

APPENDIX D: PUBLIC FEEDBACK SUMMARY



Do we have your support?

Submission Details

Serial	SID	Time	Draft	IP Address	Tell us how to pro	What are your main concerns, what can we improve?	Keep me in the loop!
1	98	2014-07-2		0 172.56.9.93		Sidewalks need to be wide enough for more than one person to walk comfortably!	
2	162	2014-07-2		0 10.3.249.159	On the right track, needs some tweaks	Maybe it needs to start with the "functional" transportation pieces first and add the more aesthetic pieces later. Or maybe it's just phased over several years by district. a "world class" street is in not in line with who the community is. I see a lot of emphasis on re routing people to the Max. But we don't know whether or not the people of Fort Collins will actually take it more than not once it's not free. I live I Midtown. I and others like the vibe I guess that it has. Your design makes it look like 16th street mall. We are not all 16th street mall people. We are active nature loving small town people. Fix the traffic. Don't change the neighborhoods. These homes are far enough away from campus to be affordable yet convenient. Families live here. Regular American families. Keep that in mind when you design this "world class" street. Actually not enough info here to understand the overall goals and plans for implementation. Need overall map plus blown-up plan (as in landscape/street/architectural plan) of the various options. With the photos, I wasn't sure if you were showing the current problem or the proposed solution. Thx.	dwoods@cobizbank.com
3	173	2014-07-2		0 24.9.81.86	On the right track, needs some tweaks	Back to the drawing boards On another note, would love to see info re. connecting to the new College underpass for peds & bikes. Thx.	napuatsamoa@gmail.com
4	191	2014-08-0		0 50.134.193.133			cydcoogan@msn.com
5	208	2014-08-1		0 98.245.172.3	On the right track, needs some tweaks		mirandanor@yahoo.com

District Feedback
Submission Details

Serial	SID	Time	IP Address	Do these features improve College Avenue?	Why?
1	11	2014-07-1 10:24:31.14	50.243.153.14	Don't Like It	<p>No. It looks like you are making it even more difficult for people to access business along college. When you make businesses difficult for people to get to....they stop going there. The medians make access extremely difficult and limited. Shouldn't your first priority be to local businesses who pay taxes, offer employment, and put money back into the community? I don't know if you've heard this or not, but small business is what drives this economy. Somewhat. Are there plans for tunnels or bridges to provide SAFE PEDESTRIAN access in traversing College Ave. ?</p> <p>Has there been dialogue regarding Shuttles for the elderly and disabled?? Some of the Max stops are a considerable distance to access locations on College? Thanks, Rich</p> <p>Having a clear, easy to use pathway to the Spring Creek MAX station would be very helpful. Getting there from the east side of College is kind of tricky currently.</p> <p>Crossing this intersection can be daunting while biking/running</p> <p>Another thing that I would like to see is less bus travel along College. If the MAX is going to be the focal point, then College should be left more for cars.</p> <p>Extend this concept to Laurel and then make Old Town north of Laurel pedestrian and bike only. This works great in many tourist towns - delivery trucks only. Max makes this possible -- just expand the parking lots along the Max route.</p>
2	13	2014-07-1 10:24:31.14	70.96.13.190		
3	14	2014-07-1 10:24:31.14	70.96.13.190		
4	21	2014-07-1 10:24:31.14	24.8.180.40	Like It	
5	22	2014-07-1 10:24:31.14	24.8.180.40	Like It	
6	23	2014-07-1 10:24:31.14	24.8.180.40	Like It	
7	28	2014-07-1 10:24:31.14	50.134.250.29	Like It	
8	29	2014-07-1 10:24:31.14	50.134.250.29	Like It	
9	30	2014-07-1 10:24:31.14	50.134.250.29	Like It	
10	31	2014-07-1 10:24:31.14	50.134.250.29	Like It	<p>Can you consider for the eastern part of the road and then have a bus stop in the east-west direction - either on Drake or Harmony - or both. This can be accomplished by dedicating on lane each direction to a bus. This would enable the bus to travel faster than the traffic which would increase riders. While counter intuitive, it has been shown that this will actually decrease congestion because of the increased bus ridership more than adding a third lane. The east-west bus route on Harmony would need to be straight from FRCC through Trimble. Thanks for the opportunity to provide input! Great site.</p>
11	37	2014-07-1 10:24:31.14	76.76.70.62	Like It	
12	38	2014-07-1 10:24:31.14	76.76.70.62	Like It	
13	50	2014-07-1 10:24:31.14	76.25.21.6	Like It	
14	51	2014-07-1 10:24:31.14	76.25.21.6	Like It	
15	52	2014-07-1 10:24:31.14	76.25.21.6	Like It	
16	53	2014-07-1 10:24:31.14	76.25.21.6	Like It	
17	55	2014-07-1 10:24:31.14	76.25.21.6	Like It	
18	61	2014-07-1 10:24:31.14	76.120.120.194	Don't Like It	<p>Love it!</p> <p>I am concerned about narrowing travel lanes to 11 feet. Are you banning semi-truck traffic on US-287? A tractor pulling a standard 50 ft, 120 in wide dry box has only inches to spare when sharing the lanes.</p> <p>giving right turn lane a designated space keeps all traffic flow going</p> <p>This intersection currently confuses me with who has the right of way when. This looks. I like how the frontage road access is more separated from the main intersection.</p> <p>No, how is making the driving lanes smaller helpful. To me that is more dangerous. Especially with the size of the trucks on the road. Why is the landscape buffer between the north and south bound so wide? What about street lights?</p> <p>I like the per and multi use lanes.</p> <p>I know you've calculated the distance to the inch, but it just doesn't look like enough room for it all.</p>
19	68	2014-07-1 10:24:31.14	73.181.51.210	Like It	
20	69	2014-07-1 10:24:31.14	73.181.51.210	Like It	
21	71	2014-07-1 10:24:31.14	24.9.116.55		
22	89	2014-07-2 10:24:31.14	75.166.143.229	Like It	
23	90	2014-07-2 10:24:31.14	75.166.143.229	Like It	
24	91	2014-07-2 10:24:31.14	75.166.143.229	Like It	
25	103	2014-07-2 10:24:31.14	67.174.120.180	Like It	

District Feedback
Submission Details

Serial	SID	Time	IP Address	Do these features improve College Avenue?	Why?
26	107	2014-07-2	65.128.66.36	Like It	Improves traffic flow but what is the green thing on the left side of the right turn lane and what happened to the left turn lanes on College? It will be a much-needed visual update. I like all aspects of this district a lot. One-way frontage roads make a lot of sense This will be good for bicycles and hopefully pedestrians. Will we have seating intermixed for resting? So vehicles traveling south on the west frontage road north of Harvard will turn right onto Harvard then u-turn around the median to face College again to be able to turn onto College? This applies to both sides of College at Harvard? Yes. Good job. Do the multi-use paths require narrowing the lanes? Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Left turns for northbound traffic into west side shopping destinations is critical. Signage needs to be visible to drivers (not blocked by vegetation). I believe this to be in many ways the same as the Upper District, even faster paced. Because it is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). Future Mall volume needs to be accounted for in this section; also east/west bus transit going to the Mall and all the residential multi-family housing east of the Mall. is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). additional structure (4 islands creating turn lanes) requires narrower through lanes then that needs further discussion. That is a harder trade-off decision. Looking at the drawing it does not seem like lane narrowing would be necessary. Where do the bike lanes stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets and I think I get to places just as fast. The drawing looks nice but I would rely on the experts to make the intersection safe crossings for cars, bikes and pedestrians. bikers don't want to travel at 2-3 miles/hour. mixing bikers and pedestrians is asking for collisions. Bikes should be off College and routed on Mason or the bike path. attention and clarity here. Why is only one side of the intersection being shown? Based on my comparison with Google satellite images the buildings shown in your mock up are not the actual buildings at that intersection so I can not tell whether you are talking about the east or west side of College. I need more information to answer this question. This is a VERY important intersection to deal with. The work shown here is not adequate. I live in the neighborhood and am happy to see a widened buffer between college and the frontage road. Curious about the actual pedestrian crossings at Columbia and Rutgers across College Ave? Is there somewhere with specific info. on what those crossings will look like? Thanks This intersection is currently not as safe as it could be for pedestrians and bikes, this would improve the safety and use of this intersection by peds/bikes. Yes--I have biked this area and it is difficult to navigate as is Multi - use path
27	109	2014-07-2	129.19.1.10	Like It	
28	110	2014-07-2	129.19.1.10	Like It	
29	111	2014-07-2	129.19.1.10	Like It	
30	117	2014-07-2	129.19.1.10	Like It	
31	118	2014-07-2	129.19.1.10	Like It	This applies to both sides of College at Harvard? Yes. Good job. Do the multi-use paths require narrowing the lanes? Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Left turns for northbound traffic into west side shopping destinations is critical. Signage needs to be visible to drivers (not blocked by vegetation). I believe this to be in many ways the same as the Upper District, even faster paced. Because it is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). Future Mall volume needs to be accounted for in this section; also east/west bus transit going to the Mall and all the residential multi-family housing east of the Mall. is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). additional structure (4 islands creating turn lanes) requires narrower through lanes then that needs further discussion. That is a harder trade-off decision. Looking at the drawing it does not seem like lane narrowing would be necessary. Where do the bike lanes stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets and I think I get to places just as fast. The drawing looks nice but I would rely on the experts to make the intersection safe crossings for cars, bikes and pedestrians. bikers don't want to travel at 2-3 miles/hour. mixing bikers and pedestrians is asking for collisions. Bikes should be off College and routed on Mason or the bike path. attention and clarity here. Why is only one side of the intersection being shown? Based on my comparison with Google satellite images the buildings shown in your mock up are not the actual buildings at that intersection so I can not tell whether you are talking about the east or west side of College. I need more information to answer this question. This is a VERY important intersection to deal with. The work shown here is not adequate. I live in the neighborhood and am happy to see a widened buffer between college and the frontage road. Curious about the actual pedestrian crossings at Columbia and Rutgers across College Ave? Is there somewhere with specific info. on what those crossings will look like? Thanks This intersection is currently not as safe as it could be for pedestrians and bikes, this would improve the safety and use of this intersection by peds/bikes. Yes--I have biked this area and it is difficult to navigate as is Multi - use path
32	119	2014-07-2	129.19.1.10	Like It	
33	120	2014-07-2	129.19.1.10	Like It	
34	121	2014-07-2	129.19.1.10	Like It	
35	123	2014-07-2	129.19.1.10	Like It	
36	124	2014-07-2	50.243.148.245		I believe this to be in many ways the same as the Upper District, even faster paced. Because it is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). Future Mall volume needs to be accounted for in this section; also east/west bus transit going to the Mall and all the residential multi-family housing east of the Mall. is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). additional structure (4 islands creating turn lanes) requires narrower through lanes then that needs further discussion. That is a harder trade-off decision. Looking at the drawing it does not seem like lane narrowing would be necessary. Where do the bike lanes stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets and I think I get to places just as fast. The drawing looks nice but I would rely on the experts to make the intersection safe crossings for cars, bikes and pedestrians. bikers don't want to travel at 2-3 miles/hour. mixing bikers and pedestrians is asking for collisions. Bikes should be off College and routed on Mason or the bike path. attention and clarity here. Why is only one side of the intersection being shown? Based on my comparison with Google satellite images the buildings shown in your mock up are not the actual buildings at that intersection so I can not tell whether you are talking about the east or west side of College. I need more information to answer this question. This is a VERY important intersection to deal with. The work shown here is not adequate. I live in the neighborhood and am happy to see a widened buffer between college and the frontage road. Curious about the actual pedestrian crossings at Columbia and Rutgers across College Ave? Is there somewhere with specific info. on what those crossings will look like? Thanks This intersection is currently not as safe as it could be for pedestrians and bikes, this would improve the safety and use of this intersection by peds/bikes. Yes--I have biked this area and it is difficult to navigate as is Multi - use path
37	138	2014-07-2	50.243.148.245		
38	139	2014-07-2	50.243.148.245		
39	140	2014-07-2	50.243.148.245		
40	147	2014-07-2	50.243.148.245		
41	150	2014-07-2	50.243.148.245		I believe this to be in many ways the same as the Upper District, even faster paced. Because it is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). Future Mall volume needs to be accounted for in this section; also east/west bus transit going to the Mall and all the residential multi-family housing east of the Mall. is all much newer than the Upper District I would think less modification would be required (other than adjustments for future Mall demand). Speed limit needs to be 35mph. Lanes need to be wide enough to comfortably accommodate any type of truck allowed legally on the highway. Signage needs to be visible to drivers (not blocked by vegetation). additional structure (4 islands creating turn lanes) requires narrower through lanes then that needs further discussion. That is a harder trade-off decision. Looking at the drawing it does not seem like lane narrowing would be necessary. Where do the bike lanes stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets stop? Do the bike lanes go through to both Lemay and Shields? If not are you creating a hazard by inviting bikes onto Drake at the intersection and then take that lane away at some point east or west leaving the bike in a traffic lane or on a sidewalk. Do bikes really need to be on primary, high volume arterials? I ride a bike around town a lot and find many, many ways to avoid the busy streets and I think I get to places just as fast. The drawing looks nice but I would rely on the experts to make the intersection safe crossings for cars, bikes and pedestrians. bikers don't want to travel at 2-3 miles/hour. mixing bikers and pedestrians is asking for collisions. Bikes should be off College and routed on Mason or the bike path. attention and clarity here. Why is only one side of the intersection being shown? Based on my comparison with Google satellite images the buildings shown in your mock up are not the actual buildings at that intersection so I can not tell whether you are talking about the east or west side of College. I need more information to answer this question. This is a VERY important intersection to deal with. The work shown here is not adequate. I live in the neighborhood and am happy to see a widened buffer between college and the frontage road. Curious about the actual pedestrian crossings at Columbia and Rutgers across College Ave? Is there somewhere with specific info. on what those crossings will look like? Thanks This intersection is currently not as safe as it could be for pedestrians and bikes, this would improve the safety and use of this intersection by peds/bikes. Yes--I have biked this area and it is difficult to navigate as is Multi - use path
42	151	2014-07-2	207.173.60.122	Don't Like It	
43	153	2014-07-2	50.243.148.245		
44	160	2014-07-2	129.19.1.10		
45	193	2014-08-0	24.9.113.11	Like It	
46	204	2014-08-0	75.70.64.226	Like It	It makes biking and walking safer for both cars and pedestrians, as well as allows bicyclists to use the main artery that is College Avenue to get places, making safe biking more efficient for riders. Trees will be a beautiful divider, cut down on road noise, provide shade and separate street and the multiuse path. The path will promote safer travel along the corridor for bikes and foot traffic.
47	207	2014-08-0	166.147.88.35	Like It	
48	223	2014-08-1	98.245.192.158	Like It	
49	227	2014-08-1	174.29.209.146	Like It	
50	228	2014-08-1	198.59.47.100	Like It	

Corridor Concept Feedback
Submission Details

Serial	SID	Time	IP Address	Do You Like the District Approach to College Avenue?	Why?
1	10	2014-07-1	173.164.41.185	Don't Like It	
2	12	2014-07-1	70.96.13.190		somewhat, are there plans for tunnels or bridges over College Ave for SAFE pedestrian access?
3	15	2014-07-1	198.59.47.100		Generally, the graphics and text on these pages are well done but too small. Its very hard to read and understand.
4	36	2014-07-1	76.76.70.62	Like It	
5	54	2014-07-1	76.25.21.6	Like It	I love the protected bike paths. That makes me actually want to ride my bike into midtown
6	56	2014-07-1	198.59.47.100	Like It	
7	57	2014-07-1	198.59.47.100	Like It	each distric has unique characteristics so it makes sense to look at them discreetly
8	58	2014-07-1	198.59.47.100	Like It	
9	67	2014-07-1	73.181.51.210	Like It	Narrows things down even more. I like it, but I would only have 3 districts in that area by combining the upper and neighborhood districts.
10	75	2014-07-2	76.76.71.222	Like It	Not sure why the South district doesn't start at Horsetooth. The way it's proposed is a strange, illogical dividing point, I think.
11	88	2014-07-2	75.166.143.229	Like It	I love it! From a design perspective, the corridor needs consistency. I also like the idea of wide multi-use paths for the entire length of College. I also really like what you've done with the frontage roads, simple, intuitive and efficient.
12	106	2014-07-2	24.9.94.46		Different districts have different uses and needs
13	116	2014-07-2	129.19.1.10	Like It	On my computer the radio buttons aboe are not labeled. Can't tell which is yes and which is no. I am not a yes or no. From a planning point of view to have things broken out for organizational reason makes sense. But I haave a problem with getting too cute with things like district identities. I think a bunch of money would be spent to brand those identifies. I believe money should be spent on traffic flow and safety and to a more limited degree asthetics; not branding.
14	122	2014-07-2	50.243.148.245		Districts can help from a planning point of view to help organize sections of the corridor if primary uses change in specific segments. The cute stuff (naming; branding districts) is not necessary and should not be utilized other than for planning organizational purposes. Most people don't care what you call it as long as it is fluid and safe. Aesthetics are fine to a degree but should be the lowest priority. Functionality should drive the planning for this corridor. Functionality can look nice. It is a highway to get traffic through town and to business destinations along the way. It is a highway to transport goods and customers to businesses and to give residents highway accessibility to the east-west arterials that connect to their neighborhoods. Clear signage, safe travel at 35mph, safe access for cars and safe crossings for bikes and pedestrians are key elements. This is not old town and should not go that direction. People are more likely to go to old town when they have lots of time to kill and are looking for more dining, social activities and specialty shopping (gifts, spices, specialty clothing). Mid-town is more about needing a product, getting it and getting out. I am not convinced that if you create a midtown for people to hang-out in that they will do that. Maybe at certain destination businesses but not as an over-all area. The new Mall and old town are where people will go to hang-out. All other destinations on College and Harmony are far more about function.
15	136	2014-07-2	50.243.148.245		
16	155	2014-07-2	74.92.219.157	Don't Like It	I like it because it helps focus in on the part of Midtown I use the most and recognizes that what works for best for neighborhood may not be right for other districts.
17	170	2014-07-2	75.171.236.238	Like It	
18	180	2014-07-3	76.120.127.207	Like It	
19	190	2014-08-0	50.134.193.133		Fine, but not sure about the names or the word "districts."
20	226	2014-08-1	174.29.209.146	Like It	It breaks the larger project down into manageable areas.

Tell Us How to Proceed!

Submission Details

Serial	SID	Time	IP Address	Select	What are your main concerns, and how can we improve?	Your Name
1	32	2014-07-1	50.134.25	On the right track, needs some tweaks		
2	39	2014-07-1	76.76.70.6	On the right track, needs some tweak	Improve crossings of college for peds and bikes MAX signs on college are too small and direction that arrows are pointing are hard to read/see - need bigger arrows	
3	40	2014-07-1	76.76.70.6	On the right track, needs some tweak	trees and ornaments and decorations where none existed before. These features increase (albeit marginally) the capital construction costs. More importantly they commit the city to ongoing maintenance costs. Finally they exhibit a disregard for the purported values of the city's managers and council. Monthly I am lectured about going green, xeriscaping, how precious water is to us in our high plains environment. But you propose a project that increases water usage. There are other design options that have lower maintenance requirements, and every bit as effective in maintaining a safe College Ave corridor for all users. You should seek them out or communicate as to why those designs were not selected.	
4	62	2014-07-1	76.120.12	Back to the drawing board	You've done a good job of identifying how the space is used and designing it to fit those needs. Is the Mason Street side addressed in the Mason Street Corridor Plan?	Scott Petrilla
5	92	2014-07-2	75.166.14	Love it, move forward	How will pedestrians and bikers get across college to the Maxx stops? Spring creek trail seems far from the Maxx stops.	Gary Clark
6	93	2014-07-2	210.212.8	On the right track, needs some tweak		Jen Krafchick
7	102	2014-07-2	67.174.12	Love it, move forward		
8	115	2014-07-2	129.19.1.1	Love it, move forward		
9	137	2014-07-2	198.59.47	Love it, move forward	You shouldn't mix pedestrians and bikes, they move at different speeds. Traffic on College should move at higher speeds and higher volumes.	
10	152	2014-07-2	207.173.6	On the right track, needs some tweak	anything that slows traffic down should be eliminated	Mike Brown
11	154	2014-07-2	50.243.14	Back to the drawing board	See my 8 specific answers to specific areas	Kevin Jones
12	161	2014-07-2	129.19.1.1	On the right track, needs some tweak	Are there diagrams of improved pedestrian crossings of College Ave at Rutgers and Columbia Rd? I travel in the Upper District on a daily basis. While the multi use path running beside College is a huge improvement, I find that I prefer to travel away from College for my North-South movement, Remington/Mathews are much more pleasant routes than riding/walking right beside college. So my main concern is how easy - safe - pleasant will it be to get across College. Rutgers is not a terrible intersection now, but get 6-12" of snow and it's simply unusable. I would be very interested to see how the plan will handle that intersection, and how people will be able to move north-south on the west side of College.	John S. Clark
13	171	2014-07-2	75.171.23	On the right track, needs some tweak		Larey Kerling
14	181	2014-07-3	76.120.12	Love it, move forward	Regarding the Horsetooth MAX station - is there any planning with adjacent property owners to provide access to the station from the east. Seems like increased pass through foot traffic could be good for some businesses.	Dan Gould
15	182	2014-07-3	76.120.12	Love it, move forward		Dan Gould
16	194	2014-08-0	174.16.11	Love it, move forward	I live in this area on Remington. Worried about traffic when stadium is built and student apartments. Would like to walk to Max and feel safe from traffic. Thanks for all your hard work and great ideas.	Kathleen A. Padilli

Bike 1 - Intersection Safety

Submission Details

Serial **SID** **Time** **IP Address** **Do You Like This Feature** **Why?**

1 4 2014-06-25T18: 73.181.13.112 No
2 6 2014-07-07T22: 70.196.194.229 Like It

3 18 2014-07-15T23: 24.8.180.40 Like It
4 34 2014-07-16T02: 76.76.70.62 Like It
5 45 2014-07-16T09: 76.25.21.6 Like It
6 63 2014-07-18T20: 70.196.196.215 Like It

7 65 2014-07-19T20: 67.6.177.242 Like It
8 78 2014-07-20T05: 75.166.143.229 Like It

9 94 2014-07-20T15: 67.161.158.31 Like It

Bicyclists can feel out of place at big intersections. Using bike lines would be preferred to getting on the sidewalk.

Directs motorists' attention to bicyclist
It is not clear where cyclists should cross in some intersections
Hard for bikes to know where to cross sometimes. This makes clear to everyone.

I think this is a good way to make it safer for bikes to access the main drag through town. The green paint is a great idea because it really gets the attention of both bikers and motorists. I've already seen it in the bike lane on Harmony and I think it will be very helpful for a busy street like College.
I don't get what intersections have to do with bikes being used as the "last mile." So I don't know that I really get what's being proposed here. But anything that alerts motorists to the presence of cyclists is a good thing. And the more signage the better in terms of people knowing where to go. There's nothing worse than being on a bike trail and then it suddenly seems to end and you have no idea where to go next.

I think green asphalt makes more sense than green paint that has to be repainted regularly.

10 97 2014-07-20T21: 98.245.148.195 Like It
11 128 2014-07-22T16: 129.19.1.10 Like It
12 142 2014-07-22T16: 207.173.60.122 Like It

And bike lanes should NEVER be put in the door zone. That's teaching people bad biking behavior.
Please make the pedestrians as safe as possible.
Good idea for east-west traffic, but keep them off College. North-South bike traffic should be on Mason or the bike path
It supports bike safety. Someone ran a red today and hit a bicyclist. Another statistic. It can be fatally dangerous to ride a bicycle in Fort Collins. The more support and safety the better. I ride 1500 to 3000 miles annually and appreciate any support I can get. Thanks for thinking of us! Manuel
This sounds like it will make it very clear to the motorists where the bike is and maybe even keep from moving over 3 feet into the oncoming traffic for the bicyclists riding on the bike lane LINE This will help everyone!
Definitely need to highlight where bikes may be. How about raised AND green crossings?
It raises awareness of motorists to bicyclists, Drivers are often oblivious or distracted and do not see those on foot or bikes-this is a step in the right direction

13 164 2014-07-25T04: 24.8.183.228 Like It
14 183 2014-07-31T00: 65.121.59.226 Like It
15 187 2014-08-01T15: 50.134.193.133 Like It
16 198 2014-08-02T15: 75.70.64.226 Like It
17 205 2014-08-05T19: 166.147.88.35 Like It
18 209 2014-08-12T01: 98.245.192.158 Like It

Making motorists more aware of where bicyclists are on the road
Like the green zones used in other places in the city. Clearly marks the bike lane.

Bike 2 - Predictability

Submission Details

Serial SID Time IP Address Do You Like This Feature Why?

1	7	2014-07-0	70.196.194.229	Like It
2	9	2014-07-1	173.164.41.185	Like It
3	24	2014-07-1	107.2.142.207	Like It
4	26	2014-07-1	50.134.250.29	Don't Like It
5	33	2014-07-1	76.76.70.62	Like It
6	46	2014-07-1	76.25.21.6	Like It
7	66	2014-07-1	67.6.177.242	Like It
8	79	2014-07-2	75.166.143.229	Like It
9	95	2014-07-2	98.245.148.195	Don't Like It
10	130	2014-07-2	129.19.1.10	Like It
11	141	2014-07-2	207.173.60.122	Don't Like It
12	165	2014-07-2	24.8.183.228	Like It
13	184	2014-07-3	65.121.59.226	Like It
14	188	2014-08-0	50.134.193.133	Like It
15	199	2014-08-0	75.70.64.226	Like It
16	210	2014-08-1	98.245.192.158	Like It
17	220	2014-08-1	98.245.192.158	Like It

most bike commuters are interested in getting somewhere and are generally not cycling at a leisurly pace. Multi-use trails are generally not the optimal choice. Best to clearly separate cyclists and pedestrians.

As long as there's significant separation from cars and reduced speed limits
Right turns feel dangerous for drivers too-will help to separate bikes.

So you're saying that the problem will be solved by making more and more people ride within the problem zone, which will in turn magically make everyone realize that they should drive more carefully? Putting more people in danger does not sound like a workable solution to me.

Just concerned about the interaction between bicycles and pedestrians.

Bicycles are not supposed to be on College now. Its a state highway, keep the bicycles on Mason or the bike path.

I understand the right hook phenomenon and the need to minimize its occurrence.

Yes- I have ridden my bike on College Ave- in some areas there is a designated place to ride on others, there is not- was almost hit by a car, because I was not sure where I was supposed to be riding.

I don't ride on college because of the lack of a clear, safe route. Would be beneficial to people riding with children

Bike 3 - All Users
Submission Details

Serial	SID	Time	IP Address	Do You Like This Feature?	Why?
1	8	2014-07-0	70.196.194.229	Like It	
2	25	2014-07-1	50.134.250.29	Don't Like It	Please don't encourage bikes on sidewalks -- this is so dangerous.
3	35	2014-07-1	76.76.70.62	Like It	
4	47	2014-07-1	76.25.21.6	Like It	
5	70	2014-07-1	174.29.166.114	Like It	Bikes on College sidewalks are not safe. But, travelling away from College on bike is a pain.
6	80	2014-07-2	75.166.143.229	Like It	
7	96	2014-07-2	98.245.148.195	Don't Like It	On the section of "bike trail" that runs along Sheldon Lake, I constantly have to dodge dogs, unaware pedestrians, people stopped chatting on the path, etc. It's quite dangerous. I would rather ride on a street filled with cars than on a sidewalk filled with people. People are far more unpredictable and therefore more dangerous to bike around.
8	108	2014-07-2	129.19.1.10	Like It	
9	132	2014-07-2	129.19.1.10	Like It	Please keep the pedestrians safe from the bicycles.
10	143	2014-07-2	207.173.60.122	Don't Like It	bikes are vehicles, should be off sidewalks. Need to either make room on the road or provide another access east west, designated bike path. Putting them on the sidewalk with pedestrians will not work for serious bikers because it slows them down to the walking speed or causes a zigzag in between pedestrians.
11	166	2014-07-2	24.8.183.228	Like It	
12	185	2014-07-3	65.121.59.226	Like It	
13	189	2014-08-0	50.134.193.133		I don't understand the feature from the description & photo. Are you saying bikes will be required to be on sidewalks? Need better/actual photo of proposal or clearer description. Thx.
14	200	2014-08-0	75.70.64.226	Like It	I like this only if cyclists pay attention to the regulations--As a pedestrian on our bike/walk paths--many cyclists do not give a signal they are approaching. Sidewalks are not wide enough & get congested when bikes & pedestrians are waiting at crosswalks
15	206	2014-08-0	166.147.88.35	Don't Like It	
16	211	2014-08-1	98.245.192.158	Like It	
17	219	2014-08-1	98.245.192.158	Like It	

Walk 1 - Intersection Safety

Submission Details

Serial	SID	Time	IP Address	Do You Like This Feature	Why?
1	16	2014-07-1	204.194.77.3	Like It	i like the crossing of college at harmony
2	19	2014-07-1	24.8.180.40	Like It	Refuge islands are really helpful!
3	27	2014-07-1	50.134.250.29	Like It	
4	41	2014-07-1	76.76.70.62	Like It	Better if provide raised crosswalks
5	73	2014-07-2	98.245.149.163	Like It	
6	81	2014-07-2	75.166.143.229	Like It	
7	112	2014-07-2	129.19.1.10	Like It	
8	125	2014-07-2	129.19.1.10	Like It	Can we paint the barriers fluorescent yellow to help motorists see them at all times of the day?
9	144	2014-07-2	207.173.60.122	Like It	works for pedestrians as long as bikes are not intermingled
10	195	2014-08-0	75.70.64.226	Like It	makes it less likely for cars to hit people at crossings
11	212	2014-08-1	98.245.192.158	Like It	
12	218	2014-08-1	64.134.191.19	Like It	

Walk 2 - Connections

Submission Details

Serial	SID	Time	IP Address	Do You Like This Feature Why?
1	42	2014-07-1	76.76.70.62	Like It We are hooked on Max, but live halfway between the stations at Swallow or Horsetooth. It would be wonderful to have a pedestrian overpass mid way - and pave the gravel part of the bike path there while you're sprucing things up!
2	72	2014-07-2	98.245.149.163	Like It
3	82	2014-07-2	75.166.143.229	Like It
4	113	2014-07-2	129.19.1.10	Like It As long as the pedestrians are not fighting with bicycles for a place to walk safely.
5	126	2014-07-2	129.19.1.10	Like It
6	145	2014-07-2	207.173.60.122	Like It it takes the guess work of where you need to walk--many of our areas are not geared towards pedestrians and this is very helpful
7	197	2014-08-0	75.70.64.226	Like It
8	213	2014-08-1	98.245.192.158	Like It
9	222	2014-08-1	98.245.192.158	Like It

Walk 3 - All Users
Submission Details

Serial	SID	Time	IP Address	Do You Like This Feature?	Why?
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1	43	2014-07-1	76.76.70.62	Like It	
2	48	2014-07-1	76.25.21.6	Like It	
3	74	2014-07-2	98.245.149.163	Like It	
4	83	2014-07-2	75.166.143.229	Like It	
5	114	2014-07-2	129.19.1.10	Like It	
6	127	2014-07-2	129.19.1.10	Like It	
7	146	2014-07-2	207.173.60.122	Don't Like It	
8	179	2014-07-3	76.120.127.207	Like It	
9	196	2014-08-0	75.70.64.226	Like It	
10	214	2014-08-1	98.245.192.158	Like It	
11	229	2014-08-1	172.56.9.16		

As long as there is no doubt in the driver's mind what they are encountering at all times of the day and night.

multi use paths put pedestrians and vehicles in the same space. a bike doing 10-15 miles/hour will take out any pedestrian it hits.

Destination signs are useful.

raises awareness of motorists to share the road

I really hope that paths/sidewalks will be wide enough for 2-3 people to comfortably walk together. Many midtown sidewalks are currently so narrow that it makes it difficult to walk a dog or to walk with another person and carry on a conversation. Wider sidewalks are also more accessible for people with canes, walkers, and wheelchairs.

Car 1 - Intersection Safety

Submission Details

Seria	SID	Time	IP Address	Do You Like This Feature	Why?
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1	17	2014-07-1	204.194.77.3	Like It	please make it safer to turn left on to college at some of the smaller intersections such as the one near whole foods. You don't need photo radar to achieve the stated goal of evaluating peak times. Eliminate the photo enforcement piece. Also, frontage roads are poor collectors for access to the College Ave artery. Why not assess access from the rear, such as McClelland?
2	59	2014-07-1	76.120.120.194	Don't Like It	
3	77	2014-07-2	174.16.16.97	Like It	
4	84	2014-07-2	75.166.143.229	Like It	The frontage road intersections are dangerous now.
5	101	2014-07-2	67.174.120.180	Like It	
6	133	2014-07-2	129.19.1.10	Like It	
7	159	2014-07-2	50.243.148.245	Like It	Can be done without a ton of investment and should have been done long ago!
8	167	2014-07-2	67.6.180.175	Like It	
9	172	2014-07-2	24.8.179.117	Like It	
10	174	2014-07-3	98.245.148.203	Like It	
11	176	2014-07-3	174.29.141.50	Like It	
12	186	2014-07-3	65.121.59.226	Like It	
13	201	2014-08-0	75.70.64.226	Like It	I am often confused as to where I need to stop when crossing or driving on frontage roads- a bit of clarity and guidance will help a great deal.
14	215	2014-08-1	98.245.192.158	Don't Like It	Not a fan of photo radar at intersections.

Car 2 - New Traffic Patterns

Submission Details

Serial	SID	Time	IP Address	Do You Like This Feature?	Why?
1	5	2014-06-2	67.164.182.119	Like It	
2	76	2014-07-2	174.16.16.97	Don't Like It	You make it sounds like timing the lights doesn't matter
3	85	2014-07-2	75.166.143.229	Like It	
4	86	2014-07-2	75.166.143.229	Like It	College is Midtown's "main street"
5	100	2014-07-2	67.174.120.180	Like It	
6	129	2014-07-2	129.19.1.10	Don't Like It	I use college avenue to drive through from old town through to harmony to Loveland
7	131	2014-07-2	129.19.1.10	Don't Like It	
8	134	2014-07-2	129.19.1.10	Like It	Please make the intersection at College and Horsetooth flow better. your disruption does not say what you are going to do. College is a highway and needs to retain traffic volume and speed through town.
9	148	2014-07-2	207.173.60.122		The current frontage roads work very well to get off of College and access businesses. Turning these into one way makes no sense and results in increased vehicle miles to get to a location if you happen to be going the wrong way. And smaller lanes? Why??? This is already a "dangerous" corridor and you want the cars to be closer together? Wow!
10	158	2014-07-2	50.243.148.245	Don't Like It	
11	168	2014-07-2	67.6.180.175	Like It	
12	169	2014-07-2	67.6.180.175	Like It	
13	178	2014-07-3	174.29.141.50	Like It	
14	202	2014-08-0	75.70.64.226	Like It	makes sense- I travel College nearly every day to get to local destinations for shopping, etc.
15	216	2014-08-1	98.245.192.158	Don't Like It	Not sure this is an accurate statement. Lanes and intersections do not appear to match traffic patterns currently.

Car 3 - Business
Submission Details

Serial	SID	Time	IP Address	Do You Like It	Why?
1	20	2014-07-1	24.8.180.4	Like It	While driving, sometimes it's hard to see businesses along the thoroughfare. Anything that makes it easier to know where you are going (or discover new locations) is a good thing. Narrow travel lanes and wider, landscaped medians would be better and help slow traffic
2	44	2014-07-1	76.76.70.6	Like It	
3	49	2014-07-1	76.25.21.6	Like It	
4	60	2014-07-1	76.120.12	Don't Like It	Is this picture representative of a design proposal/standard? While I support beautifying the city I don't support the expense for streets and roads. I want them to be functional, utilitarian; highly efficient and effective. Also, treescapes block views to business' signage and without proper maintenance can impair lines of sight. It should be a cohesive business district rather than a hodgepodge of individual strip malls.
5	64	2014-07-1	70.196.196.215		
6	87	2014-07-2	75.166.14	Like It	
7	99	2014-07-2	67.174.12	Like It	As long as the learning curve isn't too long. what design are you talking about. nothing to vote on. Visibility for retail is needed, the overabundance of trees and trees blocking visibility is an issue. Access through frontage roads is a deterrent.
8	104	2014-07-2	204.133.1	Like It	
9	105	2014-07-2	70.59.52.2	Like It	
10	135	2014-07-2	129.19.1.1	Like It	We've forced business to spend a ton of money on a certain vision - and now we are going to tear that up, tax business again and replace what is there for 5 bikes. Doesn't seem like a good investment.
11	149	2014-07-2	207.173.60.122		
12	156	2014-07-2	50.243.14	Don't Like It	
13	157	2014-07-2	50.243.14	Don't Like It	We've forced business to spend a ton of money on a certain vision - and now we are going to tear that up, tax business again and replace what is there for 5 bikes. Doesn't seem like a good investment.
14	175	2014-07-3	98.245.14	Like It	
15	177	2014-07-3	174.29.14	Like It	
16	203	2014-08-0	75.70.64.2	Like It	Sidewalks are further away from street Yes- I rode my bicycle on College by the shopping centers between Prospect and Drake- I was nearly hit by cars at least twice--there is no clearly designated area for cyclists. Drivers do not expect to see bikes.
17	217	2014-08-1	98.245.19	Like It	
18	221	2014-08-1	98.245.19	Like It	
19	224	2014-08-1	209.210.1	Like It	The turn lanes near Whole Foods/King Soopers need better visibility This specific picture here would cause more accidents than you would think. I worked at Chuck e cheese, after you guys "fixed" this area I saw more accidents, then I did before.. and semi who had to drop off a delivery would take up the entire re done parking lot. Now traffic is worse with your new college dorms you should of made a parking garage for the college kids and kept the parking unclogged off college.
20	225	2014-08-1	50.134.25	Don't Like It	

Audience Overview

Jul 13, 2014 - Aug 30, 2014



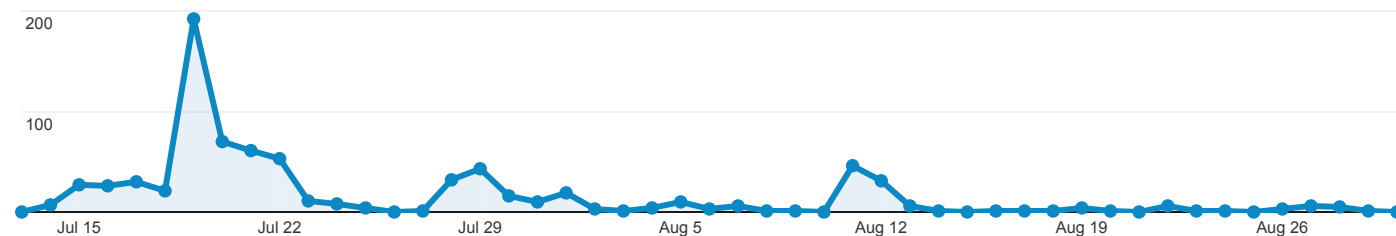
All Sessions
100.00%



+ Add Segment

Overview

Sessions



Sessions

775



Users

651



Pageviews

3,112



Pages / Session

4.02



Avg. Session Duration

00:03:16



Bounce Rate

41.03%

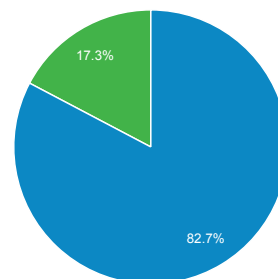


% New Sessions

82.71%



New Visitor Returning Visitor

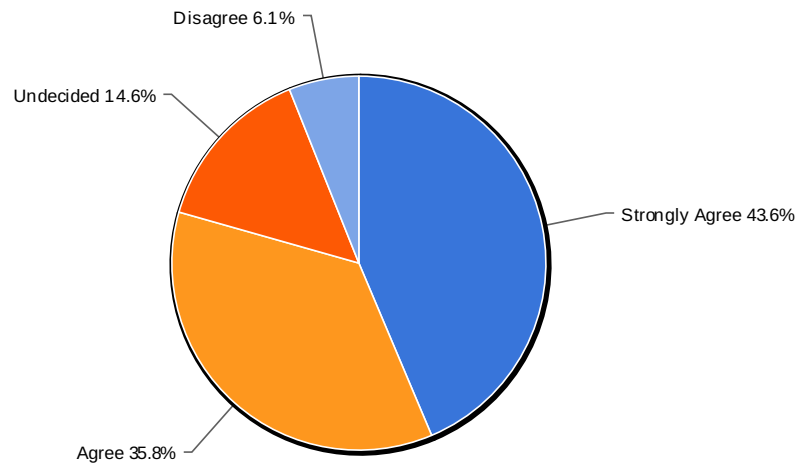


Language	Sessions	% Sessions
1. en-us	769	99.23%
2. en	5	0.65%
3. de-de	1	0.13%

Summary Report - Feb 13, 2014

Survey: Midtown in Motion - Survey #1

1. It needs sidewalk improvements.



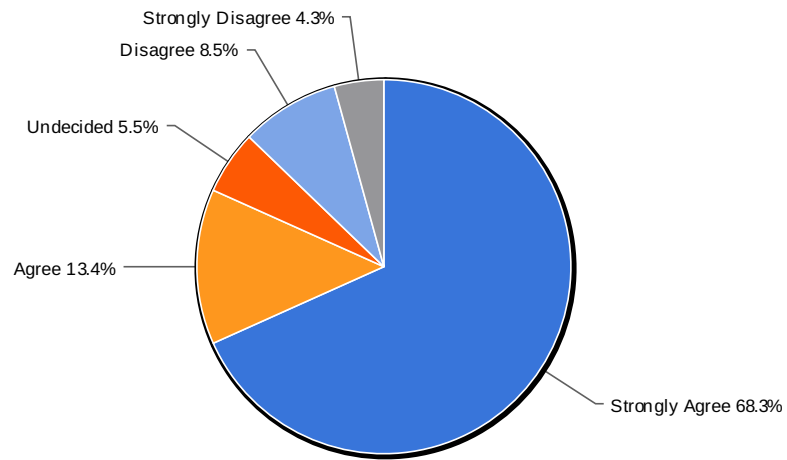
1. It needs sidewalk improvements.

Value	Count	Percent %
Strongly Agree	72	43.6%
Agree	59	35.8%
Undecided	24	14.6%
Disagree	10	6.1%
Strongly Disagree	0	0.0%

Statistics

Total Responses	165
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2. It needs to safely integrate bikes into the corridor.



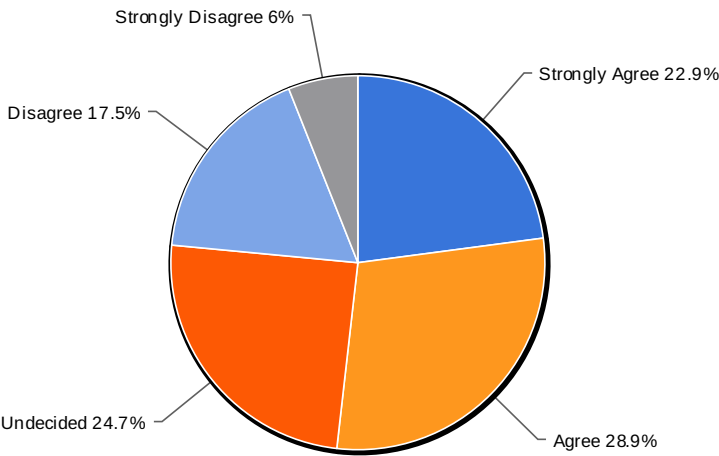
2. It needs to safely integrate bikes into the corridor.

Value	Count	Percent %
Strongly Agree	112	68.3%
Agree	22	13.4%
Undecided	9	5.5%
Disagree	14	8.5%
Strongly Disagree	7	4.3%

Statistics

Total Responses	164
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3. It needs to reduce travel time for cars.

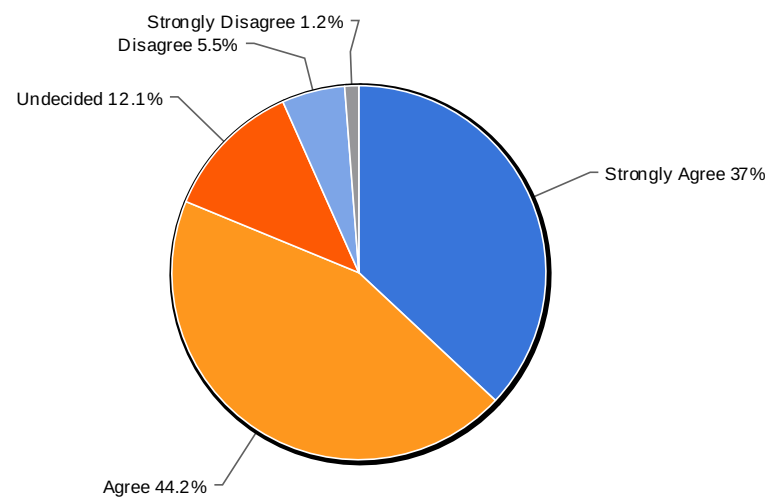


3. It needs to reduce travel time for cars.

Value	Count	Percent %
Strongly Agree	38	22.9%
Agree	48	28.9%
Undecided	41	24.7%
Disagree	29	17.5%
Strongly Disagree	10	6.0%

Statistics	
Total Responses	166

4. It needs upgraded character and appearance improvements.

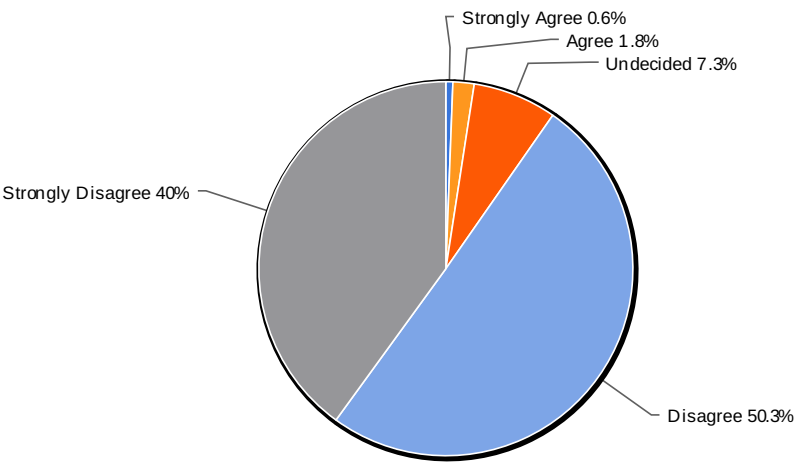


4. It needs upgraded character and appearance improvements.

Value	Count	Percent %
Strongly Agree	61	37.0%
Agree	73	44.2%
Undecided	20	12.1%
Disagree	9	5.5%
Strongly Disagree	2	1.2%

Statistics	
Total Responses	165

5. Its fine the way it is. Don't change anything.



5. Its fine the way it is. Don't change anything.

Value	Count	Percent %
Strongly Agree	1	0.6%
Agree	3	1.8%
Undecided	12	7.3%
Disagree	83	50.3%
Strongly Disagree	66	40.0%

Statistics	
Total Responses	165

6. Please share any other comments

Count	Response
1	Bicycling should be allowed and encouraged on College.
1	Check out the new book "Bikenomics" by Elly Blue for some awesome ideas!
1	College is terrifying to walk or ride along the sidewalks. It is very unwelcoming.
1	Currently a no-pedestrian, no-bike zone.
1	Focus on safe biking. In an ideal world I would make it a pedestrian only zone.
1	More trees, boulevards and safe biking routes would be preferable.
1	Needs a pedestrian walk and bike overpass over prospect by the new housing development
1	North College needs the most work.
1	Only city or developer funds should be used to pay for projects. TIF funds should not be used!!!
1	Promote less congestion by encouraging bikes.
1	The corner of College and Drake needs improvement for the rapid transit.
1	The sidewalks need to be widened enough to include protected bike lanes from the car traffic.
1	There are some sidewalks missing, specially near the Foothills Mall and in front of Whole Foods.
1	Why are bikes prohibited from Laurel to Harmony?
1	cohesive "feel" and character for the region is important to attract businesses and consumers by creating focal points, pedestrian friendly corridors, without eliminating the Old Town concept. Should integrate as an addition or a way to augment the existing culture of Fort Collins.
1	I cycle daily all over the city. When you are planning street or transit updates, there needs to be much better project planning performed. (I'm a PM). The length of time of the Spring Creek Trail disruption and detour to Drake was inexcusable. I spoke with the work crew in July and again in Aug., and was assured that by the end of Aug/Labor Day it would be completed. Yes, we had the floods in Sept. but we then spent Sept., Oct., Nov, Dec. and finally the beginning of 2014 before we could access it again. That's extremely poor planning and contingency planning. From living in Portland and outside of Davis, especially for a city priding itself on cycling, that's inexcusable.
1	I think the arterials on the east/west side of college should be studied as one way streets to make it easier for cars/bikes looking to use these. It is important to remember that the vehicle is an very important part of this portion of town and not to try to make it less car friendly while making improvements.
1	A rather ugly street. It would be great if the businesses would show some pride and upgrade their look. I am NOT in favor of using TIF tax money to fix it. Needs to be City money & private sector. We can't keep taking from other taxing entities.
1	It needs better pedestrian crossings. I don't know if it's possible, but lowering parts of college and providing raised crossing may help.
1	function is far more important than a good appearance, this should be the first priority, then appearnace
1	Bicycles have plenty of north-south alternatives to College...Remington, Mason trail, Stover. I would like to see wider sidewalks for pedestrians, better pedestrian refuges, better ramps and beautification.
1	I'm a bicyclist and I support NOT having bicycle facilities on College. There are easy alternatives (Mason Trail for example). Improving travel time for cars would definitely be a worthwhile effort.
1	My only objections to the current plans are building heights and closeness to street. A "canyon effect" down College Ave is undesirable. The Summitt seems to be universally reviled for its appearance and looming presence. Hopefully the powers that be in the city have learned from that fiasco. The university after all has it's "front lawn" which is aesthetically pleasing, although the administration is determined to ruin the appearance of midtown with its stadium.
1	There are areas of College that are fine, however some places come to mind with respect to sidewalks, like the very narrow ones from Rutgers north past Dairy Queen. I would prefer cyclists travelling north-south remain on either the Mason Trail or Remington St. Timing of traffic lights needs significant improvement (for example, I often sit at a red light, and when it turns green, the next light turns red. Not very fast or environmentally friendly
1	As we drove north on College yesterday my teenage daughters commented on how ugly College is. They asked me why all the buildings look like they don't belong together. There's definitely a mish-mash feeling and renewed infrastructure would be a good beginning toward improving the over all look of the area.
1	No more sky scrappers like the summit and mall residences. What is a "world class street" and why do we need one? We don't need tourists crusing College Ave creating congestion and polution.
1	It needs lower speed limits and more strongly enforced speed violations. Very aggressive drivers weave in and out

	trying to "one up" other drivers.
1	College Avenue north of Laport St. used to be virtually inaccessible to me. The recent improvements are huge and the north King Soopers is now my favorite grocery store. I moved to Ft. Collins for college in '98 and have never owned a car. My bike is my primary means of transport. Part of the reason I settled here after college (vs. my hometown Denver) is how bike-friendly the town was. Since then, it's gotten even better, but there is room for improvement. For example, getting from Old Town to Harmony & College (I frequent the Goodwill down there) involves a hodgepodge of different roads along the way. The Mason corridor, when finished, should alleviate the problem, but it's still not perfect. If south College had been designed like north College is being designed now (with a wide, continuous sidewalk that's safely separated from the street) it would be a nice trip down south. It would make it a lot easier to stop by different shops along the way, which is currently a pain when you're on the bike path 1/4 mile west of College. I like to browse the stores along College, but when I'm on that bike path a lot of them feel more out of the way. Going from store to store is like extreme off-roading since the sidewalks on south College are so bad. Where they do exist, many sidewalks are uneven, skinny, have extremely tight turns, have hanging tree-branches in your way, and need "curb cuts" from the street. I've also risked my life too many times getting onto College ave. to cross that bridge just north of the former 3 Margaritas. The whole mall area is awkward on College, to say the least. I would gladly waste many a summer Saturday cruising my bike up and down south College, getting lunch at Whole Foods, heading down to Big Lots and stopping by Full Cycle and KMart along the way, but crummy infrastructure makes that ride much less appealing.
1	We cannot continue to expand and engineer roads to keep up with growth predictions. Instead we must increase the use of public transportation -- beyond the capacity of MAX. Suggest we start by increasing bus runs along harmony, hoorsetooth and lemay so that buses arrive every 10 min. To accomplish dedicate one of the existing two lanes to buses. This means buses don't get impeded by traffic and use of public transportation will be seen as the faster more expedient choice and ridership will increase. This results in less cars on the main roads that feed into College, which means less congestion on college.
1	Integrating bike lanes would be great! Hate to drive my car to Old Town. MAX will help but love to cycle instead on College. Thank you!
1	College Ave. certainly needs to be repaved, especially in locations south of CSU. A bikeway concurrent with the Mason St. corridor might make more sense, as bicyclists only have to worry about bus lines and the trains instead of heavy traffic. However, travelers will still use College Ave. for bicycling if the means are there.
1	I strongly agree with integrating bike traffic into the College Ave. corridor, but I'm certainly not advocating adding on-street bike lanes. I'm an experienced bike commuter, but I wouldn't consider riding with that kind of traffic. It's a real shame that the railroad tracks restrict access to College from the Mason Trail, but the underpass at Troutman and the coming overpass near Whole Foods are real improvements. It's too bad we don't have a continuous road with good bike lines like McClelland drive over on the east side of College. The frontage road is great, in the places where it exists. Where the frontage road doesn't exist, mid-block north and south travel is more difficult, particularly on the East side of College.
1	As a midtown business owner, I am VERY concerned about the HUGE amounts of traffic the redeveloped mall and Square will bring to the already highly-congested College Ave. This concern is causing me to consider moving my business to the outskirts or out of the city altogether.
1	Fort Collins is a better than average city. In my opinion, becoming world class requires more equitable use of available transportation monies, much improved walkability, and beautiful, human scale venues. Currently, the vast majority of our streetscapes, including midtown College Ave, display a love of cars, not people.
1	Bicycles on the west side of College at least have the Mason Street Corridor. However, bicyclists on the east side of College have to wind through many residential streets in order to go from north to south or vice-versa. Perhaps sidewalk improvements would at least provide safe bicycle driving on the east side of College Avenue.
1	Make it a toll way for cars and free for bikes. Driving a car around town when you could just as easily ride a bike (all year round even!) is silly and should be discouraged.
1	There needs to be a person/dept in the city that takes ownership of this project. The Summit complex is HORRIBLE looking and WHO approved that design. Is this the design that you want to start the renovation of Midtown?
1	My comment on bikes relates to the fact that College Avenue itself should not promote bike travel on that roadway. Bikes could be on adjacent roads or the MAX corridor.
1	traffic is always terrible. Especially south of prospect all the way to harmony. i avoid it at all costs which means those businesses are losing out. I know i'm not the only one who does this either.
1	Impacts to traffic in and through neighborhoods should be considered when planning changes to the corridor.
1	College Ave lacks a consistent sense of style or planning The ugliness of the businesses really startled me me when I first moved here because of the contrast to the majority of the City. The new student housing near DQ has exacerbated this - the style is quite a discordant note and not particularly attractive. It would be great if the City could get businesses

	to commit to moving towards a consistent vision. Obviously, this would take time. The City could facilitate and coordinate, set standards, and perhaps put some City funds towards it. I do not support taking money from the county, schools and special districts (TIF) and putting it towards this project, as was done for the mall. The community needs the services provided by those entities more than a pretty street.
1	bikes have enough places, the sidewalks aren't good enough for pedestrians esp since this is a bus route. also need better sidewalks on prospect and drake near college!!
1	A strong pedestrian and bicycle plan will make the corridor much more economically viable and attractive. Fort Collins has a chance to do something that many cities won't do.
1	College avenue is also highway 287. As a highway people expect to be able to travel quickly. Bicycles and fast travel do not mix well. Bicycles should be routed on the Mason street corridor and trail instead of College and Remington street should be improved for bicycles as an alternative to College/287.
1	The mason road bike trail needs to go all the way downtown to avoid the cut over to Remington at prospect.
1	Bikes on college is too dangerous. It is already hard to keep your eyes on the road, people pulling out from parking spots and jay walkers.
1	College Ave should have a consistent look & feel in terms of street scape, street lights, sidewalks etc. from Harmony Road to Olive Street
1	College Ave. should be unlike anything else in Colorado. I would like to see wide sidewalks, protected bike lanes on east/west streets, generous medians to help calm traffic and give the corridor a unified look. Make it a street people see as a destination like College is through Old Town.
1	Bicycles are a Very Small portion of the population. Most of us are making more than one stop along College Ave and a automobile is necessary for business and family pickups and drop off. The city of Fort Collins needs to drop all their political ties and start working for the citizens. Forget the International Community stuff and start working for us. Bicycles are not that important!
1	Why all the mid town all of a sudden Mulberry south to Prospect was called mid town just a few years ago. Still neglected and in need of same improvements Why not add this area to scope
1	The Most important thing to be done, is to implement Scramble zones, where all traffic comes to a stop, and allows for safe passage for pedestrians, joggers, skateboarders, cyclists and such to cross this street. 20 seconds of safe, is worth Soo much more than allowing traffic to flow, and continue to hit cyclists, and pedestrians. Please, for the love of life, stop all traffic, and allow the kids to walk safely without the Right on Red dangers. Use the pedestrian wants to cross button, and allow the people to be safe, Please. Josh Kerson, Former BAC Chair. Questions? 970-305-0784. thank you.
1	With the introduction of the BRT on Mason, the emphasis on bicyling and pedestrians; I feel that it should be OK to accept a lower level of service on College Avenue and even embrace more congestion. Allow the alternatives in place and coming on line to work while improving the aesthetics and gateway opportunities to the city that College Avenue offers; treat it as a parkway and improve on that idea from the small segments that realize it. Improve the east-west access to the avenue with better connectivity.
1	I would like to see some Midtown "branding" at the entrances(at Prospect and at Harmony) and art in public places along the Midtown Corridor.
1	the stop lights seem to be unsynchronized, which makes traveling on college avenue very time consuming.
1	I actually think the best place for bikes in this corridor is off of College Avenue itself and on the parallel Remington Street and/or Mason corridors. Wayfinding to these parallel routes is critical. I think other major considerations for Midtown road improvements need to be storm drainage (at College/Prospect especially) and improving visibility and flow of the College/Columbia Road intersection. The east/west Columbia intersection is really tricky due to the frontage road, grade change, and confusing laneage.
1	Obviously, anyone East of College Ave will need to cross it to use the MAX. A lot needs to be done to make crossing College (especially on streets with MAX stations) feel safe.
1	The street itself needs to be redone. As cyclists we cross often on Swallow, Troutman, and Horsetooth and it is dangerous. Also as motorist the street is in bad shape.
1	Too many run down car dealerships, stores, banks, and dying restaurants. The lights are all poorly timed, all the right turns lack a dedicated turn lane, and with no other north/south option nearby it is overcrowded. Also, the red lights cameras are dangerous
1	it's not the only area that needs upgrades. isn't max already improving that same route? what about east/west routes such as harmony? why aren't we connecting the rest of the city to max like we were promised?
1	This survey was a bit too vague regarding the general area of College Ave that it was referring to. It is a pretty long street.

- 1 Improve interface between buildings and sidewalks so that it's easy and safe to access buildings while minimizing the need to walk through parking lots.
- 1 Slow traffic, integrate active transportation, make it easier to cross on bike or foot (more distinct crosswalks).
- 1 Better timing of the lights. Less congested access points for businesses. Limit numbers or facilitate entry/exit of cars.
- 1 Add a physically separated bike lane from cars (e.g. A physical barrier between bike and car lanes).
- 1 Why not take care of the streets that are never resurfaced? If we have that much money, maybe citizens and businesses are over taxed!
- 1 A bike lane should be added such that bicycles can easily visit businesses that are located on College Avenue (especially on the east side). By eliminating one lane of traffic you would encourage bicycling and the use of Max.
- 1 Great idea! Let's put the kind of emphasis on College Avenue that fits the image we all want to have of Fort Collins.
- 1 There are no safe biking routes for College Ave (midtown). And it is VERY dangerous when riders bike on the sidewalks. We would benefit from a bike lane or better access from the Poudre trail to the shops on College. Thanks for listening! :)
- 1 I really dislike the frontage road that is so close to College. For an example of what I don't like, if I'm on the frontage road southbound at Harvard, and want to get on southbound College, I have to look for traffic from about 6 directions. By the time I've checked them all, a car may have shown up in the first place I checked, so I need to check again. Repeat indefinitely.
- 1 The city really needs to invest in non-grade crossings of major arterial streets for pedestrians and bicyclists.
- 1 It's hard to answer these questions because I don't know what part of College Ave. you are addressing.
- 1 As the "main" north-south street in Fort Collins, College Ave jams up a lot. I don't know if more lanes would be helpful, but perhaps modest improvements to features like dedicated turn lanes could improve traffic flow. The pavement is pretty choppy, and unpleasant for smaller vehicles including bikes. Accommodations for cyclists on College may not be necessary if the service roads can serve bicycles. As a bicyclist, I am nervous about riding on College even on the best sections, simply due to the volume and speed of cars, so bicycle traffic may not need to be on College itself. I often bicycle on Mason, for example, rather than College.
- 1 I wouldn't complain if the decision were to keep bikes banned from College (as long as it's the only restricted road), but it really needs better accommodations for crossing--underpasses, overpasses, pedestrian-activated lights at more frequent intervals, or whatever method is determined to make it safer for non-car traffic. It's frankly terrifying at many points as it is now.
- 1 Sidewalks too narrow, too close, routinely covered with ice and slush plowed off the street. Especially bad on west side from Dairy Queen to Whole Foods.
- 1 I am a strong biking advocate but do not believe that bikes belong in College Ave traffic. This particular road is better suited to cars with the focus put on good alternative North/South biking options near by.
- 1 Business access for bicyclist and pedestrians from MAX should be the priority. Currently you can get close to businesses using many bicycle ways but it is hard to easily get to the businesses. It is also difficult for pedestrians and bicycles to cross College at the many busy intersections. Bridges/Underpasses would help but also having islands large enough for pedestrians and bicycles to stop upon midway through crossing the street at signals.
- 1 The downtown corridor needs to be completely redesigned to improve the safe flow of cars, bikes and pedestrians. College Ave in the Downtown area--at least between Laurel and Cherry--should include a bicycle lane on each side of the street just inside from the existing sidewalk. The diagonal, storefront parking should be removed from these locations. Ideally the car lanes should be reduced from four lanes, to two, to slow traffic. Another option, in order to fit in bike lanes, would be to change the curbside parking from diagonal to parallel, as it is much of the way on the West side of the street between Olive and Laurel. There is a real problem with cyclist on the sidewalk along College. Bike lanes separated from the sidewalk and protected from traffic would hopefully reduce this problem. It would also increase the availability to access these areas by bicycle with increased, integrated bicycle parking (just look at the bold move of Equinox Brewery. They have vastly increased customer parking, by giving up car parking for bicycle parking).
- 1 Speaking from a pedestrian-bike user, it would be very helpful if there were decent connections between the different areas/shopping/parking lots. There are barriers in several places that force us to use the sidewalks directly adjacent to College Ave. The sidewalk is very unpleasant during good weather and become totally miserable when they are blocked by snow or sprayed by cars.
- 1 Changes to North College are a good start. Safe bike routes would be a priority, especially considering mobile home park traffic.
- 1 Pedestrian and bicycle traffic seems to be an after thought on College Ave. It needs drastic improvements in these areas.



Stakeholder and Community Workshop #1
January 30th, 2014
11:00 AM – 7:30 PM Midtown Arts Center

Executive Summary

The first community and stakeholder drop-in workshop was held on Thursday, January 30, 2014 from 11 a.m. to 7:30 p.m. at the Midtown Arts Center. There were over 75 total attendees from various organizations, such as the Chamber of Commerce, Board of Realtors, North and South Ft. Collins Business Associations, CSU, and neighborhood residents. The majority of the guests live near College Avenue and are interested citizens between the ages of 41-65+.

The meeting was an open house community drop-in workshop that presented three information stations: 1) Current conditions, 2) Problem identification, and 3) Possible solutions. Each station used voting dots and/or post-it notes for participants to provide feedback on specific locations. A survey was handed out as guests signed-in and they were asked to complete before departing. For those who were unable to attend, an online survey link was provided on the workshop invitation and City's project page. The most frequent topics discussed included:

- ☐ Pedestrian improvements,
- ☐ Bicycle lanes and locations,
- ☐ Connections to MAX Bus Rapid Transit,
- ☐ Safety for all roadway users, and
- ☐ Vehicle congestion on College Avenue.

Station 1: What is College Avenue Today?

Existing ROW is 90% for Automobiles Photo

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Like: | 3 |
| <input type="checkbox"/> Dislike: | 7 |

Existing travel lanes are 13' wide Photo

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Like: | 4 |
| <input type="checkbox"/> Dislike: | 4 |

4th lane exists in some locations Photo

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Dislike: | 9 |
| <input type="checkbox"/> Like: | 0 |

Speed limit is 40 MPH Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 10 |
| <input type="checkbox"/> Like: | 3 |

Existing Frontage Road is 65% for automobiles Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 9 |
| <input type="checkbox"/> Like: | 10 |

Red light cameras in the corridor Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 4 |
| <input type="checkbox"/> Like: | 11 |

20% of the 40,000 vehicles are through trips Photo

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Dislike: | 2 |
| <input type="checkbox"/> Like: | 2 |

Frontage Road medians are not supporting the tree canopy survival Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 12 |
| <input type="checkbox"/> Like: | 2 |

Bicycles are not permitted on College Avenue Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 11 |
| <input type="checkbox"/> Like: | 9 |

Bikes are using sidewalk to access retail destinations Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 17 |
| <input type="checkbox"/> Like: | 1 |

Exhaust and noise from 40 MPH vehicles bounce off hardscape Photo

- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Dislike: | 6 |
| <input type="checkbox"/> Like: | 0 |

Frontage Road sidewalks are narrow and substandard Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 16 |
| <input type="checkbox"/> Like: | 2 |

Uniform sidewalks are missing in the corridor Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 17 |
| <input type="checkbox"/> Like: | 0 |

Frontage Roads medians lack pedestrian refuges and ADA access Photo

- | | |
|-----------------------------------|----|
| <input type="checkbox"/> Dislike: | 18 |
| <input type="checkbox"/> Like: | 0 |

Comments on existing conditions

- ☐ Need public gathering spaces
- ☐ Need underpass near Troutman Parkway that goes under MAX route
- ☐ Need connection from Troutman MAX station to JFK parkway
- ☐ Need to make Mason Street and JFK better for bikes as “parallel routes”
- ☐ Bike connections should not be in the travel lanes on College Avenue
- ☐ Difficult to make left into Bockman Drive
- ☐ Bikes and pedestrians need safe access to businesses on College Avenue
- ☐ Reduce the number of left turns on College Avenue
- ☐ Reduce the speed limit to 20 MPH on College Avenue (reduce the number of signals)
- ☐ Provide overpasses that are connected to 2nd floors of new development (sell the air development rights)
- ☐ Build a bike and pedestrian promenade on the west-side of the new underpass by Foothills Mall that connects to the McClelland Drive
- ☐ Provide a new bike/pedestrian connection from Horsetooth MAX station to Mason street just south of the stop just south of the bowling alley
- ☐ Trail crossing at Swallow and Mason Trail is difficult to navigate. Needs more signage and visibility for motorists and trail users
- ☐ Frontage Road and Swallow has turn movement conflicts near the intersection and on the north end of the west Frontage Road
- ☐ Need better east-west bicycle crossings across College
- ☐ Need a trail crossing over Drake for the Mason Trail X2
- ☐ Need wider sidewalks on Drake east and west of College
- ☐ Rutgers and College needs improvements to support more people living/crossing there
- ☐ Rutgers access to Whole Foods could benefit from on-street bicycle lanes
- ☐ Need connections from Spring Hill Park to Whole Foods that is direct. This includes new sidewalks on Arthur Drive
- ☐ New Stewart Street connection from Mason Trail to the west is needed from the new housing development
- ☐ Prospect and Remington needs a signal for the proposed bicycle boulevard
- ☐ Support for slower speed limit X3 -X3
- ☐ Support for narrower travel lanes X2
- ☐ For sure do not make lanes any wider X2
- ☐ Consider access control to limit some cross-streets to RIRO

- ☐ Address issues at the cross-street/frontage road intersections and how they relate to College
- ☐ Support for any bicycle accommodations along College, Mason, and frontage roads X2
- ☐ Maximize existing ROW for automobiles only. Redesign frontage roads for mixed use (auto/bike/pedestrian) X4
- ☐ Think about how to mitigate congestion and delay caused by trains closing the cross-streets. Signal preemption? Currently the side streets get full and back out to College and then cause congestion along College.
- ☐ Do not slow the car traffic further. This is the major N/S route X2
- ☐ Sidewalks are the #1 priority (refuges, repair, bring up to standard)
- ☐ Frontage Roads are the #2 priority (no parking on them) X3
- ☐ Access to other modes is #3 priority (make easy access from College to the west so bikes don't have to use College sidewalks, but are encouraged to use bike trail)
- ☐ Sidewalk/frontage road upgrades are needed X3
- ☐ Identify the Midtown corridor with some art in public places at the ends X2
- ☐ Midtown needs an identity
- ☐ Include median art/planters/sculptures along the corridor X5
- ☐ Slower speed limit with fewer stop lights X4 -X1
- ☐ Less left turn lanes (accident reduction) X2
- ☐ More right turn lanes X3
- ☐ Separate pedestrians and bikes from cars X6
- ☐ Make side streets (frontage roads I assume) one way X2
- ☐ Provide effective access to redevelopment area along the MAX corridor out to College.
Example: near Rutgers

Station 2: What should change along College Avenue?

First and final mile connections Photo

- | | |
|---|---|
| <input type="checkbox"/> Should be changed: | 9 |
| <input type="checkbox"/> Should not be changed: | 1 |

Bikes on the sidewalk are riding in the right hook zone Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 14 |
| <input type="checkbox"/> Should not be changed: | 0 |

Safe bicycle facility Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 21 |
| <input type="checkbox"/> Should not be changed: | 2 |

Frontage Road transitions 40 MPH to 25 MPH Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 16 |
| <input type="checkbox"/> Should not be changed: | 1 |

Existing medians block view Photo

- | | |
|---|---|
| <input type="checkbox"/> Should be changed: | 9 |
| <input type="checkbox"/> Should not be changed: | 5 |

Thru movements at Frontage Road are difficult Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 23 |
| <input type="checkbox"/> Should not be changed: | 0 |

Sustainable Frontage Roads Photo

- | | |
|---|---|
| <input type="checkbox"/> Should be changed: | 8 |
| <input type="checkbox"/> Should not be changed: | 1 |

Some sidewalks have no buffer from 40 MPH Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 14 |
| <input type="checkbox"/> Should not be changed: | 2 |

Sidewalks connections to land uses Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 18 |
| <input type="checkbox"/> Should not be changed: | 1 |

Uniform sidewalks are missing in the corridor Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 15 |
| <input type="checkbox"/> Should not be changed: | 1 |

ADA access to pedestrian activation Photo

- | | |
|---|----|
| <input type="checkbox"/> Should be changed: | 15 |
| <input type="checkbox"/> Should not be changed: | 0 |

Comments on potential changes

- ☐ Wider walks because of conflicts between pedestrians and bikes (Full Cycle and Arthur Ditch)
- ☐ Make path wider by MAX on eastside of tracks between Prospect and Whole Foods
- ☐ Fill in missing walks (Amen)
- ☐ Frontage Roads are problematic. Drivers at intersections are confused and cause congestion getting on and off College. Turns are difficult with pedestrian and traffic on parallel streets.
- ☐ Changes will need a creative solution
- ☐ Restrict turns? More traffic lights are not preferred

- ☐ Divert traffic away from College, to back streets X2
- ☐ Are the upgrades worth the money? (2 for yes) (1 for no)
- ☐ Where is the money coming from for the improvements?
- ☐ Formalize the Frontage road intersections to be more predictable. Connect the frontage roads better
- ☐ Priority to keep the mature trees
- ☐ Big damaging trees should come out
- ☐ 40 MPH is too fast for College Avenue
- ☐ If the speed limit drops it will take forever to get down College
- ☐ There is too much traffic driving fast and it should change
- ☐ Make Frontage Roads multimodal to take cars off road (except resident). The frontage road becomes a private drive with public bike/pedestrian access. Only do this near residential frontage streets.
- ☐ Maximize bike and pedestrian traffic to MAX promenade and minimize infrastructure on College (just make it safer).
- ☐ Bikes and pedestrians are better on Frontage road than on mainline College Avenue
- ☐ Underpass at ditch by mall is great idea – should be hooked to bicycle path to MAX at Swallow
- ☐ Don't sacrifice mobility and the ability for businesses to receive/send goods and services
- ☐ Art that is relative to our city – historic references
- ☐ Keep bikes and pedestrians separated from motor vehicles
- ☐ Have art in public places be functional
- ☐ Signage kiosks with bike maps needed to help cyclists understand the options riding sidewalks on College
- ☐ East west bike connections are important
- ☐ Want to get up and down College – it is a priority – as a thoroughfare not a 30MPH road
- ☐ Push people and bikes to the Mason Trail and MAX for trips that are end to end of the corridor

Station 3: How do we make College Avenue a world-class street?

Great Underpasses (20 support and 2 oppose)

- ☐ We need one at Mason and Drake
- ☐ What is the cost of this and who pays
- ☐ We need one between the mall and the Mason corridor
- ☐ Concerned about this vs. more immediate opportunities
- ☐ Would this really be used away from the CSU Campus?

Multi-use pathways adjacent to the street (12 support and 4 oppose)

- ☐ Put sidewalks near the frontage roads first
- ☐ Separate bicycles and pedestrians
- ☐ Bicycles and strollers are not a good mix
- ☐ Bicycles and strollers do mix well on Spring Creek
- ☐ Concerned about this vs. more immediate opportunities
- ☐ Would this really be used away from the CSU Campus?

Protected Bikeways (19 support and 3 oppose)

- ☐ Make the entire lane a color- not just the intersection
- ☐ Yes on Mason, NO on College
- ☐ Protected bike lane is better than riding on the sidewalks down College
- ☐ Buffer is very important (referring to the striped lane with plastic bollards separating the bike lane from the auto travel lane)
- ☐ The vertical bars are important – something for a car to hit before entering the lane (another reference to the plastic bollards and striping between the bike lane and traffic lanes)

Wayfinding (14 support and 0 oppose)

- ☐ Install signage after improvements (read: signage should go in after other improvements are completed)
- ☐ Mobile-interactive signage
- ☐ The scale of the signs on College Avenue should work for all modes of travel. (there was a general consensus that the image of the sign we showed would only work for pedestrians, and was too small/had too much info for auto legibility). X2
- ☐ Like the maps on the signs – bike route information please
- ☐ Signage for bikes and pedestrian first and at the correct scale to read on foot/bike
- ☐ Need signs from the MAX stops that provide east-west directions
- ☐ Signs should connect to Fort Collins types and be functional

Grand Boulevards (12 support and 1 oppose)

- ☐ Good as long as it is continuous
- ☐ Make Frontage Roads one-way traffic
- ☐ Dedicated bike lane on Frontage Road
- ☐ Interesting, especially for bikes
- ☐ Might need a slip lane and on-street bike lane

Raised Intersections (12 support and 2 oppose)

- ☐ They help cars look for bicycles and pedestrians
- ☐ Great job at College and Harmony
- ☐ Cars slide on them when icy
- ☐ Raised medians slow cars, Yes!
- ☐ Don't like to drive over intersection

Sustainable Medians (14 support and 2 oppose)

- ☐ Big trees in median need too much water
- ☐ Like on Harmony – not too much vegetation to maintain
- ☐ I like the current mature trees
- ☐ Raised medians slow cars, Yes!
- ☐ Don't like to drive over intersection
- ☐ Albuquerque – NE part of town has a dry creek bed and used for water quality

Public Art (10 support and 2 oppose)

- ☐ Too much public art is hideous (the idea here was that all too often public art is hideous, not that there is too much art)
- ☐ Tell story, history and change them by year/season
- ☐ We have a good *Art in Public Places* program (led by Ellen Martin)
- ☐ Utilize this with good signage and identification
- ☐ Responsive to the section of town “art as storytelling”. Word Class = Distinct
- ☐ Art Rocks!!
- ☐ The example of the cards is senseless. A little art in the streets is OK.

Pedestrian Refuges (19 support and 1 oppose)

- ☐ Yes!!
- ☐ Good to have a pedestrian safety refuge, but I see cars stopping for pedestrians when they should keep moving. There is no way to get pedestrians across there safely with multiple lanes of traffic (the second half of this comment was in support of the refuge medians).
- ☐ People sometimes cross ½ way because there are no cars in one direction (when they have the Don't Walk sign). Love the longer walk signal on Mountain and College

General Comments

- ☐ Use low volume streets to route bikes and pedestrians
- ☐ Provide a midblock crossing at Gregere – HAWK signal?
- ☐ Must relate to MAX and support connections to the stations – improve sidewalks on east-west streets that connect to stations and College Avenue
- ☐ No bikes on College Avenue – too many cars
- ☐ New student housing at College and Stuart and Center Point Ave puts 100's of students on Prospect Avenue (bikes/pedestrians). Need to widen walks, trails, and crosswalks
- ☐ When streets are under construction make sure clearances of sidewalks or detours are up to code (vegetation is up to code and cleared also)
- ☐ It isn't about getting from point A to point B as quickly as possible but as safe as possible
- ☐ The midtown project needs its own page on the city website

Attendees

Jeff Nosal	
Wally Jacobson	
Jim Martin	
Gail R Werth	
Robert Wideman	
Todd Block	
Myrtle J Holsten	
Kevin Jones	
Tatiana Martin	Fort Collins Board of Realtors
Dan Gould	
Seth Lorson	C of FC
Charles Cundiff	
Lois Atwood	Lions Club
Harold Einarall	Lions Club
Gary Clark	Century 21 Humpal
Ron Sammons	
Becky Sammons	
Brandon Bidwell	8z Real Estate
Anne Butler	
Eric D Rollins	
Tom Butler	
Andrea David	
Jim Trupp	Retired
Cathy Busch-Kinkaid	Retired
Greg Woods	N. Fort Collins Business Assoc.
Gerry Horch	City Council
Larey Kerling	
Clint Skutchan	Fort Collins Board of Realtors
Luke McFetridge	SFCBA
Troy Hammond	Street Media Group
Susie Roboth	Citizen
Ruth Grant	Neighborhood
Cynthia Coogan	
Alison Rosso	
Amanda Miller	Midtown Neighbors Facebook Group
Amy Ehrenberger	Fort Collins Cycling Club
Jane Choi	CSU
Scott Carman	CSU/Urban Lab
Austin Rice	
Angela King	The Laboratory
Jeff Leef	The Laboratory
David Rose	The Laboratory

Mel Hilgenberg	Legacy Leadership
Tim Winseh	
J.D. Johnson	
David Lambertson	
Rayno Seaser	The Egg and I Restaurant
Susan Laybourn	
Earl E. Lay	
Meg Dunn	Pooth
Carol Reed	
Mike Piuznick	Self
Candia Hartley	Lamp Ryhearson
Linda Uosman	
Billie Higgious	
Sari Schaver	Whole Foods Market
Ann Hutchison	FC Area Chamber
Dave Graham	Self
Don Beard	Bank Center Properties
Nick Haws	Northern Engineering
Jaysn Brown	Quality Inn & Suites
Gary Young	Street Media Group
Ed Robert	Citizen
Mat Loonard	Aqua Engineering
John H Grant	
Ted Borsted	Borsted Consulting
Dan Coogan	