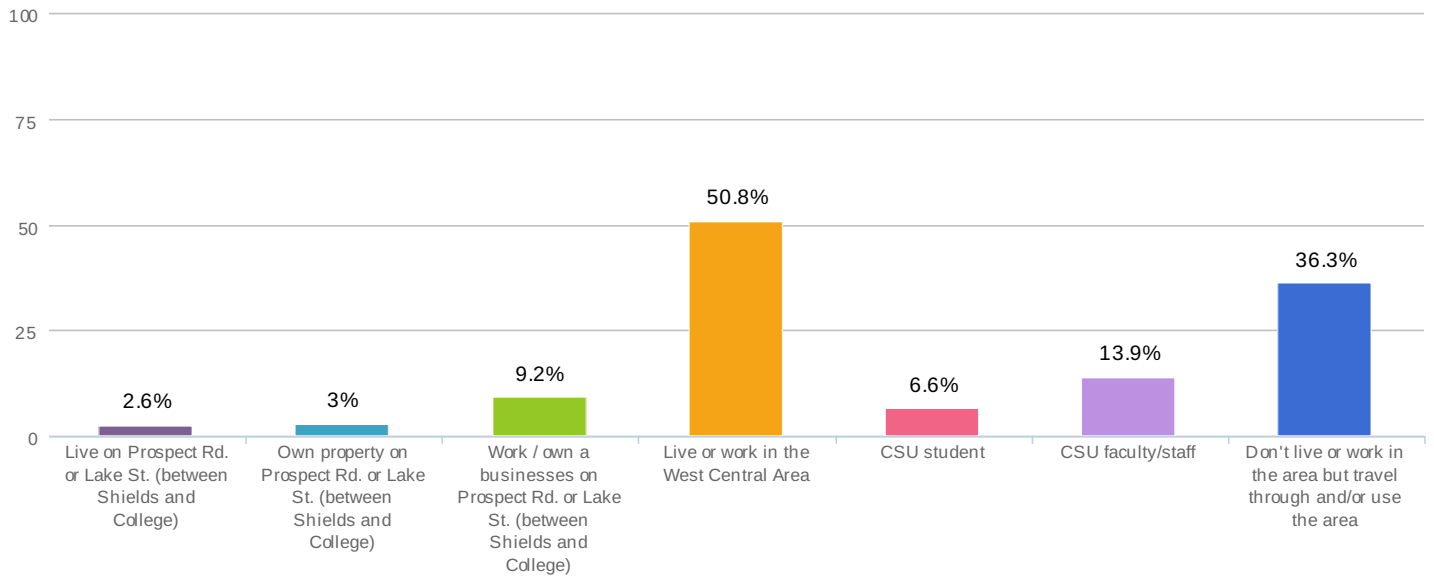


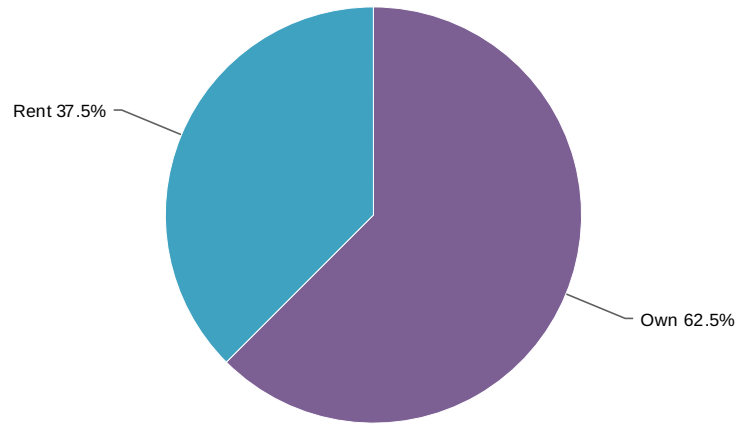
Prospect Corridor Design Survey - Final Results

1. Using the map above, which of the following apply to you? (Please select all that apply.)



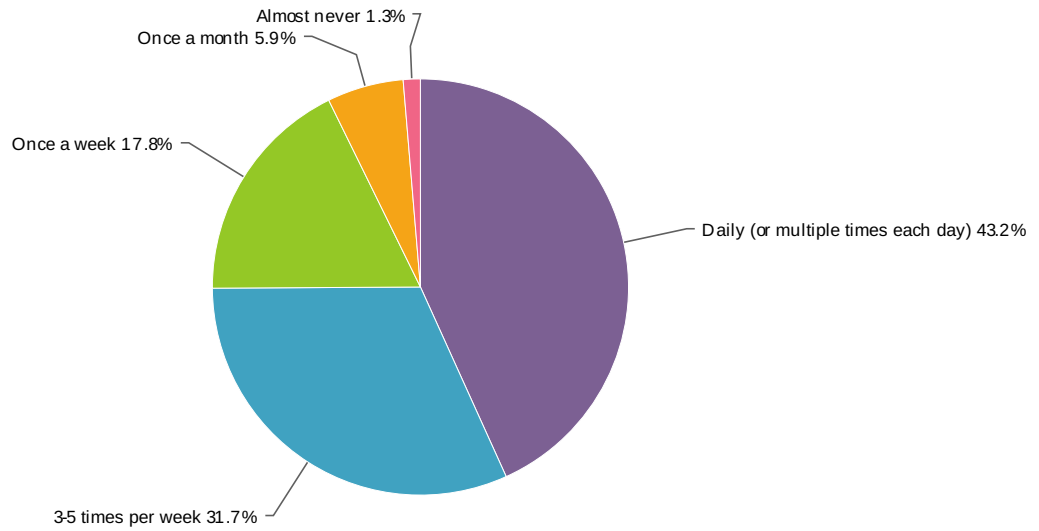
Live on Prospect Rd. or Lake St. (between Shields and College)	2.6%	8
Own property on Prospect Rd. or Lake St. (between Shields and College)	3.0%	9
Work / own a businesses on Prospect Rd. or Lake St. (between Shields and College)	9.2%	28
Live or work in the West Central Area	50.8%	154
CSU student	6.6%	20
CSU faculty/staff	13.9%	42
Don't live or work in the area but travel through and/or use the area	36.3%	110
Total		303

2. If you live within the Prospect Corridor area, do you own or rent your residence?



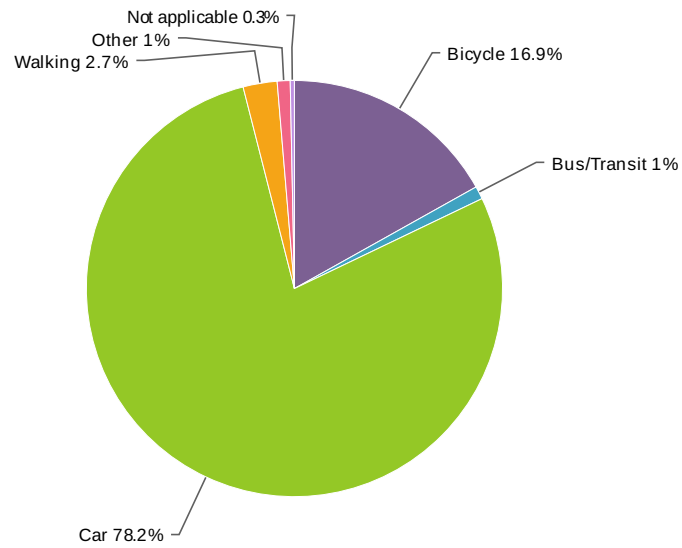
Own	62.5%		5
Rent	37.5%		3
Prefer not to answer	0.0%		0
Total			8

3. On average, how often do you travel along or across Prospect Rd. (between Shields and College)?



				Statistics	
Daily (or multiple times each day)	43.2%		131	Sum	288.0
3-5 times per week	31.7%		96	Average	3.0
Once a week	17.8%		54	Max	3.0
Once a month	5.9%		18		
Almost never	1.3%		4		
			Total		303

4. What is the primary mode you use when you travel along or across Prospect Rd. (between Shields and College)?



Mode	Percentage	Count
Bicycle	16.9%	51
Bus/Transit	1.0%	3
Car	78.2%	236
Walking	2.7%	8
Other	1.0%	3
Not applicable	0.3%	1
Total		302

Responses "Other"	Count
<i>Left Blank</i>	300
I drive now, but would rather bike	1
pickup	1
truck	1

5. Do you have any comments on the Prospect Corridor Vision?

Count	Response
1	1 and 2 are critical. 3 and 4 should be secondary
1	A little bland, but seems fine
1	All fine goals.
1	All make sense. Please focus on adding bus service to connect with the MAX.
1	Crossing Prospect and Shield are the most dangerous part of my daily bicycle commute
1	Does 'safe and comfortable' mean traffic will move more smoothly?
1	Don't change it.
1	Easily and economically maintained
1	Excellent objectives
1	Glad to see safety is the top priority/priorities.
1	Good
1	Good traffic flow.
1	How much has a possible new stadium been involved in the planning!
1	I agree with it
1	I agree with it, it reads well.
1	I especially like the "safe" parts.
1	I like the Vision. Concise, appealing wording.
1	I particularly like P1- safe and comfortable and p4 - seamless connect to MAX.
1	I support the project, but I am against the construction of a new campus stadium.
1	I think safety is the number one priority.
1	I'd like to see a focus on making the Prospect Corridor much more bicycle friendly!
1	In reading 1-4, I'd say you have the priorities in the proper order.
1	It is a good vision, and includes, I presume, attractive entrances to Colorado State University
1	It needs to be wider lanes for cars, and graded so it does not slope to the gutters as much.
1	It would be wonderful if this could be achieved!
1	Keep Bike Friendly
1	Keep everything the same DO NOT GIVE anything to CSU.
1	Lessen speed limits
1	Looks good
1	Love it

1	Love it....
1	Mo, looks great!
1	Much needed work on that area.
2	N/A
1	Ni
1	No - sounds like a great vision and much needed!
1	No looks good.
1	No money for on-campus stadium!
1	No, I think these is a great 4-pronged approach.
1	No, well done.
1	No. Concur with vision
1	None will apply if the stadium is built.
1	P1, P2, P3
1	Please help. Currently it is NONE of the items listed in the vision.
1	Prefer all lanes to stay to move traffic
1	Prioritize function over aesthetics, where necessary.
1	Put a pedi bridge over Prospect at the railroad.
1	Reasonable
1	Seems comprehensive enough.
1	Sound good in theory. As always, implementation will be paramount.
1	Sounds good to me.
1	Sounds good!
1	Sounds good!
1	Sounds good.
1	Sounds good.
2	Sounds great!
1	Sounds great.
1	Sounds great. Just what I would like to see.
1	Specifically, guarded bicycle paths please.
1	The bike crossing at Center and Prospect can often be dangerous and difficult to navigate.
1	The sidewalks definitely need to be safer.
1	The vision will be impaired at all levels by the construction of an on-campus stadium.

- 1 This just continues to pave the way for stadium traffic. At taxpayer expense
-
- 1 This looks good to me.
-
- 1 This stretch of road needs to accommodate pedestrians and bicycles better than it currently does.
-
- 1 Those look good.
-
- 1 Vision statement did not display on my computer.. only small box with "X" in it
-
- 1 What are your plans if the stadium is built?
-
- 1 What is the proposed change??
-
- 1 Wider bike lanes, especially Laurel
-
- 1 Would like to see sidewalks expanded on Prospect. Maybe one side a dual bike/sidewalk
-
- 1 Yes, doesn't address reasonable speed for automobile transportation.
-
- 1 don't let csu build a main campus stadium
-
- 1 good
-
- 1 looks good. safety is a huge issue
-
- 1 need to consider minimum impacts to homeowners affected by the change
-
- 3 no
-
- 1 no
-
- 1 no comments
-
- 1 number 4 is a non issue
-
- 1 seems legit
-
- 1 should be developed with CSU's proposed on-campus stadium in mind
-
- 2 sounds good!
-
- 1 would like to see slower speed limit
-
- 1 wouldn't this be the vision for all roads in Fort Collins?
-
- 1 HEED CSU AND COMMUNITY STAKEHOLDER OPPOSITION TO THE STADIUM ON THE MAIN CAMPUS, ALREADY HAVING A PERFECTLY GOOD ONE ON THE FOOTHILLS CAMPUS, AND THE PHENOMENAL TRAFFIC CONGESTION THAT THERE WOULD BE ON PROSPECT, COLLEGE, SHIELDS AND BLOCKS AND BLOCKS AWAY FROM THE CAMPUS. ALTHOUGH A SATURDAY, IT WOULD MAKE RUSH HOUR ON WEEK DAYS LOOK SPARSE AND FLOWING.
-
- 1 Worried about the traffic snarls, delays with all the foot, bicycle and bus traffic this plan will create. Then CSU wants to build their campus stadium that this area can not handle the increased traffic in will cause. This city is too congested as it is. NO TO THE STADIUM.
-
- 1 Prospect is my closest route to work. I drive because I have to have my car for work. Prospect has become increasing difficult to drive on due to the light turning red for MAX and for every college student who presses the button to cross the street (often without looking for traffic to see if there is a natural break in traffic flow they can take advantage of)
-
- 1 I use a vehicle only in the area because sidewalks are so poor. I use a wheelchair and would like better access in the area for pedestrians
-
- 1 Prospect is not wide enough to accommodate bikes comfortably. Move bikes to Lake or other streets. Anyone who rides a

bike on Prospect is out of their mind!

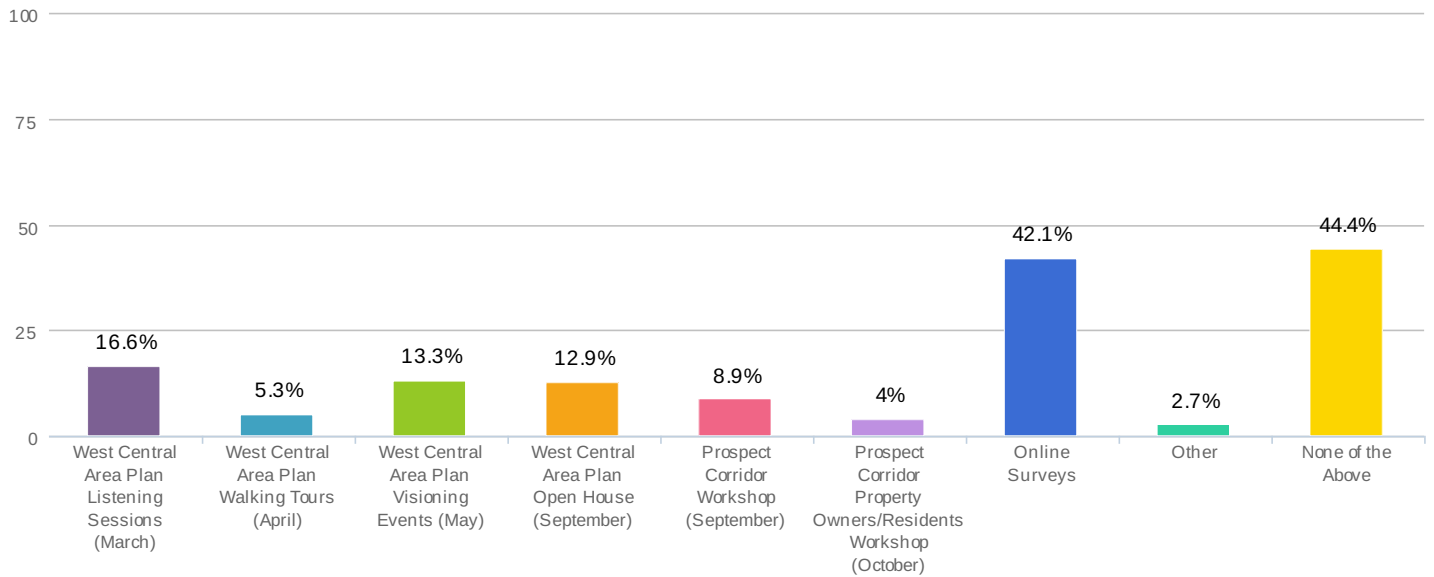
-
- 1 I think that having safe access for all transport types is vital. I am an avid bicyclist, and this is one of the few areas in town where I will not ride my bike. I was almost hit by a car on prospect road while riding my bike, just east of the intersection with college. It is important to include the broader scope (prospect just east of college) in addressing transportation issues.
-
- 1 One of the most important things I can think of is a left turn arrow on Center going onto Prospect.
-
- 1 Currently, the Mason Trail just North of Prospect has a lot of "unintended dodge-able obstacles" that hinder the seamless integration of the trail into the transit route. For example: bottle-necking the trail to half its width to accommodate a step-like curb with a sign post, in-seam height guard posts around utility boxes and aside buildings, etc... I believe this detracts from comfort, safety, and aesthetic appeal in its current form. At the pedestrian crossing stations on either side of the railroad tracks there are often numerous pedestrians bottlenecked into dance-like maneuvers so that all may use the narrow wheelchair-accessible ramped sidewalk instead of hopping the step-like curbs. The current design detracts from comfort and safety. Pedestrian/bike/skateboard right-of-way yield signage would likely improve traffic flow through here and help with safety. Access to MAX is generally seamless EXCEPT when construction is in progress on either side of Prospect and the detour leads pedestrians a quarter mile out of the way to cross the street or find a way to the next nearest MAX station (often resulting in 1/2 to 3/4 mile additional travel which is an additional 4 minutes by bike accommodating for traffic stoppages, or 10-15 minutes by foot).
-
- 1 None of them seem to include efficiency. Congestion is already a problem, without making efficiency an objective, congestion will only get worse.
-
- 1 Since my parents went to CSU in the '60 my self, wife sister and brother inlaw in the 80's isn't the campus gateway established at the oval?
-
- 1 Is this vision only applicable to this small corridor or do we have a similar vision for most streets in the community?
-
- 1 P/4 very important for this area to be connected to the city, better bus connectivity to the Max on Prospect, instead of just to the college campus. P/2 for safe crossings for students crossing the street, like the crossing lights closer to campus.
-
- 1 E-W rapid transit is needed for healthy growth. More walk-friendly street designs/traffic light timing would be appreciated
-
- 1 Why does it seem every intersection needs to be labeled "gateway"? Sounds as though we have unlimited funds to build monuments tot he human condition rather than building and maintaining basic infrastructure.
-
- 1 yes why does the Drake road get ignored and nothing done on the broken up concrete?? been that way for 5 years + and nothing is done when we complain about it!!!!!!
-
- 1 How will a new stadium impact everything we're trying to do? Will a new vision need to include the larger community of football fans state-side?
-
- 1 The goals are admirable. Will you be able to achieve these goals if the proposed new stadium is built on Lake?
-
- 1 Prospect needs to stay 2 lanes for each direction otherwise the congestion will be too much - especially since the stadium was approved
-
- 1 Safety needs to be the biggest priority for this stretch of Prospect. It is extremely dangerous for cyclists and pedestrians right now and quite a squeeze for cars in the narrower sections. Making it look pretty is all well and good but I'd rather it be safe and ugly.
-
- 1 If this project provides additional safety for pedestrians and cyclists, please do what is necessary to make this happen. Cyclist need to follow the road rules which I see not being done.
-
- 1 Designated left and right turn lanes would be nice even if this means making it a single wide lane road
-
- 1 Yes, why does it not seem cohesive as a statement? How much input from the public was enlisted in putting together this "vision"? Who is guaging the priorities for city improvements if the citizens that live and own around the impacted areas. The "vision" sounds fine if broken down line by line, but what does it do as a whole if not sound fragmented and without focus? I think you need more feedback from the people like me that live around this area. I drive through daily and bike through seasonally and would like to see more bike connections and more inviting destinations for cyclists to ride, lock up, walk

around, shop, eat, drink; without fear that the bike commute will be dangerous or that there is nowhere to go.

-
- 1 if safe bike and walk routes can be done I would leave car at home! My travel direction is East/West.
-
- 1 Whatever is done there needs to be consideration for the businesses in the area. It is very difficult with all the traffic to enter and leave businesses.
-
- 1 I'm assuming this will be for the new stadium looking to go in. How do you propose to make travel as effective if not more along the prospect corridor with the integration of the stadium?
-
- 1 With the vehicle traffic map showing the corridor as an F, the vision statement seems to set an expectation that is not achievable without expanding the corridor or moving some modes of transportation into dedicated spaces off Prospect.
-
- 1 I agree, a safe corridor for all modes of travel is imperative, as well as attractive mixed-use zoning. Prospect is an important part of the community for many reasons.
-
- 1 Is it the city's responsibility to provide an attractive gateway to CSU or is it their responsibility? How is this an attractive gateway to downtown? Downtown is 1.5 miles north.
-
- 1 I feel that the intersection of Prospect and Lake is a very dangerous intersection for bikers and pedestrians. This needs to be a major consideration in the design.
-
- 1 Add more bike lanes. It would be really great to make s bike lane that is separate from the road.
-
- 1 The above vision will only be achieved by developing Prospect and Lake together as a couplet. There is not enough right of way on Prospect to accommodate all modes of travel. The only way to provide for all modes of travel in a safe manner is to scrape off some housing along Prospect which isn't going to happen.
-
- 1 I hope when you say functional in your vision statement that it means as little traffic backups because of the MAX and pedestrian crossings as possible. Current situation where MAX, railroad and 2 separate pedestrian crossings at Mason and Prospects is right now functional but not desirable. While I am all for promoting alternative means of transportation, vehicle traffic is currently and will continue to be a major source of transportation.
-
- 1 Great vision, but all the components may be difficult to achieve. But we all need to try to get this done!
-
- 1 I approve. I don't think Lake is useful as a corridor -- it's too short, doesn't go W of Shields, and you can't get to it except from Shields/Meridian/Centre.
-
- 1 Good luck on the comfortable aspect in P/1. The space for street lanes and sidewalks is very constricted. Improved safety is possible, but safe? The constricted space makes this a challenge, but safer than the present is a good goal.
-
- 1 I trust that seamless connection for MAX would not come at the expense of congestion for bicyclists and cars.
-
- 1 Be certain there are NO cuts allowed for a new stadium. Be certain there are NO road modifications to accommodate a new stadium. Do NOT disrupt Prospect for new water and sewer and electrical for a new stadium.
-
- 1 Would like to see a modern design seamlessly incorporated with natural aspects. Also bicycle and pedestrian access and safety should be the highest concerns
-
- 1 I like #2 most. Crossing Prospect to get from the spring creek trail to CSU is the most sketchy part of my commute. The lights are not responsive and I usually ignore them rather than wait for a signal with no cross traffic.
-
- 1 Please do not widen Prospect as that is not a solution but would just lower the quality of life. Instead, transform the sidewalks into pleasant and safe bike/walk trails on each side by working with property owners, landscaping and planting trees along the trail. I have biked on the sidewalks of Prospect before and i know this would be possible and safer than any bike lane.
-
- 1 sounds good, although the MAX connections may be over-rated--- our experience using MAX has not been positive and it is not likely that we will use it again.
-
- 1 Sounds great. Glad all modes of transportation are considered. My preference would be prioritizing bikes, walking, and public transportation to make it easier to get around campus and decrease traffic.
-

- 1 I assume that this is mainly being done in anticipation for the new stadium? But the intersection of prospect & center needs revamping regardless.
-
- 1 Although I travel along Prospect by car, I think that it is important to have safe bike-friendly paths.
-
- 1 Don't waste tax dollars. You should fix the deplorable road conditions first. The MAX was a waste of money.
-
- 1 The plan to restrict the street by adding curbs and more sidewalk space at crossings is not good.
-
- 1 P1. All modes of travel is too broad. It would be impossible to meet all travel needs in this restricted geography.
-
- 1 Lots of non-car traffic on both Prospect & Shields. It would be great to provide a safer way for those folks to get across & traverse those roads.
-
- 1 I think comfortable is very important to get more people biking. When I ride this section of Prospect on my bike, the cars do their best to make me uncomfortable.
-
- 1 I completely agree with safe corridor and safe crossings. Whether I ride my bike, walk or drive my care on the road right now I rarely feel safe or comfortable on this street. I would like to add that I believe the vision should include in environmental statement. Like better run-off, a dedication to street trees to shade the road and an aspiration to use environmentally sustainable materials.
-
- 1 Provide 4-lane automobile, bicycle and pedestrian grade separation at RR tracks and MaxTrax between College Ave. and Shields Street, preferably by elevating Prospect traffic lanes, bike lanes and pedestrian sidewalks over the RR tracks and over the TRAX of MAX at their respective current grades. There is a great example of how this can be accomplished on Peoria a ways south of I-70 in Denver. Take this opportunity to make an improvement that will last and properly serve the future, rather than the typical fix of a band-aid on an amputation and the need to revisit the site within less than 25 years.
-
- 1 My concern is east prospect from Lemay east to I-25. This needs to be at least 4 lanes (or 6 would be even better).
-
- 1 not all streets need to be all modes of traffic. MAX is for buses only. I really feel we should be separating bike paths espically heavy use paths
-
- 1 This is the most difficult, traffic volume wise, so the City must use its influence to protect surrounding users from an on-campus stadium. The silence so far has been maddening for me. When committee fair (McClusky) said CSU does not need to heed surrounding people, I was floored. City let us down.
-
- 1 Maintain Transfort service within the corridor that connects with MAX to help support student/sportsfans and reduce demand for automotive travel
-
- 1 why put all this money into this without knowing about the on-campus stadium in the area. Shouldn't CSU be at least partly responsible for upgrades and improvements here?
-
- 1 This improvement is sorely needed. Currently access to and from businesses along Prospect is difficult and dangerous with college kids flying up and down the sidewalks against traffic on their bikes.
-
- 1 movement through the corridor must also be fast. anything that is done to the corridor should NOT make it less efficient to move through. (Especially with a stadium going in)
-
- 1 We just wonder if all this attention to this particular area is because of the proposed stadium? Granted this section of road leaves much to be desired in terms of needed renovations, but since we happen to oppose the stadium, we wonder what the underlying reasons are that so much attention is being given to this particular area. It is already pretty much a nightmare at certain times of the day. The improvements to this corridor would be welcome, but the addition of stadium traffic even with improvements will just make it a big nightmare all over again. What is the honest answer? Is the stadium the reason for the concern to improve this corridor or is city street improvement for the citizens of Fort Collins the reason?

6. Did you participate in any of the following events or outreach activities (Select all that apply)?



Event	Percentage	Count
West Central Area Plan Listening Sessions (March)	16.6%	50
West Central Area Plan Walking Tours (April)	5.3%	16
West Central Area Plan Visioning Events (May)	13.3%	40
West Central Area Plan Open House (September)	12.9%	39
Prospect Corridor Workshop (September)	8.9%	27
Prospect Corridor Property Owners/Residents Workshop (October)	4.0%	12
Online Surveys	42.1%	127
Other	2.7%	8
None of the Above	44.4%	134
Total		302

Responses "Other"

Response	Count
<i>Left Blank</i>	297
On-Campus committee meetings.	1
Provided input and received updates from Planning staff	1
Stakeholders committee	1
We were not aware of these meetings and nothing was posted to our office	1
waste of my time	1
As a forger city council member I've been through all these things before and didn't think thisd would make a bit of difference	1

7. How well do you feel the design for Prospect Road serves each of the following modes of travel (rank on a scale of 1 to 5)?

	1 (does not serve well)	2	3	4	5 (serves very well)	Not sure	Responses
Car	13 4.4%	17 5.7%	35 11.7%	84 28.2%	139 46.6%	10 3.4%	298
Bicycle	23 7.7%	23 7.7%	58 19.5%	78 26.2%	99 33.2%	17 5.7%	298
Walking	18 6.0%	9 3.0%	55 18.5%	81 27.2%	128 43.0%	7 2.3%	298
Transit (Bus)	13 4.4%	9 3.1%	28 9.6%	70 23.9%	74 25.3%	99 33.8%	293

Comments

Count	Response
1	A third lane in each direction should be considered for car traffic on prospect near college
1	A turn lane is definitely needed to reduce congestion
1	Based on this design, it appears you don't want private vehicle traffic in these areas.
1	Can there be pull off places for the E/W buses?
1	Can't really tell from the design. Need a map.
1	Combined bike/ped paths need to be well marked so the peds feel safe.
1	How does one cross from s <-> n?
1	I love the wide, bike/ped paths. It would be great if those were extended to Taft!
1	If/when they build the on campus stadium is it wise to have the built up medians?
1	Incorporate ways to slow traffic so they are traveling more around 35 instead of 45 mph.
1	It's great to expand bike options on that stretch, but what do I do when I get to College?
1	Love it.
1	Need pull outs for bus stops so traffic is not stopped
1	Need to clearly mark where walkers go vs bicyclists
1	Please do not put the bike lane with pedestrians on the sidewalk, on one side of the road. Yuck!
1	SO happy to see a safe bike/ped path!!!
1	Shared bike/ped path cause for concern for walkers and FAST bikers.
1	The train is an issue-as always. consider pedestrian overpasses
1	Where's the viaduct to carry this all over the RR and MAX?
1	Will bicyclists and pedestrians be respectful of each other on the same path?
1	Works only if cyclists respect pedestrians and vice-versa.
1	Yes! This will be sooo much better for pedestrian/bikes!
1	designs did not display on my computer
1	it is not clear how crossing on bike or foot will be served.
1	looks like cars are prioritized. NOT a good idea to have shared path for bikes and walkers.
1	shared bike per path will only continue to cause problems.
1	slight concern with 10' lanes and large trucks that service the area
1	My primary concern is to retain 2 lanes each way of traffic. I am an avid bike rider/commuter and have avoided Prospect for 20+ years - it would be great to be able to use it.
1	Bus not mentioned. Will bus stop in traffic lane? What about quantity of traffic--long back-ups at rush hour, lunch times, and due to trains and games at Moby and now soon on-campus stadium? Sometimes intersections are blocked. How can

emergency vehicles get through?

-
- 1 I am willing to be the real plan is for the center turn lane to be changed to a no left turn landscape island in the near future. I don't feel the turn lane is necessary!
-
- 1 I keep thinking about how this will be changed with the stadium and how it will be affected then if the stadium is really being put in. This is a long term thought. If the stadium does not go in, I would score higher on all areas.
-
- 1 It is not clear how many trees are going to be cut down. Not sure that bicycles should be combined with pedestrians on such a busy street. Lake might be a better bicycle street.
-
- 1 The double traffic light near Prospect and College frequently causes backed up vehicle traffic. It's not clear that this will be helped by the plan.
-
- 1 Wow! Neat! However, tell Tony Frank and the CSU BOG that if they want to continue to pursue Frankenfield at Grahamdoggle Stadium, they need to be prepared to get approval for a funding for a second level on prospect or high speed monorail from Foothills Campus to I-25, which would help with week day congestion, too.
-
- 1 Walking may still feel unpleasant depending on traffic speeds. A single crossing between shields/whitcomb seems insufficient.
-
- 1 bicycles and pedestrians cannot share the same path very well. This would be a high traffic area for pedestrians as well. Always getting in the way of cyclists and causing accidents.
-
- 1 It's unclear whether there is a bike lane on the south side of the road - will all cyclists have to use the shared bike/ped path on the north side? That is not particularly convenient or safe, if bicyclists have to cross the road when they really don't need to.
-
- 1 Bike and pedestrian traffic should not be shared. Bikes will use any and all of the sidewalks and motor vehicle lanes. Bikes should have separated/dedicated lanes and limit their use among other movements means.
-
- 1 This vision of a planted median will cause congestion and slow vehicle access to side streets/businesses.
-
- 1 Where do you propose to get the extra 23" right of way? Residents aren't going to like losing that much from their property. Pretty soon the city will own all the property back to the front wall of the house!!!! lack of concern for property owners
-
- 1 The 10' shared bike/ped area may be fine but am concerned if this is the bike route for bikes traveling both east and west. I can't tell from the information provided. I note there is a sidewalk on the other side of Prospect but did not know if this is for bikes. I am fine (or even prefer) separation for bikes (my primary mode is by bike) as long as it works! Thanks!
-
- 1 The raised median in front of Bay drive is a very bad idea. This is the main entrance for both the Hilton and Colorado Parks and Wildlife. When there is a train cars cannot get in or out of the east entrance of Colorado Parks and Wildlife for quite a while after the train has passed. It is also safer for cars to turn onto Bay drive for these two businesses since the view to the Center St. light is less cluttered and it is not as close to the visual clutter of the Mason St additions. I also disagree with all of the clutter at the College and Prospect intersection, between the two sets of lights and the train tracks it gets very congested. The sidewalk is very poor to the east of Colorado Parks and Wildlife and needs to be set away from the street it is dangerous to walk on in the winter after the snow plows have come through.
-
- 1 These ratings are if there is NO on campus stadium. If the stadium is built I think there will be a lot more traffic on game days and this will need to be addressed
-
- 1 My experience with shared bike and pedestrian sidewalks in the campus area is quite negative. There is much less attention to safety issues by campus area bicycle riders than elsewhere in town. given the fact that the sidewalk is so close to Prospect, I think there are real safety issues in mixing them.
-
- 1 Gosh, if mixing bikes and pedestrians works out as well as it does on the bike trails, it'll be swell. Not. (That was a 'not joke'.)
-
- 1 If the on-campus stadium is built the Prospect corridor improvements will be extremely more challenging and difficult to achieve.
-
- 1 Looks pretty but I'm not sure traffic flow will be enhanced. Also - it seems from the west side of town, "you can't get there from here" - Mulberry and Prospect are the easiest ways for me to get to the highway. Not sure when this might happen but if Mulberry is still closed down... and Prospect is closed down - it's tough to get to the east side of town. There have been times

in the same summer that Mulberry, Prospect, Taft Hill and Overland were closed for various types of construction. If I didn't know side streets, I couldn't have left the house.

-
- 1 currently the volume of cyclists often force me off the sidewalk often into the street when they don't yield or slow down enough to give me time to step aside, so on the south side will this continue to happen?
-
- 1 Biking is better than now, which is really non-existent. Bikes/Peds are best served by separate lanes, but space doesn't allow this. Assume bus just stops in curb lane and no pull outs.
-
- 1 Will the road have to shift to account for the changed ROW? If so, the transition design details would be important to not confuse drivers. Drivers here seem used to straight roads. When they encounter small shifts they tend to drift and get in trouble with adjacent cars. This happens a lot just west of Sheely east bound. Given the limited ROW on this stretch of Prospect, the shared bike lane on the CSU side is certainly better than what we have now but not ideal. There is so much activity in this stretch on schooldays especially, and so many new drivers that east bound bikers would be in danger at every intersection with cars not accustomed to looking for eastbound bikes. Ped/bike activated signals are really needed at the intersections. Bikes and peds have to wait a pretty long time to cross with lights designed for autos. But I hope there aren't mid-block crossings proposed. They don't inspire much trust for either peds and bikes or for drivers. Just more flashing lights that slow auto travel down but don't necessarily provide anything but a false sense of safety for bikes and peds. Walkers would also have it better than they have it now. I really appreciate the parkway/treelawn on the south side to provide a barrier from the street. I wonder how/if this will be possible to accomplish in some places like south side of Prospect just east of Shields. I will be very grateful if it is accomplished.
-
- 1 I am concerned about the pedestrians and bikes sharing a path. This does not work well on the Spring Creek Trail. I am also concerned about the trees. There is a problem at Whitcomb and Prospect with trees that block the view when turning onto Prospect and I would want to avoid any chance that the trees would block views of the traffic.
-
- 1 planted raised median is a traffic hazard when driving with the abundance of pedestrian and bicycle traffic. Far better to not have raised planted medians considering the frequency of which walkers and bikers cross outside of designated crosswalks. Do not get rid of the center turn lane in favor of planted raised median. The turn lane is critical to access business while maintaining traffic flow.
-
- 1 With the proximity to campus, it seems like there will be times when a shared pike/ped path will be pretty congested, and may not work best for either mode of transportation. I recognize that there likely isn't room to add in a separate bike path and sidewalk, though.
-
- 1 Turning left onto Prospect will be even more difficult from Sheely Drive with the median and trees--HATE IT!!!
-
- 1 Bus: pull outs for stops into the tree lawn are important. Car: left-turn arrows on Centre at Prospect for north/south traffic
-
- 1 The shared path is not good for bike commuting. Especially with the "Bicycle slow down zone" signs I have been seeing on other shared paths.
-
- 1 How are driveways affected in this concept. The frequent areas that cars pullout from driveways is a major hazard I don't see addressed here.
-
- 1 how to "protect" walkers from fast bikers on the sidewalk? can the sidewalk be divided into walkers and biker areas?
-
- 1 I have some concerns about mixing the bikes with with pedestrians without a designated bike lane/separation of the two
-
- 1 It seems to accommodate two lanes of traffic in each direction and provides a center turning lane. Bike traffic would not interfere with car traffic. Though I am not sure how having bike traffic on one side of the street works. Widening the sidewalks is critical to pedestrian and bike safety. I do not have any thoughts about transit.
-
- 1 commuters on bikes are slowed and face increase risk of accidents when merged with pedestrians. It has been shown that dedicated bike and bus lanes increase traffic flow by offering a positive alternative to auto centric road designs. This is an outdated design that provides 4 lanes for autos rather than dedicating one lane to buses only and taking one sidewalk and dedicating it to bikes. Bikes and busses can also easily share a dedicated lane.
-
- 1 I could see problems when bikers and pedestrians share the same path. Some bikers ride too fast and some pedestrians are unpredictable, especially when walking their dogs or with children. I would prefer a separate path for bikers.
-

-
- 1 Ratings depend on how heavy the traffic is - whether there is a new stadium north of Lake street!
-
- 1 I am wary of the shared bike pedestrian lane, especially this close. To campus. It is vital that the path is signed well. But, at times of high pedestrian and skateboard congestion, I do not know how well it would serve bicyclists.
-
- 1 Not sure bikes and pedestrians mix well, even on a 10ft wide path. Why no underpasses for bikes and pedestrians on Prospect? The pedestrian crossings along Prospect near the university (Center Ave and Mason St corridor (on both sides of tracks!) cause lots of traffic back ups. Seems underpasses at these intersections would serve a greater majority of taxpayers then the underpass at Centre Ave and Lake St.
-
- 1 I really like the shared bike/ped path, but worry that the right-of-way necessary for the design is a snag. I wonder myself if the center lane can be used somehow, because its generally unused throughout the western part of the corridor.
-
- 1 Gaps in 10 ft multiuse sidewalk will be a problem. 6ft in some places is too narrow for bikes and pedestrians.
-
- 1 It would be nice to have walking traffic and biking traffic in different places on both sides of the street (for opposite direction) it helps to make things more accessible and walking traffic wouldn't be hit by bicyclists (as does happen in other situations) especially without bike cop enforcement in Fort Collins
-
- 1 It looks like a workable plan. I don't see many walkers travelling E/W but the bikers go pretty fast, causing me some concern for the occasional walkers.
-
- 1 This layout makes it difficult to turn onto a road heading south or business on the south side of Prospect if you're on a bicycle.
-
- 1 Moving the bus to a dedicated, off street bus stop for loading and unloading serves the bus, occupants and car traffic safety needs. Putting bicycles on the roadway is safer for pedestrians and matches their use. Putting them on a sidewalk is counter their use and the norm for other travel corridors through out the city. Having multiple rules for where to ride a bike legally will increase bicycle accidents and decrease bike ridership. Flow and predictability is important for travel. Busses stop and start, cars stop and start bikes weave in an out of walkers... bad. Busses slow and pull off, cars slow and return to speed, bicycles maintain straight lines and speed and pedestrians meander in their own space, good.
-
- 1 design for cars and bikes, no one is walking here and transit is not convenient enough to draw users. design so traffic will efficiently leave the area not congest the area the way diminished standards allowed at the grove have done
-
- 1 Bikes and pedestrians do not belong on the same passage way. A dedictated bike lane is sorely needed along the roadway. Eliminate the center turn lane to provide adequate access for bicycles.
-
- 1 Bikes and Peds on the same sidewalk will be a problem. Seems that 10 foot traffic lanes are very minimal for such a busy coordior and will be even more critical when the stadium is built.
-
- 1 Busses always have traffic problems in roads with two lanes per direction, when they stop at bus stops. They bottleneck traffic and then cars start cutting around them, blocking them. A key enhancement might be to add pullouts, cutting into the tree lawn, at bus stops.
-
- 1 It is not safe for pedestrians or bicyclists to travel on a sidewalk. Given the prevalence of biking activity in this area, I wish bicyclists needs were prioritized in this design.
-
- 1 The road is currently a 35 mph street and traffic is backed up. This design has the potential to reduce speeds even more so making it impossible to have 4 lanes of traffic efficiently move through the area. Why doesn't the City just consider removing the traffic and make it pedestrian all together and place a 4 lane in a more conducive area for better flow of traffic.
-
- 1 Having bicycles travel against traffic (as implied by the two-way shared ped-bike path) is dangerous for bicycles because at driveways and intersections cars are not aware of "wrong way" traffic. This is the reason that it is unsafe for bicycles to travel on sidewalks (in any direction but especially going against motorized traffic. A better design would have a bike lane or shared car-bike lane with clear designations (sharrow lane markings and "bikes may use full lane" signs). These should be on both sides of Prospect so bicycles can travel the same direction as traffic in both directions.
-
- 1 It would be nice to have pull offs for buses. That is where there is a curverture to the right of the road that the bus bus can pull off into to alway traffic to still pass.
-
- 1 Nice. I hate how skinny and slanted the sidewalks are along Prospect. Makes biking hazardous and running uncomfortable.
-

1	I think it looks great! The tree lawn to separate cars from bikes/peds will look nice and will provide a bit of safety for bike riders and pedestrians.
1	The on-campus stadium makes this plan moot on game days. City needs to rebel when McClusky says CSU is exempt from taking responsibility for causing serious game day and multiple ceremonial activities to pay for the expensive stadium on land needed for CSU future expansion for daily needs.
1	The key flaw in this design is that it requires 832 feet of ROW: 60 feet is available. Where will the extra 23 feet be found? If found, the concept looks good.
1	my concerns are the number of crosswalks - if they are at intersections that is understandable but if more are put mid-street it could really slow down traffic on prospect - the most convenient east west road for us.
1	I don't like the idea of encouraging cyclists to use the sidewalk. I hear of far too many accidents between sidewalk using cyclists and motorists.
1	I think there should be a bike lane in the street. Sidewalk bikers cause the most accidents and this shared bike/ped path next to a street just promotes sidewalk bikers. Cars will keep speeding on Prospect unless there is a good bicycle presence in the street and lower speed limits to accompany this.
1	Shared bike and pedestrian paths can be dangerous for both bikes and pedestrians, especially if one or the other is not paying attention (e.g. cell phones)
1	the intersection at Center Ave and Prospect really needs an underpass for pedestrian and bike crossing. during rush hours, this is a nightmare due to the number of people crossing. no cars can turn in any direction with so many students!
1	It would be great to feel comfortable driving down this section of road. It is just way too narrow as is.
1	road is narrow for driving, the sidewalks are horrible for biking (poles in the way, no bike lanes), you can walk but it is loud, cars are very close, and unattractive. And current bike/ped crossings are awkward, requiring hard turns on sidewalks to zig zag from sidewalk to sidewalk over by Taqueria.
1	I live in the Sheely neighborhood. If possible, I'd prefer a wider sidewalk on the south side between Prospect Lane and Whitcomb.
1	The MAX 'improvements' have already elevated auto congestion. Bus stops in travel lanes along Prospect aggravate that condition. Adding bike lanes in both directions could be helpful, but not if it means adding more activated crossings to further impede auto traffic.
1	I would think to protect people walking on the sidewalk with a separate bike lane (on the side walk area but somehow isolated). Where is the area for Transit?
1	Shared bike/ped paths can be difficult to navigate on a bike. Lots of peds wearing headphones and people unfamiliar with bikes passing them. Can be dangerous; albeit, less dangerous than motor vehicles.
1	Mixing bikes and pedestrians is often problematic. Hopefully there would be well marked walking lanes and separate biking lanes also marked.
1	I try to avoid traveling down Prospect as a pedestrian or cyclist because it is a bit of a death-trap (in my opinion). I think ANYTHING done to improve non-motorized traffic and bus access will be a huge leap forward in reducing safety concerns.
1	Ft Collins seems to be on a plan to limit vehicle use throughout the city. This idea is not practical with our modern approach to travel. Cars are here to stay, and limiting the roadway surface will only cause more accidents, and congestion.
1	I'd give it a 5 for pedestrian/bike except that it's one side only. Good choice to have it on the N side, though, since that's the denser side (CSU etc).
1	This would be an amazing improvement over the mess that exists now. I'm scared to be on Prospect not in a car currently.
1	Do the existing buildings allow for the above design or must some be removed? Some of the properties are in marginal condition so improving the street only puts lipstick on a pig. My above rankings are based on comparing the new design to the

current conditions.

1	The design is first rate. I gave Transit a 4 instead of 5 only because I am not sure how the west bound transit on Prospect works. There ought to be a transit stop (west bound) at Center/Prospect.
1	I'd like to see more traffic calming measures taken on this road. Perhaps taking out one of the lanes and dedicating it to a bike only lane.
1	bikes and ped on the same path does not feel comfortable. On current trails I am always on guard for a bike speeding by unannounced.
1	The South tree lawn should be eliminated to both permit fewer car lane alignments eastbound, and reduce costs for ROW acquisitions on the North side. ROW at 929 West Prospect should be obtained for the lane alignment as well. Transit stop at Central & Prospect needs to be on the SW corner, not SE, to prevent traffic backing into the intersection, unless your design is actually to have the stop be for transit buses traveling north on Central, and NOT Prospect eastbound.
1	The design would serve bicycle and pedestrians very well as long as there is connectivity at both ends...
1	It seems the key to making this a viable bike-ped route will be the necessary ROW acquisitions. It must be seamless and continuous to meet bike-ped needs.

8. How well do you feel the design for Prospect Road meets the following vision statements (rank on a scale of 1 to 5)? Click here to view the full vision statements.

	1 (does not meet)	2	3	4	5 (meets very well)	Not sure	Responses
P1: Safe and comfortable corridor for all modes of travel	20 6.7%	22 7.4%	51 17.2%	113 38.0%	84 28.3%	7 2.4%	297
P2: Safe crossings	12 4.1%	22 7.4%	40 13.5%	89 30.1%	87 29.4%	46 15.5%	296
P3: Attractive gateway to campus, downtown, and midtown	9 3.1%	12 4.1%	31 10.5%	90 30.6%	130 44.2%	22 7.5%	294
P4: Seamless connection to MAX (the new Mason Corridor bus rapid transit)	11 3.7%	13 4.4%	32 10.8%	84 28.3%	72 24.2%	85 28.6%	297

Comments

Count	Response
1	A great vision statement is out the window, however, if stadium on main campus goes through.
1	Again, I would like to see separated bike and pedestrian paths.
1	Are there bicycle specific crossings?
1	As well as it is able given conditions.
1	Car drivers will hate this. That leads to angry drivers. That leads to unsafe driving.
1	Getting to MAX on Prospect by foot still seems problematic.
1	Great job.
1	How will it make it easier to get to MAX? It's still a mile away!
1	I am not sure that tree islands are necessary on such a busy, currently narrow in spots, road.
1	I don't see the connection point for MAX outlined in the design
1	I'd have to drive to get somewhere close enough to use MAX - doesn't really help me.
1	If a bus runs east-west on Prospect from one end to the other then P4 is a 5.
1	It is not a gateway to downtown. Hard to judge how safe or convenient the crossings will be.
1	Max station is too far from road to be helped or hindered.
1	Need to be careful mixing walking area with bikes but I love that both are separate from cars
1	Need to obtain the additional land to accomplish this.
1	Not sure why it needs to be a 'gateway'.
1	P4 is of least concern.
1	Perhaps in other plans but more busses dedicated to prospect could help connect to the Max.
1	Pull off spots for the bus would keep the volume of traffic flowing smoothly
1	See comments on #6
1	This design shows nothing about crossings.
1	there needs to be an underpass crossing at Center Ave and Prospect.
1	Rate of traffic flow is not addressed. Will Prospect Lane and Sheely (west end) have traffic lights?
1	Access to Max has driving/parking problems for folks on western end of west central area. Need some kind of east/west service.
1	I can't comment on this until I am satisfied that this is based on the reality of a 83 foot ROW. Explain to me how that will be found and I am likely to be favorable to the proposal
1	Prospect is really in need of safe pedestrian crosswalks. I think it's a great idea to install those
1	With the gateway banner and way for ped. to cross (which I think is great) I would need the speed limit to be slower as a driver to feel comfortable.

-
- 1 Depends how crossings by RR tracks and MAX are developed. Perhaps make a way to cross diagonally from one side to next sidewalk/path?
-
- 1 Other than the banners, I don't recall seeing anything special. It would be nice to see additional design elements for a CSU gateway district along the lines of the River District but with aesthetics appropriate to the campus area. A different type of street light? Some Art in Public Places, some nice benches for the bus stops?
-
- 1 It is slowly getting better in the area. It seems uninviting for bicycles along Prospect along with sidewalks being too narrow in areas.
-
- 1 CSU needs to buy out/get rid of the substandard housing on both sides of Whitcomb between Prospect and Lake. The entrance will always be compromised until better housing or other structures are built there.
-
- 1 Much improved over existing. Still best to separate peds, bikes and cars. Good connection to MAX for peds and cyclists--but no place to leave cars. Good use of trees and separated sidewalks.
-
- 1 I think safe crossing will only be achieved with reduction in car speeds. Not sure this design does this. Still very car-centered development. Does not necessarily serve the other modes of transportation. Not sure what seamless MAX connection actually means.
-
- 1 Is Prospect the best street for a gateway? What about Mulberry? Mountain? Horsetooth? Prospect is the narrowest, most congested of all three streets. Mulberry, Horsetooth and Mountain are much wider, less congested, more room for all these additional transportation selections.
-
- 1 the max stops area not placed near population dense areas. this will be a nice bike lane in 5 years nothing more
-
- 1 The sheer volume of noise on shields and prospect make biking with kids unpleasant and sometimes unsafe. It's a little hard to tell from the picture, but maximizing vegetation and space to separate the bike/ped sidewalk from the traffic would be helpful.
-
- 1 Bikes don't mix well with cars on Prospect now, but I'm concerned they won't mix well with pedestrians when both are trying to share the sidewalk. I'm also concerned cars turning at intersections will be less likely to see bikes crossing on sidewalks, especially when bikes usually don't stop before entering crosswalks. But this is an improvement over the current situation.
-
- 1 Poor marks only because City does not take responsibility for on-campus impact to surrounding-noise,traffic,slum when residents move away for peace/quiet.
-
- 1 All the design features seem reasonable. I think overall the worst problem with Prospect is that it is such a narrow travel corridor - widening the ROW by 23 feet is important. Perhaps think of ways to reduce speeds in the area too.
-
- 1 The bike/ped trail crossings will definitely confuse drivers, just like the handful of street crossings on the Spring Creek and Poudre trails currently.
-
- 1 No grade separation provided. The City of Loveland is waaaaay ahead of the City of Fort Collins in dealing with this problem.
-
- 1 Consider high pedestrian traffic crossing Prospect at Centre due to planned CSU parking garages along Centre.
-
- 1 Couldn't know for sure from the info provided. Do buses have a pull-out at bus stops if one is needed (re. cars backing up and safety concerns for bus riders)? And how often are there north-south crossings for pedestrians and cyclists? How well is the 10' bike/ped trail marked for the various users? Do cyclists have to dismount to activate signal to cross? How long do they have to wait? (Just asking.) What is the lighting for the 10' trail? What do the bus stops look like (e.g., benches, shade)? What is the speed limit for cars (I'm not proponent of fast speeds for cars)? How will crossings at streets be handled for cyclists heading east and west? I don't want to dismount more often than if I were riding on Prospect itself. Are there buttons to push if a pedestrian/cyclist is stuck on the median? Are the pedestrian walk signals on long enough for seniors, wheelchair users, strollers, etc.? The "Not Sures" are because I can tell little about the infrastructure from the vision statements, photos and their captions. (The wording sounds nice but I need specifics.)
-
- 1 Traffic is now so heavy at multiple times of day, that anything short of reducing traffic at those time is likely to help significantly.
-
- 1 I live off Prospect west of Shields and would love to have a bus that takes me to MAX - on either Prospect or Lake.
-
- 1 The connection to the MAX will depend on if existing bus routes are updated to make getting to the MAX quick and direct.
-

- 1 How will this all fit in existing space - suggest one way (East bound traffic on Prospect with 2 lanes cars and middle turn) - that leaves more room for designated bike and separate ped routes. West bound traffic on Lake.
- 1 Crossing for potential Spring Creek bike trail across from Plymouth Congregational Church is a great idea, but need a safe crossing THERE is essential, otherwise bikes will use the pedestrian sidewalk on the south side of Prospect.
- 1 Don't see how the design is a seamless connection given streets and railroad tracks that have to be crossed. I question whether the vision for a seamless connections is viable?
- 1 The South tree lawn should be eliminated to both permit fewer car lane alignments eastbound, and reduce costs for ROW acquisitions on the North side. ROW at 929 West Prospect should be obtained for the lane alignment as well.
- 1 P1 -- not sure you can guarantee this for all modes of travel given the volume of vehicular traffic. P2 -- will leave to those that interact on a more regular basis than I do. P3 -- would rather see this given a low priority to ensuring that the infrastructure is put in place first.
- 1 Encourage CSU to establish a mini, multiple passenger transporter to move students to and from the MAX station and other key crossroad locations. University Dr. could be the route of one such mini bus route within the campus.
- 1 Big challenge for bikes and walking now is crossing. There are few opportunities, and the light at Whitcomb tales forever. Underpass would be ideal.
- 1 On Prospect at major intersections (Shields, Center and College) I don't see how this is vision can work with the higher volumes of all modes of transportation. These areas are not easily expanded but they really need to be!! God speed with your plan which will improve the overall corridor but always run into issues with the crunch areas.
- 1 Nothing is attractive about long traffic backups along Prospect with the advent of MAX and the pedestrian crossings on either side of the tracks and at Center Ave. Not a good way to impress visitors and tourists, particularly the new stadium is added to the mix. Put in those underpasses before it becomes an even bigger issue.
- 1 There needs to be an underpass under the RR on at lest one major east west street for auto traffic.
- 1 Don't make the street so wide and the crossings will be easier. Really feel a underpass is needed at Centre
- 1 Max is a useless mode of transport. It has not proved to be useful for residents, there is no purpose for it. It does not serve for shopping along it's route. Just a huge waste of money and street restriction along McCelleand dr. Snow removal is going to be horrendous.
- 1 Kudos to the planners if this can be pulled off. A number of outstanding access and safety issues will not exist in that eventuality.

9. How well do you feel the design for Lake Street serves each of the following modes of travel (rank on a scale of 1 to 5)?

	1 (does not serve well)	2	3	4	5 (serves very well)	Not sure	Responses
Car	4 1.4%	19 6.5%	43 14.7%	90 30.7%	119 40.6%	18 6.1%	293
Bicycle	3 1.0%	5 1.7%	13 4.4%	62 21.2%	200 68.3%	10 3.4%	293
Walking	0 0.0%	5 1.7%	10 3.4%	62 21.2%	206 70.3%	10 3.4%	293
Transit (Bus)	2 0.7%	14 4.8%	29 9.9%	54 18.4%	85 29.0%	109 37.2%	293

Comments

Count	Response
1	Big improvement.
1	Bike and walking access should be the #1 concern on campus!
1	Do not have parking on the street
1	Does any bus travel here?
1	Great to have separate bike path.
1	I don't have an issue with Lake Street as it is, but this looks good.
1	I don't know the current setup for transit to make a comparison.
1	I don't travel this road very often.
1	I like that the bike lanes are separate from both cars and pedestrians.
1	I like the
1	I like the raised separation of the sidewalk from the bike lane.
1	I prefer the grade separated bike path and the planted buffer.
1	It looks very narrow for a bus and there is only one bike lane for both directions to use
1	It will keep cyclists from turning in front of autos as they do now.
1	Lake street actually looks better on all fronts.
1	Like the new design for Lake St. It looks clean and creating a defining separation with cyclist.
1	Looks like it will be both beautiful and functional.
1	Love it! Vast improvement.
1	Love the bike-dedicated pathway that is clearly separate from traffic and pedestrians!!!
1	Love the buffered bike lanes!
1	Love the separated bike lane
1	Much better plan than reflected for use of Prospect.
1	Seems like the bus can travel either Prospect or Lake, but not both.
1	Still does nothing about crossing. Lake street is typically not a problem any way.
1	There are not enough crosswalks between shields and whitcomb
1	There might not be enough room for bike travel. Is there no bike lane on the road?
1	Very nice. Love the protected bike lanes.
1	Would prefer no parking on Lake Street.
1	dddddddddo wayu wtin the parking on both sides of the street and you'll hve a better plan
1	designs did not display on my computer

-
- 1 like the separation of bikers and walkers here
-
- 1 not sure as I do not travel on Lake street.
-
- 1 put lanes on each side of road going one way only
-
- 1 Seems that development of Lake Street corridor is a necessity in developing an improved Prospect corridor.
-
- 1 Please do connect Spring Creek Trail with Lake and/or Prospect- terrific. Have never travelled in a detached bike lane (from cars) but looks good for avoiding the parked car open-door syndrome. Underpass concept is fine if easy to see coming out of the tunnel (unlike the one at Spring Creek Trail & Mason Street Corridor). Travel speed is important to me (not just as a cyclist) re. liveability concerns (e.g., slow speed). Parking may be at a premium - reserve for/give priority to the cars that do not have private owners but are used for car-share? (Sorry I don't know the terminology. GoCar in Denver?) Or, for a certain number of passengers? Like a HOV lane?
-
- 1 Explain to me where the extra 88 feet of ROW will be found and I might be more favorable to this concept
-
- 1 If pedestrian/bike underpass is put in at Center Ave and Lake Street, it would serve the car traffic, but otherwise no help to existing problem.
-
- 1 Great separation of bikes, peds, and cars. Since there is parallel parking, will there be a bus stop where there is NO parking?
-
- 1 I like the idea of making this an alternative to Prospect (not sure if this is the intent). I would have rather seen on-street parking eliminated and any lost parking be incorporated into current/future CSU parking garages. My overall impression is that there is too much going on in a narrow corridor (2-way traffic, parallel parking, protected bike lanes, and detached walks) and I'm not sure if it will be inviting to cyclists. I'm uncertain of the protected bike lane and their safety with all the living quarters on Lake. My concern is the need to cross parked cars to get to the travel lane to make a left hand turn. The parked cars and trees are potential visual barriers to seeing cars and being seen by cars. I like the idea but would reiterate removing parking. If the majority of people are parking there long-term, they should not have the expectation that it be free. Therefore, remove parking and make it a true alternative to Prospect.
-
- 1 Knowing there's a designated bike lane and separate sidewalk on Lake makes the shared bike/ped path on Prospect seem more workable (previous comment regarding congestion on shared path might not be as much of an issue with these plans)
-
- 1 By removing the South tree lawn, less north side ROW costs, and potential for mitigation of pipes issue with CSU plant on north tree lawn. Trees on North sides of all streets will provide windbreaks, adequate shade and visual attraction without the unnecessary expense for the south tree lawns. Besides, trees on the north side will grow better than those on the south side that have sun blocking, making for an uneven visual impact later.
-
- 1 Narrow grass strips near roads are hard to water & not very sustainable. pick a different landscaping mode for that.
-
- 1 Are 4 lanes really necessary...how about 2 lanes and more space for walkers and bicycles and a more attractive streetscape?
-
- 1 Where will the extra width come from? It seems the designs for both prospect and Lake are wider than exist.
-
- 1 Terrific! I like the use of the underpass, because even with good traffic lights, foot and bicycle traffic that doesn't seem to believe that it is subject to the same rules is sometimes a little scary.
-
- 1 Please do include frequently signage (on posts and painted on ground) reminding traveler's duty to be in the correct lane yielding right-of-way.
-
- 1 like that bike/walking is separated. Still think this should be a one way - West bound car traffic zone
-
- 1 Traffic now (and I use the parts of the street daily) is usually not nerely as severe as on Prospect.
-
- 1 Much better design than the design for Prospect. Pedestrians are in their own space, bikes are either in travel or in their own lane, bikes and cars are not stopped by busses and excessive crossings.
-
- 1 In my opinion (as a cyclist), Lake isn't a great city bike corridor because it doesn't continue W of Shields or E of college and doesn't connect to any good bike corridors on the W.
-

- 1 Currently that corridor is ugly and dangerous. The traffic moves too fast and anything that will slow it down is a good thing.
-
- 1 Graded down because City is silent when McClusky reiterated every meeting that CSU need not be responsible for on-campus stadium traffic, not only game day.
-
- 1 Parallel parking is unnecessary and inappropriate on a road that has a large traffic flow, and should not exist because it will create a traffic issue, and more accidents.
-
- 1 My ignorance on the E/W Transit on Prospect and/or Lake is the problem. It looks like there is transit access so it is probably a 5.
-
- 1 It doesn't look like there's anything at all to protect cyclists at intersections. If they're hidden behind parked cars and foliage, how are motorists to know that they'll be popping out at the intersections?
-
- 1 When pulling out of garage or other driveways onto Lake it is hard to see oncoming traffic because of parked cars. It does not look like this design will not improve that situation.
-
- 1 The buffer between car lanes and bike lanes is great. That should be everywhere. Bikers can be quite unpredictable, especially around the university. And car drivers are too distracted when texting or talking on the phone. The buffer gives everyone a greater degree of safety. Having a separate bike lane and a separate pedestrian path is great!
-
- 1 This plan likely will not accommodate the additional traffic generated by an on-campus stadium. Give the likelihood of CSU proceeding with their plans, does this mean the new design will be effectively outdated within a year or two of completion?
-
- 1 Makes far more sense to move bus route off Prospect (due to proposed narrower lanes & volume) onto Lake since most riders are likely CSU related.
-
- 1 Buses should have a dedicated bus lane so that they are not impeded by traffic, thus encouraging their use, and don't impede traffic when they pull over to stop. Suggest you remove the on-street parallel parking.
-
- 1 I like this design a lot more than the College Street design. The designated bike paths that are separated from the road are quite nice. I would actually be for eliminating the parking areas and making that further green space.
-
- 1 The buffered bike lanes are a great feature. I think that the city needs to incorporate more of these on city streets. If we want to truly be a bike friendly community we need to give bikes the same consideration as cars.
-
- 1 The planted buffers will look like the center of south college in a few years. Zero scape it and make even more narrow. We are not dealing with high speed traffic here
-
- 1 Insided bike lanes will create a snow clearing challenge that may delay putting these back into service as the road is plowed. If the bike lanes were on road this would be done with the roads with standard equipment.
-
- 1 Will buffered bike lanes be as well maintained as those on Shields south of Drake? There'e always so much trash in them that it's hazardous for a bike so bikes totally ignore them. Lot of good that will do.
-
- 1 concerned that PFA may not have sufficient fire lane widths, particularly for structures greater than 30' in height
-
- 1 I like the idea of the tree/lawn plan but wonder if the trees would create more difficult visibility for bikers/walkers to see vehicles at crossing points and vice versa.
-
- 1 Eliminate on-street parking: nothing but a safety hazard. Parallel parking is nothing but dangerous and causes traffic holdups on such a narrow cross section.
-
- 1 I would prefer to see no parking on this street. people attempting to parallel park will block and slow traffic and it just seems like a dangerous parking option (side-swipes).
-
- 1 I don't travel on Lake street. On the whole I am not for shared pedestrian/bike paths along the roads.

10. How well do you feel the design for Lake Street meets the following vision statements (rank on a scale of 1 to 5)? [Click here to view the full vision statements.](#)

	1 (does not meet)	2	3	4	5 (meets very well)	Not sure	Responses
P1: Safe and comfortable corridor for all modes of travel	6 2.1%	10 3.5%	30 10.4%	85 29.4%	147 50.9%	11 3.8%	289
P2: Safe crossings	3 1.0%	8 2.8%	22 7.6%	79 27.2%	125 43.1%	53 18.3%	290
P3: Attractive gateway to campus, downtown, and midtown	1 0.3%	7 2.4%	21 7.2%	72 24.8%	171 59.0%	18 6.2%	290
P4: Seamless connection to MAX (the new Mason Corridor bus rapid transit)	6 2.1%	6 2.1%	25 8.6%	71 24.4%	94 32.3%	89 30.6%	291

Comments

Count	Response
1	Again, MAX still a mile away!
1	Cannot judge crossings well from the view provided
1	Lake is a bike area, prospect should be a vehicles street
1	Max connection is the least of my concern.
1	Max station is too far south to be affected by design.
1	Not sure how to judge the safe crossings.
1	On street parking adds "clutter"
1	Same as prospect, it is not clear how crossing will be addressed.
1	See comments above
1	The stadium would completely negate this positive vision and plan for both CSU and the community.
1	There literally isn't enough space. You would have to demolish buildings to do this.
1	Why is city improving CSU streets?
1	don't know how you will have everything in such a narrow roadway
1	i don't use or care about lake street.
1	pull outs for bust stops to keep car traffic from being stopped
1	really, CSU should do these upgrades. It's really their roadway.
1	see previous comments on 'gateways'
1	suggest adding this street to the IGA as a CSU maintained street
1	Concern is not enough N/S crossings for cyclists and pedestrians? Safety at night for the underpass? Also what is the proposed speed for cars (prefer slow). Did see a bump-out for buses - thank you. FYI, I do use Lake Street as a cyclist, taking the underpass to cross College. And again, are the crossing times long enough to pedestrians of all abilities to cross with ease? Sorry on the gateway and MAX questions, do not remember what was drawn for this. So far MAX infrastructure has been very good (negatives - e.g., bike parking is being addressed as needed).
1	I like the bike lane and sidewalk design better here on Lake street, than the possibility for Prospect. Separating the bike lane from the sidewalk seems like a good idea,
1	If pedestrian/bike underpass is put in at Center Ave and Lake Street, it would serve the car traffic, but otherwise no help to existing problem.
1	On-campus stadium bad idea not sufficiently claimed during on-campus stadium debate, the 1% is ignoring the 99% as usual by the rich.
1	By removing the South tree lawn, less north side ROW costs, and potential for mitigation of pipes issue with CSU plant on north tree lawn. Trees on North sides of all streets will provide windbreaks, adequate shade and visual attraction without the unnecessary expense for the south tree lawns. Besides, trees on the north side will grow better than those on the south side that have sun blocking, making for an uneven visual impact later.
1	It looks as though it would be safe and certainly looks attractive on paper. What about Prospect to Lake on Shields? I do not know how busy Lake is currently to determine whether the proposal addresses any current problems.

- 1 I feel like parallel curb parking and safe crossings are at odds today on Lake and am not sure this plan addresses that.
-
- 1 The street is very congested near the parking garage and cars pulling out of driveways may block bike lane in order to see traffic on roadway.
-
- 1 Is 45 degree parking being considered? Is it a possibility to turn the 3 way intersection of Lake and Centre into a round-about/rotary?
-
- 1 Although it seems premature to make these decisions now that it looks like CSU will build a new Football Stadium off lake in this corridor.

11. Do you have any additional comments related to the Prospect Road or Lake Street draft designs?

Count	Response
1	A new on-campus stadium should require truly major financial contributions from CSU.
1	Appreciate the community input
1	Be prepared for the stadium.
1	Crosswalks in the middle of the block concern me. Safety issue.
1	Cut the initial costs and ongoing maintenance by removing the south trees.
1	Do NOT allow a decent plan to be disrupted by a new stadium on campus
1	Excited to see these!
1	Fix our existing roads!
1	Get the right of way ASAP to make the changes. Put this into the BOB renewal.
1	Glad this is happening! Thank you.
1	Good Luck - hope to see bike and ped lanes in the future!
1	Good job! Good process with community inputs.
1	How can any decisions be made before the stadium decision?
1	I can't really tell...but I am hoping for left turn lights at from centre ave onto prospect.
1	I don't think it should be done. There's nothing wrong with the current street.
1	I love it. It looks like a big improvement
1	I would really like to see the extra space along Prospect acquired.
1	I'm still wondering about transit time and traffic on Prospect.
1	Just grateful that Prospect will be safer!
1	Keep bikes in mind with all the plans and changes.
1	Keep up the good work... This online survey is very well done!
1	Lake is good. Prospect plan needs to show how driveways are affected.
1	Looks good so far. Big improvements.
1	N/A
1	Nice job. Like those separated bike lanes!
2	No
1	None
1	Not at this time.
1	Once again, make sure entering and leaving businesses is well considered.
1	PEDESTRIAN/BIKE UNDERPASSES!!!!

-
- 1 Perhaps encourage through bike traffic to be on Laake Street.
-
- 1 Pretty luke warm on your design. How much right of way are you taking?
-
- 1 Prospect east of Lemay to I-25 needs to be 4 or 6 lanes min.
-
- 1 See previous comment about impacts of on-campus stadium plans.
-
- 1 Stop degrading auto mobility, particularly east-west arterials.
-
- 1 Sure looks like a visual improvement.
-
- 1 Thank you for the opportunity to provide comments for folks who were unable to attend meetings.
-
- 1 Thank you for the opportunity to review and provide comments.
-
- 1 Thanks for getting feedback on improvements.
-
- 1 The more trees the more more fun these streets will be.
-
- 1 The train!
-
- 1 These are some great ideas, I am very much looking forward to being able to bicycle in the area!
-
- 1 Well done! If you can pull this off, I think it's an excellent solution!
-
- 1 i especially like the planted area between cars and bikes for added protection.
-
- 1 looks nice.
-
- 1 make lake street primary travel for pedestrian and bicycles.
-
- 1 no
-
- 1 nope
-
- 1 remove on street parallel parking on Lake...build a parking structure instead of a stadium
-
- 1 thanks!
-
- 1 yes it is a waste of time and money
-
- 1 very tough issue.....is there the ability to provide the necessary right-of-way to make either of these plans happen. How much depends on the support of CSU?
-
- 1 Dedicated bike lanes on both north and south side of Prospect are necessary. This is one of the most dangerous roads for bicyclists and putting bikes with pedestrians does not solve the problem. Pedestrian crossings need to be timed with traffic lights and pedestrians should expect to wait to cross. Take a trip to Estes Park to see how they have pedestrians wait for traffic. The current pedestrian crossing at Prospect along the rail road tracks changes the light red too often and quickly and is causing unnecessary traffic back ups.
-
- 1 Oh! Too late in the survey I see that sidewalk access from Lake S to Prospect Rd and Prospect Ln is proposed. This addresses some of my concerns about Lake as a corridor. Such a walkway would be fantastic for kids in the Sheely Addition. Put a crossing guard at Prospect Rd/Ln and kids could safely get from the Sheely addition across Prospect Rd, then to Lake up the walk, and then W on Lake to get to Bennett Elementary.
-
- 1 Thanks for the opportunity to view and comment on the plans! Looking forward to these much-needed upgrades!
-
- 1 It believe the conceptual designs mentioned includes raised median islands and suicide center turn lanes. You get one or the other - they each have their own problems - which is it going to be?
-
- 1 How will parking be accommodated...do the "transit design standards" really work in terms of parking?
-

-
- 1 It needs to be comfortable for walkers with some form of protection (trees) from the traffic flow, while also not taking away space the cars have for them to drive. This is because of the fast traffic that gets backed up All The Time on Prospect.
-
- 1 I was unable to see the full screen and therefore take the survey on my smartphone. From what i could see it seems a good plan since you are not widening Prospect and are concentrating on adding pathes and greenery. Definitely the way Fort Collins should go! Thank you!r it seems a good plan
-
- 1 These streets are already designed for E W travel. If crossing is as important as #2 on the priority list, why does none of the information presented address crossing these streets?
-
- 1 They look good. All that would change if CSU builds a new stadium. Traffic and noise will be off the chart.
-
- 1 There may be a need for more designated cross-walks on Prospect than one--may need them for designated bus stops to prevent people attempting unprotected crossing.
-
- 1 Don't think Prospect is solved. Looks better, but still inadequate to meet demand. I am not sure there is a solution given right of way restrictions, but I think it will still be marginal even before the new housing and the stadium pushes it will below marginal. Lake looks significantly improved
-
- 1 It's unclear whether there will be bike lanes headed in both directions on Prospect Road. If bikes are to share a lane with pedestrians, having two directions in the same lane could be confusing.
-
- 1 Thanks very much for letting me participate and for contributing to making Ft. Collins the best community in Colorado and the U.S.A.!
-
- 1 What if CSU builds an on-campus stadium? Will the current designs be adequate? This is a big unknown. If not in the near future, CSU will eventually build an on campus stadium and from what I have been reading it will likely be sooner than later.
-
- 1 The City is doing usual great planning job, except for not sticking up for the 99% who need Hughes for many reasons. The 1% wants expensive sky boxes while selling standing-room only tickets to the masses (99%). Shame on planners.
-
- 1 Acquisition of ROW is going to be expensive! Like having a bit more space in the driving lanes. Not sure about mixing ped and bike traffic on the sidewalks. Both will need some updating when the new stadium is built. Lake is way too narrow, even in this scenario to accommodate game-day traffic. City staff report on the traffic impacts is way too optimistic.
-
- 1 It appears that the design will be driven and constrained by the prposed CSU stadium. CSU should buy and donate land along Spring Ck between Shields and Centre Ave for the city to buikd snother east west artery for traffic. CSU should pay for changes related to cost and traffic burden caused by the stadium.
-
- 1 The push button crossing lights need to be timed to turn red with the traffic flow not just immediately turn red because someone wants to cross the street. Check out the crossing buttons in Estes Park. They only turn when it cycles through with the traffic lights. Bikes are a hazard on Shields and often cross recklessly in front of cars. If students cannot walk or ride their bike an extra block or two to a safe crossing area then they should be required to use an over pass.
-
- 1 I think these designs put too much emphasis on cars, but they are much improved from the current state of these areas. I would like to see a concerted effort to begin to level the priorities for multiple modes of transport. This means that the designs should actually aim to reduce the speed of automobiles in these areas. I also believe the ease of parking a car should be further curtailed to encourage alternate ways to get around Fort Collins. We have done a great job planning bike paths, but I believe we can do an even better job making the streets safer and calmer by redesigning our streets to better prioritize for multiple forms of transport. I think these designs are a nod in that direction, but still retain a focus on car transportation.
-
- 1 Just about anything done to Prospect would be an improvement. Residences on either side of Prospect will no doubt be affected by any changes that are made. How will that be addressed?
-
- 1 This entire planning exercise is just a joke. Buffered bike lanes will never be swept. Why bother? Even existing on-street bike lanes aren't kept clean. No wonder bikes ride in traffic. Let's maintain existing infrastructure before we start creating new elements
-
- 1 I want the median down the center of Prospect and a slower speed limit. Also the ped. crossing 'blinking light button' to cross somewhere west of Prospect lane and Shields St too.
-

-
- 1 Consider a bike/pedestrian underpass on Centre at Prospect. This is a key CSU gateway to the south.
-
- 1 Design chosen seems to provide best possible positive ways to meet goals and minimize negative impacts to as few residents as possible.
-
- 1 My only comment would be to be careful lumping bikes and pedestrians together, there are very different travel speeds and should be accounted for with very visible signage and instructions.
-
- 1 If the 10' lanes on Prospect go all the way to the curb they really need to be wider. I understand the constraints with the existing ROW but lets do this right and get enough room if we are going to do it.
-
- 1 I'm glad to see the separated bike lane on Lake Street. I would like to see the same on Prospect.
-
- 1 Lake street paking needs to be away from intersections so cars and bikes are aware of each other when approaching intersections. This is to avoide the scenario where a car hits a bike when the car turns, like can happpen when a bike is on a sidewalk and the car doesn't consider the bike as part of traffic
-
- 1 I don't see how this Lake and Prospect design can be implemented since the two designs together require an additional 51 feet of ROW. I don't see where that will be found. A more realistic design would separate the functions between the two streets-Prospect meets the vehicle and transit needs and Lake meets the pedestrian and bicycle needs.
-
- 1 Keep it car friendly. I have no use for the decorations that are currently being added throughout the city. They are not helping our quality of life, just using needed funds The roads are breaking up, let's use the money to improve pavement not statues.
-
- 1 Will this affect property owners on Prospect? As in, ROW acquisitions to expand sidewalks/bike paths? Does not affect me but I wouldn't really want to lose property, especially there where there's not much front yard to give.
-
- 1 I think the planted medians are likely a little excessive monetarily, but they are undoubtedly attractive.
-
- 1 Prospect Road is in desperate need of improvement. It is almost unusable by bicyclists and unpleasant at best for pedestrians. The lack of a left turn lane results in frequent and sometimes fatal auto accidents. This is a puiiece of work who's time has come.
-
- 1 While I love the improvements to safety for cyclists and pedestrians, it seems that widening the ROW by 23 feet may be problematic. What happens when one property owner decides they want nothing to do with this project? There will be a lot of front yards and parking which will be almost eliminated by this expansion. Where will the students who live in most of the houses on Prospect park their cars when there's no longer space for them?
-
- 1 so i guess i am not thrilled with this. it looks like a lot of maintenance. do bikes and pedestrians share the sidewalks? what about a bike path for the faster mode of transport. where is all this extra space coming from. I would hate to put young people in a situation that they have to back out onto prospect because their driveways have been limited and they can not longer maneuver. I am fearful that trees on the edges will limit visibility for people coming in and out of prospect homes. I would much rather decorate down the middle where visibility is not so important. Do you plan on discussing the plans with each homeowner that is impacted.
-
- 1 I'm not clear on whether or not these two plans are being proposed to be implemented together or if only one will be picked. I think they're meant to be implemented together. But not sure.
-
- 1 Have these designs taken into account the liklihood of an on-campus stadium? It would be foolish to design and build this corridor only to have it be insufficient to handle event-related traffic. It seems likely also that doing the improvements may need to involve the purchase of additional right-of-way along the corridor, including purchase of single family residential properties to facilitate widening of the street section to accommodate adequate transportation improvements to meet long-term future needs.
-
- 1 Traffic is going to be a big issue through out the coming years as CSU grows and if the stadium ever action moves on campus then traffic will be a night mare. Unless 6 lanes can be squeezed in.
-
- 1 What is the university's contribution to this costly upgrade? IT primarily serves students. It will make the stadium a more likely outcome and it is a burden to taxpayers
-
- 1 Frequent, highly visible emergency call boxes. Water fountains for drinking/refilling water bottles. Better crossing at Pitkin and

College for bicycles (to then travel to Lake or Prospect). I don't like the College or Spring Creek underpass at night if riding alone. Thank you for pulling the public into this design process.

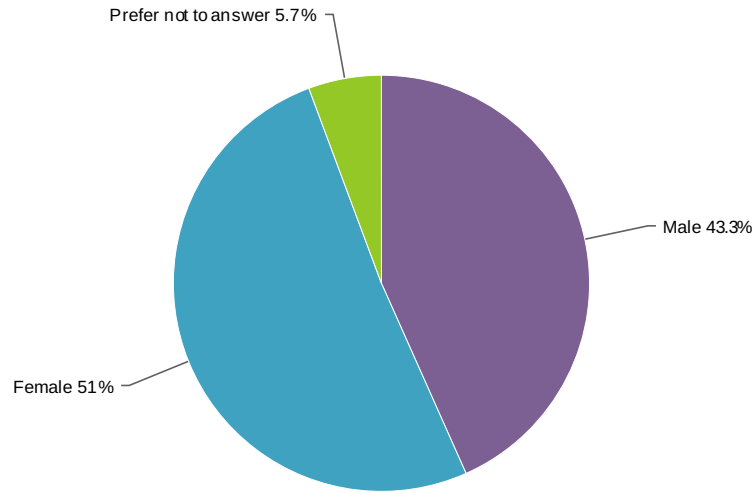
-
- 1 Again, I would like to reiterate that the Centre Ave and Prospect intersection is extremely dangerous and congested. I think more needs to be done to make this intersection safe for cyclists and pedestrians. Buffered bike lanes, underground crossing, bridge, etc.
-
- 1 Both are improvements on what currently exists and do very well with the limited space available around both corridors.
-
- 1 I worry between the max light cross walks added crossings lake of turn arrow on centre avenue as t enters prospect with further impede traffic and bring slow prospect to a standstill pushing traffic to drake and Millberry further impacting them making east west travel more difficult.
-
- 1 I really dislike the off street bike path idea. It is such a pain to bike on through campus on the Mason corridor. I would rather be on the street. I do enjoy the spring creek and poudre bike trails, but that is a different system.
-
- 1 Is it possible to open up lake st any more? Game/Event traffic for 30,000+ on 2 lanes seems like a huge mess. It does look beautiful.
-
- 1 I really like the lake street design to separate bicyclists and walkers as well as a buffer between cars for both! Well done.
-
- 1 Thank you for all the effort that went into this plan, and for allowing opportunities for community input!
-
- 1 Great idea to combine Lake and Prospect into one vision. This is a difficult area that you have made the most of.
-
- 1 I do not see that providing 4 lanes for cars on each street will fit or will provide enough room for bus pull outs, bike lanes, and wider ped walkways
-
- 1 Get bikes off of Prospect and over on to lake. design prospect for lite foot traffic east and west. As the only real foot traffic is the houses on Prospect, Design lake for heavy foot and bike traffic
-
- 1 A campus stadium would create congestion and increased danger to the Prospect corridor. It should not be built!
-
- 1 Congratulations on going all out on bike and pedestrian infrastructure improvements! Hopefully this can go from design to reality relatively quickly. I'm actually quite surprised to see the ROW increase so drastically on prospect. Wondering how that will go over with property owners there..
-
- 1 Please try and integrate xeriscaping design into the planted side and center medians. Without all the grass and large trees it seems that the sidewalks/driving lanes could be much larger.
-
- 1 While I think visual enhancements are nice, I would hope that they be minimized or eliminated until the infrastructure is fully developed. Overall a difficult section due to its existing traffic volume and narrow width. I applaud the effort and look forward to its implementation.
-
- 1 My house is on Sheely Drive. I often feel a bit nervous when turning onto and off of Prospect from both Whitcomb and Sheely. The left turn lane on Whitcomb, there is a large tree which blocks my view of oncoming traffic as I have a small vehicle. Getting onto Prospect from Sheely Drive could be improved. . . possibly a traffic light.
-
- 1 just wondering if there will be similar improvements to the eastern part of Prospect that goes out to the freeway- from College. I live on Welch St, 3 houses north of Prospect Rd. The intensity of traffic has grown incredibly, and will only get worse with all the development on Timberline that funnels onto Prospect. It's scary to see people trying to ride their bikes on it, and people exceed the speed limit too often.
-
- 1 If the CSU new stadium plan is approved for the on-campus location, review these plans to best accommodate large crowds during those times. Try to have temporary route adjustments prepared for such events.
-
- 1 The demand for accessibility/travel can not be met by reducing travel options and increasing required stops. The demand for accessibility/travel can be met by providing predictable travel times, travel modes, and a steady flow for all modes.
-
- 1 You cannot have bikes share the sidewalk with pedestrians without creating conflict as described in the Prospect street design. The Lake street design on the other hand looks very forward thinking from a modes of transportation thinking context.

- 1 Prospect road--How do you have room for everything you show? Does it mean you will take some people"s property?

- 1 With the stadium now being an initiative to go forward, I would like to see more thought given to making Lake Street the main access point for the campus and stadium.

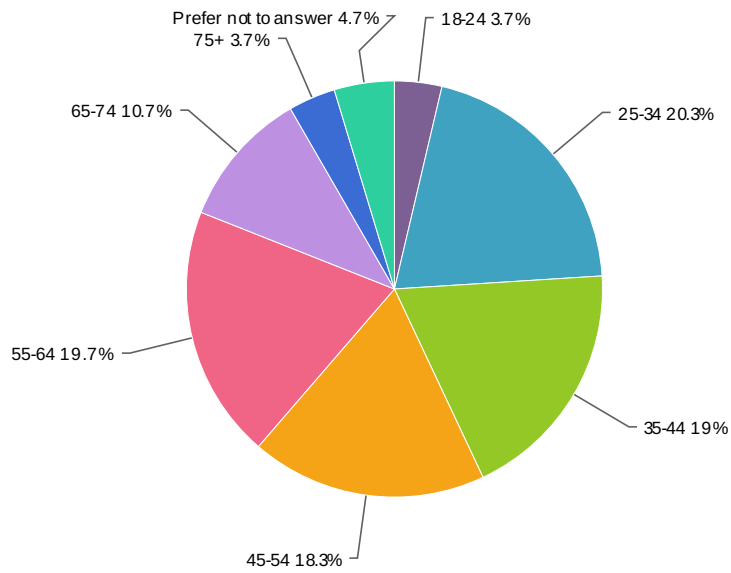
- 1 Traffic on prospects bad enough already, I try to avoid it when possible. If you are going to redesign it, make it better by adding more lanes.

12. What is your gender?



Male	43.3%		130
Female	51.0%		153
Prefer not to answer	5.7%		17
Total			300

13. What is your age?

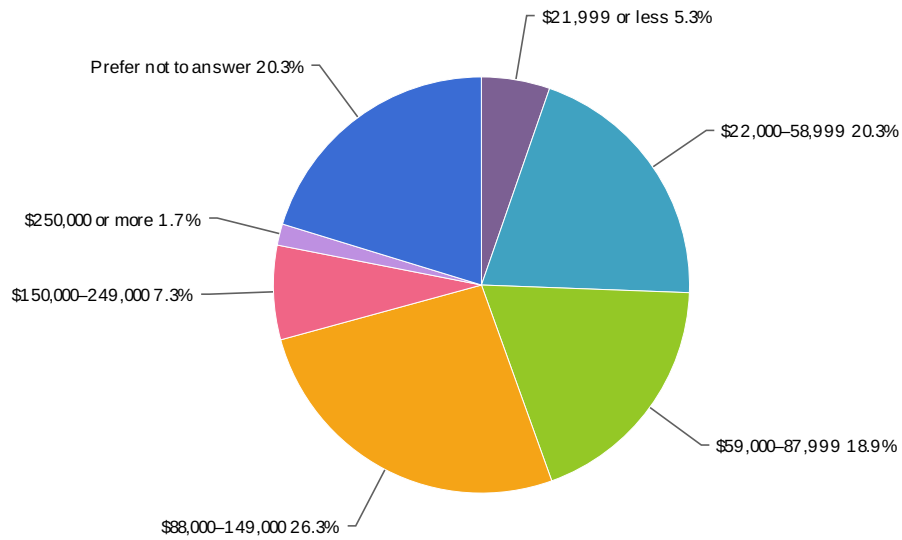


Under 18	0.0%		0
18-24	3.7%		11
25-34	20.3%		61
35-44	19.0%		57
45-54	18.3%		55
55-64	19.7%		59
65-74	10.7%		32
75+	3.7%		11
Prefer not to answer	4.7%		14
Total			300

Statistics

Sum	12,343.0
Average	43.2
StdDev	15.2
Max	75.0

14. What is your annual household income?



\$21,999 or less	5.3%		16
\$22,000-58,999	20.3%		61
\$59,000-87,999	18.9%		57
\$88,000-149,000	26.3%		79
\$150,000-249,000	7.3%		22
\$250,000 or more	1.7%		5
Prefer not to answer	20.3%		61
Total			301