should be a requirement to have front and back lights.	Prove that you work in a certain zone and you'll get a free parking space in a garage. It's a bonus that you're a downtown employee.
Need understanding as to where approved crossing areas are along Mason.	Involve theater, dance in the arts too. Only 30 people came to a Hispanic art opening? Where do they go to find out? Everything is so separate!	New ones (?) are a lot more useful.	Incentives to businesses to validate parking. Also, encourages purchase - don't validate unless you purchase.
Like enhancements in River District.	Beet Street did bring art out of a building into an open space, accessible to everyone.	Require developers to include bike parking.	Enhance parking garages by putting the best restaurants on top to attract them there.
Smidge of consistency to say this is all part of downtown. Balancing act between connectivity and distinctiveness.	What about an arts calendar? Could be a feeder to _____. Government money is being used to make arts and culture less of a luxury and more of an everyday thing.	Difficult car parking is an impetus to ride your bike downtown.	Showcase technology in spaces that we already have, or else we won't convince anyone.
No-mans land (?)	Library	Look at more efficient bike rack design for more capacity.	Parking behind the Rio is horrible - low tech - they don't take credit cards.
Bigger signing and way-finding need. You don't know the Museum and river is there.	Oak street plaza	Alleys	Lincoln Center. •provide a shuttle as part of your admission ticket? •at night when they have a big event, but not such a need in the day.
Laporte to Willow on College geared towards schools. *Wayfinding	Lessons learned or opportunities to collaborate/align with Music District?	mobile bike racks	Lincoln Center doesn't have enough parking spaces to support the facility.
Infrastructure before development.	Find a big enough space to pursue Trolley Barn?	Oak street and Remington	Fringe parking for employment, at edge of town - need to build structures!

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Already heavily trafficked and dangerous at Willow and Linden.	In downtown find space for 'starving artists' to create AND live. Loveland's example Art Spaces grant.	Parking garage (utilize!)	There's no place for big vehicles like trucks or buses to park.
Near Museum of Discovery not pedestrian friendly. Confusing.	Incubator/Start-up space is highly limited in FC. Could be combined with Arts/Creative support and incubation.	Seasonal bike parking	Its not only employees that park on street all night. If you don't think you can drive home, and you're parked in a garage, park for free till next day.
Christmas lights can cut off businesses (i.e. City Drug) from Old Town.	Combine other opps with 1st Friday Gallery Walk such as music, poetry, lectures . . .	Bike parking should be incorporated into building plans.	Win something weekly if you park in garage.
You don't want to lose FC identity by separating into Districts.	More programs like Beet Street to showcase artist downtown.	Take car parking spaces. Count bike racks and cars. No subjectivity. If racks have a certain percentage full, then convert People <u>right</u> to the building COUNTS. Aaron ready to take away sidewalk racks.	You can't be free. Feel more confident parking on street vs. structures. Make garages less dark and creepy. Install art structures in garages to make them nicer and inviting.
What is the benefit in exploiting each District along different characteristics?	Cities need industrial/low rent spaces for start-up businesses and artists.	Contradictory message having racks all over dismount zone. Put them before dismount zone. Aaron	Investigate multi-use of available parking. We are not maximizing all the commercial spaces like we could.
In Old Town Square, maintenance is well taken care of.	Invest in opps for budding/non0expert artists (i.e. materials, spaces to try thing, etc.)	Indifferent about removing. Maybe go near corners, intercept riders. Anything with 1 or 2 bikes not worth it.	Instead of giving a parking ticket for on-street parking, give a voucher for free parking in a structure for 2 hours.
Alleys are a big point for opportunity.	What's defined as 'art' or 'creative'? Some may have different space/resource considerations.	Count occupancy of parking space racks when one is full, then take another space. Function over aesthetics. Don't spend as much per stop, but make more stops.	You don't know the demographics of who is parking where. Residents, visitors, employees?
Alleys can be bad for business because of distance for things like trash.	Community supported artists (local version of State program?)	Bikes get to be a clutter problem, better to have big racks. CSU model. 'Intercept' racks. Beyond which its pedestrian. Great <u>functional</u> racks are crucial.	You don't want to have too many 30-minute spots. Have pedi-cabs, shuttles and bikes you can use at employee lots and structures.
Campus North District - bridge the gap.	Reoccurring need for one person to be a point person. Should that person be from the City? Arts organizations come and go (because they're working so hard all year long to support themselves).	PRIZED parking spaces. This is related to car parking question. Easier to do this if people are steered more to garages. Agree that car spaces are the place to go.	You don't want to have too many 30-minute spots. Have pedi-cabs, shuttles and bikes you can use at employee lots and structures.

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Amenities such as water fountains/features.	How do the outdoors and art negotiate and work/impact one another?	Remove one bench where two benches exist.	zones make sense.
Experience is different in different character districts.	Art isn't as integrated in the City such as it is in places like Memphis.	Bicycle trees.	Business owners should provide incentives/subsidies for employees to park in garages.
Better crosswalk protection at Mulberry/Mulberry pool.	Industry: Including this word makes it seem like the City is supporting business.	Upright bike parking.	Businesses want customers not employees in front.
Designate downtown as retail.	Very open-ended and broad.	Alley utilization!	Handicapped spots should they be metered?
River District Expansion	A city role could be too sanitized. Art is messy.	Parking space removal per block. 1 on each side of street. One 9'x18' parking space holds approximately 12 bikes.	Businesses and the city could be a joint partnership with parking/meters/garages
Make sure River District stays useable by trucks.	City could be a source of support for the bottom up people (artists etc.).	Mason and Mountain	Why not 1 hour parking instead of 2?
Activate alleyways around Old Town with businesses and amenities. Lighting in alleys to activate. Pedestrian only designated zones? Ease of connection into River District and Brewery District from Old Town and Linden.	Hard to say how/when it would organically occur.	Diagonal parking	Parking is a business opportunity.
Lincoln Corridor/Lincoln triangle.	Perception out there is that City doesn't want artists, support artists. Poudre Arts Center was IT! Leased it to a quilt manufacturer (Mike Jansen) and now it's not working any more.	Make signs into bike racks	How/do we incorporate technology into parking?
Jefferson and Willow - pedestrian friendly.	Grant making by City? [no]. Beet Street didn't get anything accomplished. Discussing the question . . .AFFORDABILITY - housing and studios.	lit	Permits and different prices for different levels of parking garage
Pedestrian enhancements - Linden/Willow sidewalks/safety enhancements.	Artery is dark, scary, edgy. Town/Gown solution to art? Performing, other arts, students seeking real life situations . . . Watch out for taking work away from professional artists.	Bike parking wayfinding signs.	Avoid kiosk systems

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North College Holiday lights	Artist friend says " . . . Can't make a living". If 'Creative District' means a centralized location, look at Artery. Isn't that it?	Sidewalk bike racks need to go away.	If parking meters, make sure they can be used without credit cards, phones, etc.
There are bottlenecks around downtown where restaurant patios encroach.	Artery - talk to artists. Is Innosphere a model idea? Including affordable housing units? Is so, should there be a time limit on occupancy?	Use parking lots for bike parking during events.	Performance standards for transit oriented development.
Vine and Innosphere desperate need for sidewalks, beautification and safety of pedestrians.	Innosphere incubator idea	Aesthetic addition.	Make parking garages safer, especially at night.
Shovel sidewalks on N. College.	APP is the City institutional version. Has a board, staff, etc. DDA been studying other cities. Artery example is a model.	Safety/security concerns in parking garage.	Change 2 hour parking to 1 hour parking.
Oxbow sidewalks safety features, lighting.	Something like Street Outreach team - i.e. group of strong interests including City, but not City-led. New staff?	Parking garages as an option, but not only option.	Don't take away free parking downtown.
N of Laporte, crossing College is unpleasant for pedestrians. Narrow it?	Subsidized artists' lofts	Bike valet	Transportation demand. Management program. Employer provides employee parking. Take care of Otter Box!
In general, better pedestrian crossings on Mulberry, west of College.	Keep spaces affordable for working shops/studios	Don't replace seating.	Education to employers to prevent employees from moving cars every 2 hours.
E. Mountain and Riverside/Mountain feel like an entrance to downtown.	Potential non-profit role for City-funded facilities for artists/gallery spaces.	No bikes on sidewalk. On street preferred.	Max passes?
Block north of Beau Jo's on College.	Partner with FC Housing Authority and Neighbor to Neighbor for affordable housing.	Bike parking lot at Courthouse.	\$1/hour in the garage is not cheap for a dishwasher making \$9/an hour.
Bicycling through Pine-College HAIRY!	Culturally inclusive events (Cinco de Mayo)	Don't want to have to fight cars (e.g. in parking garage)	Incentivize employers to provide parking passes in the garage for their employees.
Canyon wayfinding. Alley Mason-Howes west of Mason corridor.	Art Festival?	Like the visibility of on-street. Takes away a car in a visible way. (?)	More options for time limited parking. More 15 minute limit spaces.
Linden beyond the river. Lots of people. North Power plant. Lincoln. River to bridge. Museum - Parking garage with bridge.	Community Art Center to provide creative opp for people of low socio-economic status.	Bike valet with tuning, cleaning.	What makes FC friendly, pleasant and accessible is free parking.

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Nice midblock crossing at Laurel near Sherwood. Crosswalk ignored at Mulberry and Sherwood, get rid of it or signalize it. Problem intersection - Mulberry and Canyon	Artery as a hub	One row in parking garage, with separate entrance for bikes.	CSU a model, pursuing TDM. Send a "Did you know the garage is cheap?" in utility newsletter. Smaller garages idea. A shuttle every 15 mins. To keep you from driving from say, Otter box to downtown.
Museum connections. Cherry to Wolverine. Pine/Walnut 'configuration?' Jefferson crossing College. Linden across river.	Build on Downtown Artery as a hub.	Remove sidewalk parking. It reduces abandoned dogs that get tied up.	Neighborhood feeds to Max - enhance, encourage employees. Car share spaces. Cars available at key locations. City cars. Employers use top spaces for employees.
Walnut like Linden? Bikes across College at Olive and Oak? Aaron. Also Linden crossing Riverside. Jefferson plan at Linden also Linden crossing Jefferson.	Need density with affordable lofts for artists. Members a part of arts for a living is important.	Bike parking on 'edges' of downtown, then walk-in.	Garages less trouble. Garages 2hours free. Penalistic system. "Shame on you" system. If allowed to pay and stay as long as they want, customers spend more.
Jefferson	Continue to embrace a culture of creativity.	Bike racks should be a piece of art done by local artists. Like the red ones outside the Rio.	Huge surface lots, long walks . . . Evolve to structures. Why isn't this done? Prefer garage. Don't like the pressure from someone who wants your spot.
College north at Mountain	Community arts commission.	Side streets and alley ways	Buses have a role on demand side. Some cities <u>mandate</u> employee alternatives. Before spending 30K/space, deal with 'save? source? some'? demand.
Jefferson intersection. More pedestrian friendly.	More murals. Allow graffiti walls.	Private parking (discussion with owners) to make multi-purpose spaces for bike racks	60's " meters were in the time of downtown decline; and new mall opening. So that perception continues today - a misconception. Let's start changing! 30K/space - at CSU, parking permits fun that.
Willow improvements	Ongoing funding is key.	Create bike corrals in intercept zones (i.e. county courthouse on Mason)	Zones to enter - most expensive close in, less expensive as you go out farther.
Jefferson/Riverside. Street and sidewalk sweeping. Jefferson Park - barrier to Linden. Planted median separates traffic/storm water . Bike lanes.	Streetmosphere program was great - wouldn't be difficult to start again.	Some convenience parking in front of businesses does have value still	Creative communications such as signs that tell people how much the garage costs. It's cheap!
College improvements between Laporte and Vine and north! More sidewalks and bike infrastructure beautification.	space - something in addition to Carnegie Bldg. - Albertsons on N College (e.g.)	City leasing "awkward"/found privately owned spaces - convert	All street parking is paid.

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Walnut to Jefferson between Linden and Lincoln.	Old 'dance club' across from New Belgium Brewery.	Strategically located bike gardens (not directly on college, in alleys and spines)	2 hours free parking in garages.
Wider sidewalks on Jefferson. Remove bike lanes.	Beet Street never had specific guidelines/targets.	Make cyclists aware of major hubs. Add lighting (also safety)	Garage at Olive and Mason.
Firehouse alley	Examples: The Source, Redline (RiNo)	Sidewalks are generally inefficient and cluttered - solve with hubs/bike gardens	Electric vehicle to pick up and drop them at the Max, downtown, etc.
College north of Laporte	Riverside by The Mission.	Sidewalk bike parking encourages riding on sidewalks/down College Ave.	Paid parking on street via monitoring license plates that are billed quarterly, monthly etc. Like E-470.
Jefferson sidewalks	Highway signage	Hanging racks included with regular racks (option for both) - innovative racks	East / west options for transit.
Improved intersections at Linden and Lincoln/Mountain	Building like Loveland Feed and Grain. Collective, creative businesses, some anchor spaces.	"Bike Train" mobile bike valet trailer on established route that circulates	Increase Max service on Sundays.
Lincoln to Buckingham to Brewery Triangle.	Space on N. College. Big, to be converted individual spaces in oversized building.	Bike parking on sidewalks wastes space	Free all-day motorcycle parking (like bike parking)
Holiday lights on Max stops	Cannot rely on volunteers!	Bar shaped racks downtown are not helpful, most of the time only have 2 bikes. Poles with circular top are a better design, one bike on each side.	check number of employee passes per business in garages.
Whitten alley. Snow removal, lighting	Visual arts doesn't get recognition it needs. Not a revenue generator.	Area outside Courthouse	Short term parking cheaper, long term parking more expensive.
Extend past Laporte to museum.	Visual arts needs more recognition	Cut a parking space!	Creative garages - artwork integral to architecture, can't be ugly behemoths. More inviting.
Landscaping, holiday lights	N College near bike co-op	Sidewalk parking ends up with lots of wasted space	More 15 minute, 30 minute parking spots.
Sidewalk on Willow	Once Central building, surround by other building. 'Arts District'.	Bikes should be off the sidewalks anyway!	Garages with night-time appeal like lights.
Connect public places to each other (by foot).	Don't use middle man/force programming to reach out to artists with public funding	Bikes on sidewalk in front of stores - I wouldn't want that if I was a store owner	Underground parking not welcoming.
Expand north up College rather than south.	Programs to develop <u>patrons of arts</u>	I haven't had trouble finding a bike spot	Free, predictable parking spaces for locals.
Have amenities from Mountain to Oak/Olive along Matthews.	Social engagement opportunities	Bike parking at every Max stop	Front retail space with parking in the back?

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Art in public places two blocks between Max stop and Lincoln Ctr.	Can't direct creativity, get out of the way (City)	Take inconvenient car parking spots and convert to bike parking	Walk to end of block to pay instead of meter at every spot.
Art focused on history of FC	Allow performances to happen, minimizing restrictions	Sidewalks are too crowded	Family parking on flat spots for Elderly as well. Signage 'Reserved for _____'. Kindness, respect.
More connections up to Mason corridor and along Mason.	Current downtown not affordable to emerging artists (studios, etc.). Look to Midtown area for affordability (don't stick to specific area)	More efficient sidewalk bike parking - especially in the parking lot off Oak Street - consolidate existing racks to one large rack	Handicap parking spaces - better accommodation.
Connections between Old Town and Library Park.	Use artists to fill City voids - don't confine to downtown	Dead zones at bump-outs (on-street)	Incentivize biking to work from employers.
City owned alley way enhancements (being done in future)	Impediments: Housing/commercial costs, prescriptive regulations not helpful	Alley ways	How do we enforce the 20/30 minutes before paying?
Riverside corridor	Do nothing approach...keep organic and happens naturally	Allow bike racks in the right-of-way. If the City needs to get an encroachment permit, do it!	Internal transportation shuttle (free).
Turn Canyon Ave into more defined pedestrian way (towards campus)	How did Loveland's sculpture community evolve?	Library Park	Pay to park on College and 1 block to E and W. Rest is free.
College Ave bridge (currently underwhelming)	Allowing and promoting what is naturally happening - help get people there	Entry-way racks along edges of the "No Bike" zones, then walk into town	2 hours free in a zone, expanding enforcement in evening.
Mason St. between transit station and Museum of Discovery [priority - multiple participants mentioned this]	City to City partnerships for artists (Austin to FoCo musician connections)	Parking garages are too far out of the way	Inconvenient to pay for parking. Discourages you from going downtown. Steeply discounted parking garage permits by employers for employees.
South side of civic center parking structure - alley improvement	It's hard to force an industry if there's not a market	Use empty space in center parking areas (where people make U-turns) for bike parking	Smaller parking garages around downtown. Closer, more convenient, more dispersed.
Museum of Discovery to Old Town pedestrian access [priority - multiple participants mentioned this]	Would need a paid person - get an Arts Coordinator, and things start happening (ex: our bike program)	Parking far away isn't a problem	Affordable cost in s small enough area.
Cherry St. to Poudre Bridge (College Ave)	City owned space for artists isn't fair to artists who have their own rented spaces	Block-by-block conversation - every block is different	No diagonal parking in residential areas.
Christmas lights were awesome this year - were they bigger?	Keep rents down so galleries can stay in business	Bike parking structure (similar to parking garage) or incorporate bike parking inside a parking garage	On street paid parking

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Connect N. College to the Museum	Fort Collins does a pretty good job with Art in Public Places, and it seems like other organizations are jumping in (Downtown Artery, etc.)	Take bike security into consideration	Businesses validate parking in garage
College to Museum	One person at the City to coordinate events of all kinds and creative economy liaison - combined position	Bike valet system (partner with CSU somehow?)	Get rid of 2 hr. Make it 1 hr. Big difference for shoppers, employees, etc.
Maintenance - smaller and well-done rather than larger and diluted or less well-done. Don't cut what's there just to expand.	City spaces could be used to display art	Trash services make alleys narrow when there are also bike racks in the area	Promote garages, make cheaper to free with paid street parking
Once you hit Olive, it seems to die down. Doesn't feel the same or like "downtown"	City sponsored art fair	Spaces just for sitting can be adjusted for multi-use (sitting and bike parking)	2 hours in parking garage - garages are supposed to be the long term parking
Holiday lights welcoming - push edges out further from Downtown.	Too much City support can undermine what other art organizations are doing	Larger bike racks and more racks near MAX	Need to do something
Need pedestrian enhancements on Magnolia - tricky to cross train tracks	Doing a good job with arts around town, in alley ways, etc.	Putting bike racks on sidewalks may limit space for disabled people	Flexibility from block to block on meter parking rate based on demand to allow turnover
Enhancements toward campus	Program/event in Grand Rapids - if you can find a venue, you can show your art. Called "Art Prize."	Business or landlord incentive to have more bike parking	Goals - turnover and revenue
Canyon - connect to Downtown and campus	City could display more art from Fort Collins artists	Bike area next to diagonal parking by sidewalk	On street paid parking does not create turnover vs. fine-tuning rates block by block
R.D. [Riverside] needs help	Last year's arts event at Civic Center park was good	More bike maintenance stations at bike racks	Interactive smart phone parking meter app to show where open parking and garages are
Enhancements to campus - especially with the stadium - encourage people to walk to games	Encouraging connecting people to artists - art fairs, City supported space	Give up one parking space per block for bike space, add more bus routes downtown - but could create tension with businesses	Paid parking in absolute core, move outward to 1-2 hour parking
Gateways - Olive/College and Mountain/Hotel and Mountain corridor east of College	Affordability for artists - subsidized housing (for artists, teachers, etc.)	Secured bike parking - check bike in and out	Free parking = major positive of Old Town. 1 hour free then pay.
Good lighting on side streets	Artist outlet to connect the city - more events?	Look at other bike friendly centers	Flip parking garage to be 2 hours free and paid on street with 1 hour free
Sidewalk improvements - continuity and east-west connections	Allow flexibility for murals on the sides of buildings	Shared bike system	Maybe just flip-flop it: free garages and paid on-street

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Would hate to see what we have cut because we expanded too far	More support - some type of program that will grand subsidized property	Maybe alleys that are feasible?	Employees who don't earn enough shouldn't have to pay for garages
Improvements to Jefferson/Riverside for pedestrians, bikes, etc.	Events similar to those in Breckenridge, Loveland, etc. - showcases and similar events	Seasonal bike racks - more in summer less in winter - could be detrimental to local businesses [if left up year round]	Parking app on phone to alert you when parking is expiring
Improvements to routes to Museum	Committee to control funding and connect artists and others together	Rails in alleys, along building walls - line bikes along the walls	Parking is not a problem right now
Connectivity in River District enhancements	City can keep helping facilitate the art culture with the public	Artistic (and functional) bike racks	Employees who park in the garage get rewarded or penalized based on the number of days they park in the garage
Improvements to N. Linden Street (past New Belgium)	Artist resource - art can be seen by the public and personalized by artists	Keep a mix of sidewalk parking (where there's room) and on-street bike parking. More bike parking at Oak Street Plaza	Like the idea of free parking downtown. I don't have a problem parking. [+1]
College Ave north of Laporte (flowers, etc.)	Contest: design submissions for areas that need improvement and vote (public opinion)	Bike parking should not be in the "no biking" zones	Zone idea - if running errands, not such a good idea. Might go to the same zone more than once for short errands (example: Ace Hardware - forgot something, had to go back and parked in the same area)
Make Canyon Ave more appealing (lighting, etc.)	Artist co-op or something similar, plus an area to make art, plus salvage-ish (City provide space or facilitate this)	Removal of abandoned bikes from racks	Make garage parking free for everybody
Pedestrian bridge around Mountain and College	Art must come from within the community - local arts, City and arts community collaboration	Need vertical bike racks - more space efficient racks. 1 horizontal bike equates to 2 vertical bikes	Purchase time in garages ahead of time - smaller increments than a monthly pass
Wayfinding signing, mapping, pedestrian maps	Affordable creative space for artists to work	1 parking space per block for bike racks - 10 customers instead of 1	Make paid parking <u>simple</u>
Enhanced and expanded lights for pedestrians (street lights)	Potential for artists and creators to collaborate	Replacing the benches with bike racks	Fear that paid parking will draw people away from downtown to shop elsewhere
Expand up to Laurel or Elizabeth because it's the north entryway to downtown	Creation of a business improvement district (maybe in conjunction with the Downtown Business Association?)	Rails for bikes along the alleys	Max parking in places is full - example, by Kmart at Drake
Differentiate each area better with art (i.e. sculptures)	Live/Work opportunities!	CSU bike rack design	First National Bank tower to the south will need parking
Make Jefferson Park area more charming	River District: Wolverine Farm, Bas Bleu, Center for Fine Art Photography and Bakery should be linked easily with pedestrian sidewalks	Trade benches for vertical bike racks until bikes don't use trees	Enhance garages - spaces can be tight, garages should be attractive

Downtown Management	Arts and Culture	Bicycle Parking	Vehicle Parking
Install pedestrian crosswalks	Art installations along the train tracks	Discourage the landscape for homeless people to utilize the bench spaces	"It doesn't bother me to pay, I just don't want to futz with it." [make paid parking system simple]
Continue great alley work in business areas	Potential organization and funding: Business Improvement District	Cleaning of bike racks?	Don't like kiosks - annoying to get out, get the ticket, go back to the car...a hassle
Improve crossing at Linden and Jefferson - breweries	Linden from Riverside to Willow should be a gateway to the River District	Incentives for businesses to provide covered bike parking?	City-Business plan to make employee parking affordable in garages
Pedestrian crossing at Mason Corridor - Discovery Museum	County-wide tax specifically for creatives - something similar to what is in Denver and Boulder	Downtown hotel garage?	Parking lot at Remington and Oak could become a garage
Linden Street from Poudre to Vine	Opera Gallery potential - artists would show in the farmers' market area	Use on-street parking spaces for bike racks	With everything coming (Woodward, Otterbox, hotel, River District) we'll have lots more people downtown. Now we don't have a parking problem, but we will. On-street paid parking now will raise money to pay for parking needed in the future, so paid parking now makes sense.
Jefferson - all of it	The street car garage could be transformed	Covered parking in garages	On street paid parking: allows cities to obtain data about turnover, etc.
Wider sidewalks and less street parking - Mulberry to Cherry St.	Support creation of Larimer County SCFD - \$6 million + for local scientific and cultural organizations	Consider lighted bike parking on east side of Downtown Transit Center	Utilize empty lots - banks close at 5, but their parking lots can be occupied afterwards
Bigger bike lanes	Incubator for collaboration between makers/artists/CSU research (uniquely Fort Collins?) - Tram Garage?	Alleys aren't good places for bike racks - too easy to steal	Work with developers to temporarily open areas for parking
First priority - infill areas to make complete connections. Second priority - development of handicap accessibility	Artist creative space - along Jefferson, between Linden and Lincoln	Don't like getting rid of benches downtown	Employee parking in parking garages
The Mason Corridor needs to be expanded as a pedestrian corridor. Businesses need more walk by traffic draw. One business has lost 50% of their business since the train division went in. Need gateway at intersection of Linden and Riverside (will help with pedestrian traffic)	Arts area/district west of New Belgium, across Linden	Bike parking at City Hall	Have parking meter apps - allows people to pay for parking anywhere
	Artist collective area at El Palomino (north of Vine)	Seasonal bike racks - remove in winter	Shuttle that takes people around downtown

Downtown Management	Arts and Culture	Bicycle Parking	Vehicle Parking
Nicity Jefferson between Pine and the street that the Lyric is on		Put bike parking in triangle between first diagonal car space and sidewalk bulb-out [multiple people identified this area as an "other" option]	Bus passes for employees: could be paid for by paid parking
Mason from Vine to Mulberry		Inside parking garages - if welcoming and separate	Extend free parking in parking garages to 2 hours
Matthews Street from Mountain to Olive, including block of Oak east of Library Park		ARTFUL!	No Downtown employees parking on College
Wayfinding app - Mulberry, Canyon		On-street parking space - preferred option	More bus access
Canyon Ave, connect to Downtown via Oak Street		Eliminate existing sidewalk racks	Pay on college (1 hour free?) and less in the garages
Intersection of Olive and College		Do not eliminate benches	Track with license plates. City residents get some free parking per year - like 30 hours a year?
Mountain out to Riverside, intersection of Riverside and Mountain			Money
			The residents in the Old Town Neighborhoods should all have permit parking and houses with no driveway/garage should get 2 stickers free with 3rd at \$10, etc.
			There should be at least double the amount of short term (15-30 min) parking spaces from what there is now on the streets for quick pick up of food, drop off of computer for repair, etc.
			More public transit
			I like one hour free, then paid on street with a total 3 hour limit per stay
			Parking garages - first level free
			The City needs to make an agreement with the Downtown Business Association that employees won't park on the street
			Creation of a trolley in the summer
			Create parking by MAX bus stops
			Paid parking
			20 minutes free, then paid

Downtown Management	Arts and Culture	Bicycle Parking	Vehicle Parking
Expand to E. Mountain to Riverside to Linden	See Art Space in Loveland	Diagonal bike parking	Make garages free... and paid on street
College/Laporte N to River	Top down + bottom up	Make signs into bike racks	Employees should park in garages... Subsidized by employers. Businesses should get X passes
Lights on Jefferson - ped xing, homeless, sidewalks	sub it out to Bohemian Foundation	Seasonal bike rack in snow removal areas	30 min free on-street until 8pm
River District - industrial character =maybe not w/ walking b/c of lack of density, (bikes, yes though), most of Fort Collins seems easily accessible	Very open-ended and broad.	Secure to park inside the garage	Better communication about changes
Character districts are distinct, experience itself is different	Top down approach	Current bike parking inefficient	Garage bt 1st National Bank
Not enough sidewalk on Mountain	Evolve from industry	They have good bike racks on MAX	OtterBox needs to be responsible for employees
	Recording studio in F.C.	Need to deal with abandoned bikes	30 min - 1 hr free parking (two hours is too long)
	Art/music happens organically	Convenience is paramount	Longer enforcement hours (til 10pm)
		Putting bike spots on map	Is becoming a major issue
			Wanting parking for customers
			Possibilities for public + private collaboration
			What is the return rate on these parking structures (in terms of money)?
			Technology to illustrate where parking is the most dense
			Why not 1 hr?
			Continued revenue through permitted spots on higher
	Anchor businesses, different kinds of arts, arts organization, artists in residence		
	Do we have maps showing all the current art display spaces? Lincoln Center, UCA, etc.		
Up to Laurel or Elizabeth because it's the entryway. Jefferson Park area - more charming	Contest: Design submissions for areas that need improvement	Secured bike parking - check-in & out shared bike system	
Label and identify district areas. Art that relates to the area ie. Sculpture	Artist co-op or something similar - the city can help facilitate this		

Downtown Management	Arts and Culture	Bicycle Parking	Vehicle Parking
Enhanced lighting	Artist resource center		
Mason St, Linden & Walnut (Laporte)	Funding a non-profit, understand why others failed, free performance space in Olive St park, do not fund for profit, create rising tide that floats all ships, less big commercial events more small local stuff	Continue alleywork	Garage free, one hour limit, 1st hour is your warning, second hour ticket, core zone instead of block face
Protection from cars, handicap access	FC public media works	Improve crossings @ Linden & Riverside and at Discovery Museum, also Mason Corridor (off streets)	If you let people pay to stay on street longer those can afford it will pay and you lose turn over
Concern: corporate welfare, other businesses don't get these free taxpayer funded services, for profit means for profit, help people not businesses	Bus stop and bus ads for local artist ads, not for profit ads	No riding on alley, no riding on sidewalk yet bike parking in middle of block	Increase hours
Make MAX free	For enhance, free space to local artist (band or street performer), small music all day vs big festivals	Free MAX with bike racks at stations	Transit cheaper than structures
		Functional high density racks	Street legal golf carts, bikes, segways, use less space, get cars outside of Downtown
		Need safe routes to Downtown	
		Parking in garage	
		Allow bikes to lock to city sign posts	
		Built in locks with bike racks	
		Future will be golf carts	
Parking garage to FC mod w/ pedestrian safe crossing at Mason & Cherry	Instead of competing with other art areas in the same zone we need new zoning laws	Style of bike racks - dysfunctional at Lincoln Center - need well developed style of bike racks outside of Trailhead - not good for density control - many people don't know how to lock bike up to the artsy racks, haha - Bike lockers	Mix of parking alternatives - Make adjustments if options don't work - Turnover is more important than increased revenue
Mathews from Walnut to Olive	When art centers emerge in the same zone they compete for funding		Garage should be free - street parking should cost \$\$ - if we let people pay we're not going to get turnover
Linden block north of Walnut is most historical block in town - more landmark info, beautification would be lovely	Small businesses should have easier time being built in Downtown		Transportation does not cost as much as infrastructure - Surface lots - structures aren't the way

Downtown Management	Arts and Culture	Bicycle Parking	Vehicle Parking
Loaded question, Mountain Ave. - extensions in center, pedestrian bulbs that are hazardous to cyclists, should be a roundabout at Linden and Old Town Square, three way stop is dangerous for pedestrians	Use existing infrastructure to support art market - public relations - Fort Collins is a poster city - work to assist advertising		
Linden N of Walnut needs improvement	Art in Public Places - City picks winners and losers		
Downtown transit - Cherry & Mason - needs safer pedestrian walkways - crosswalk - make it a roundabout			
Extend Downtown - Mathews to Carnegie building on W side of park			
Corporate welfare - small business don't get sidewalks washed for free		Additional bike parking near Old Town square - alleyways i.e.. Trimble Court and between Coopersmith and Blondies toward Walnut	Some paid parking on-street adjacent to free spaces
Improve: alleys between Walrus @ Mountain to Olive, water in gutter on W side of 11 N College accumulates in disabled parking place (near Opera Galleria), snow removal problem 100 block, south side near corner - Olive St/College	Assistance in marketing and enhancing awareness of productions, exhibitions, concerts for the existing artists - for visitors and locals alike by creating display boards for posters - encourage poster kiosks - scattered throughout town, transit centers plazas, performance spaces	Bike racks needed on Walnut St; Oak St Plaza	Consider free long-term parking for employees - perhaps vouchers
East - West connections to MAX	Note: community posters are not allowed in Lincoln Center, the Creative Arts Center, Museum of Art or Lory Student Center	Need to get creative and redesign current spaces to be more efficient	Consider mandate for businesses to cover cost of parking for employees
North sections toward river and Power House	Groups currently produce posters and other marketing materials help them		Improve transit connectivity and efficiency to reduce the necessity for auto parking
	Establish a central calendar of events. Evaluate what currently exists.		Wrong question- need a better understanding of the need - employee parking on the fringe near employment
	Get out of the way		Build a garage on the Lincoln Center lot
Also missing the low hanging fruit - make it easier to park in the garage			
Incentive program for employees			

<p>Jefferson street between College and Chestnut could use some love (and wider sidewalks)</p>	<p>Space along riverside from Mulberry to Mountain would make great artist live work areas.</p>	<p>Bike parking should be available on street. Every parking spot taken out to put a bike rack in brings 9 more customers into Downtown. Sidewalk parking, when available, is also great.</p>	<p>Any parking for less than 30 min should be free. 30 min - 1 hr should be cheap or validatable. Two hours should be limit on street. When a lot of parking is available, it should be cheaper. When less available, pricing goes up.</p>
<p>Businesses on Mason have had a hard time since the train barriers were put along the street. Creating more of a pedestrian friendly environment on Mason from Laurel to Cherry would go a long way towards helping those businesses. Remove some parking, widen sidewalks, add flowers, benches, art, etc.</p>			<p>Employer programs should provide free/cheap Transfort passes and \$ allowances for cyclists/skateboards/etc. to have vehicles maintained.</p>
		<p>Lease small-scale "found" spaces from private owners and make basic improvements with bike racks of various types that fit the space.</p>	<p>Integrate the land used for public parking with market demand for the spaces based on the location.</p>
<p>Improvement to pedestrian access on Willow St.</p>	<p>Support the establishment of a Larimer County SCFD</p>		
<p>Develop a river walk in River District</p>	<p>Provide funding for arts & culture commensurate with its enhancements for the local economy (rather than the balance sheet) - research into economic impact of the arts</p>		
	<p>support the additional and or a compatible level to Indie Board scene</p>		