

West Central Area Plan – Outreach Summary September – October 2014

Background

The purpose of the West Central Area Plan (WCAP) update is to revisit and update the 1999 West Central Neighborhoods Plan based on emerging issues and trends. The Plan will incorporate new information from related planning efforts and will serve as a guide for:

- Land Use & Neighborhood Character
- Transportation & Mobility
- Open Space Networks

The project also includes new conceptual designs for Prospect Road and Lake Street (from Shields Street to College Avenue) that are functional, safe, and well-marked for pedestrians, bicycles, buses, and cars.

The WCAP process began in March 2014. The plan is anticipated to be presented to Council for consideration for adoption in early 2015.

Open House

City staff held an Open House on September 18th to refine the vision and gather input on potential policies and action items for the West Central Area Plan and Prospect Corridor Design. The Open House built upon the input received from previous outreach efforts.

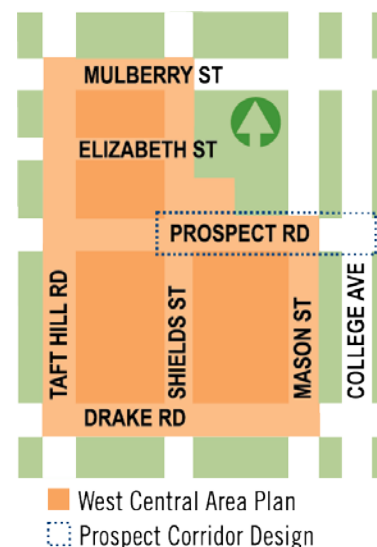
Event	Event Details	Participants
Open House	Sept. 18, 4:00 - 7:00 p.m. Fort Collins Senior Center	79
Prospect Corridor Design Workshop	Sept. 22, 5:30 - 7:30 p.m. Plymouth Congregational Church	58
<i>Total</i>		<i>137</i>

Prospect Corridor Design Workshop

Additional input on the proposed design alternatives for the Prospect Corridor was sought at a workshop on September 22nd. The goal of the Prospect Corridor Design Workshop was to have more focused conversations about the design options for Prospect Road and Lake Street. The various design alternatives were presented, followed by facilitated small-group discussions for each proposed alternative. Responses from a questionnaire and feedback from the facilitated discussions informed additional updates to the Prospect Road and Lake Street designs.

West Central Area Plan Online Survey #2

An online survey gave those interested in the plan an opportunity to share their ideas on more specific components of the Plan's vision, regardless of whether they were able to attend one of the events. The survey was advertised on the WCAP website, a postcard mailing, and through multiple newsletters and email lists. In total, 263 people provided feedback through the survey. The survey questions are provided in Appendix A.

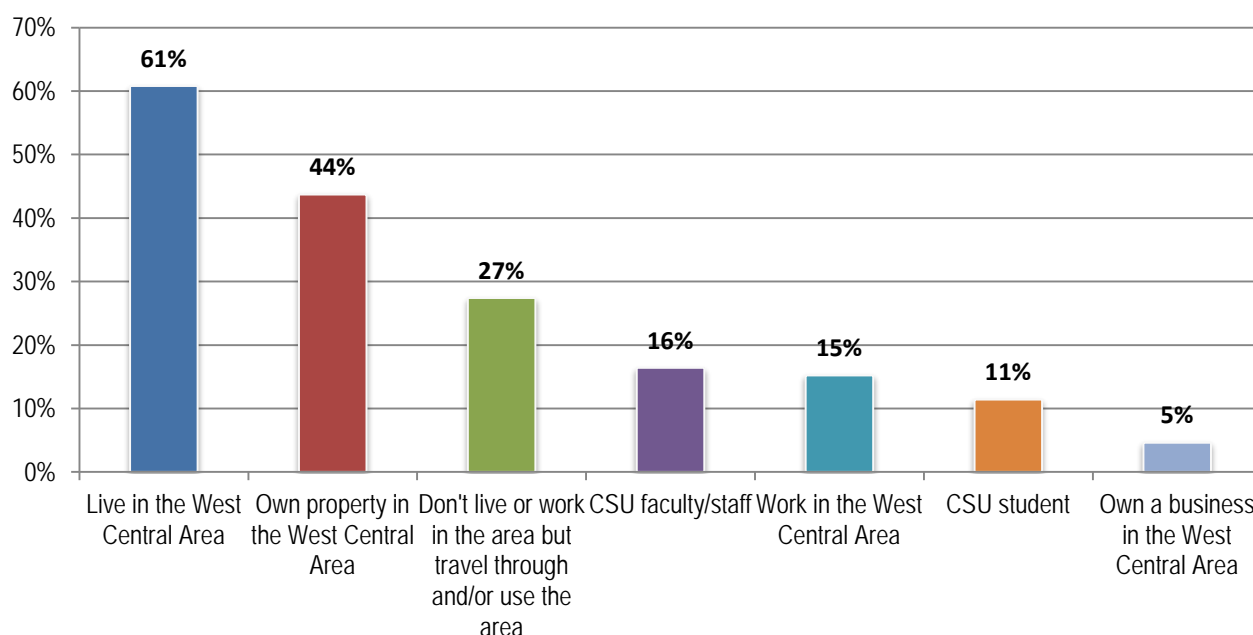


Survey Results

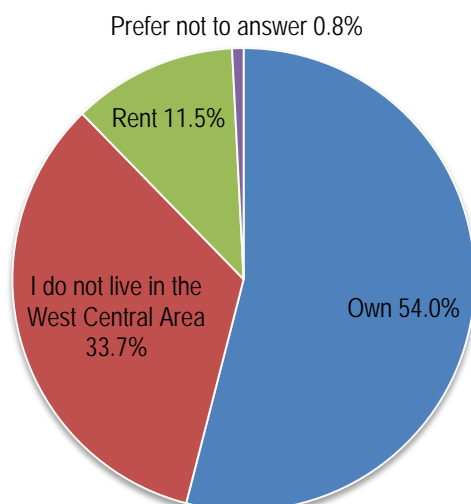
The results of Survey #2 are summarized by question below. Some questions allowed for open-ended comments or “Other” responses, which have been summarized narratively. The full survey results can be found in Appendix B.

SECTION A. INTEREST IN THE WEST CENTRAL AREA PLAN

Q1. Using the map [of the West Central Area], which of the following apply to you? (Please select all that apply.)

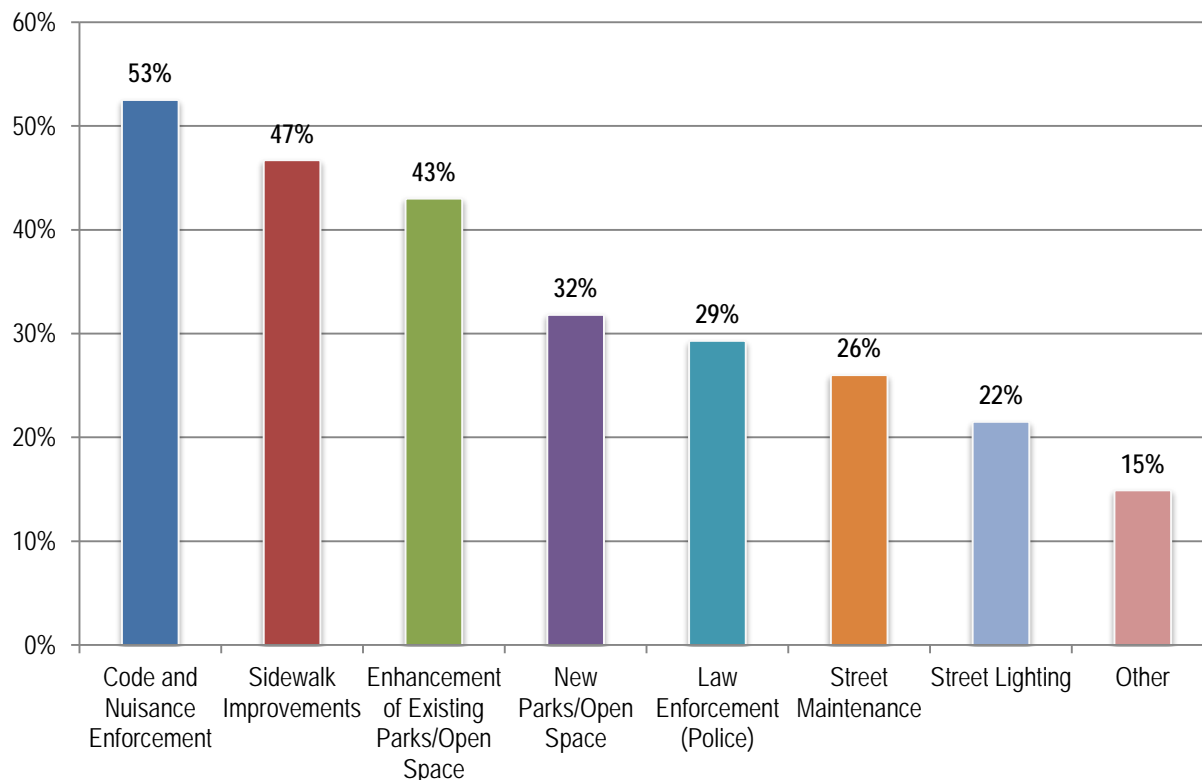


Q2. If you live in the West Central Area, do you own or rent your residence?



SECTION B. LAND USE & NEIGHBORHOOD CHARACTER

Q3. What types of additional services or improvements related to land use and neighborhood character should be considered in the West Central Area (select up to 3)?

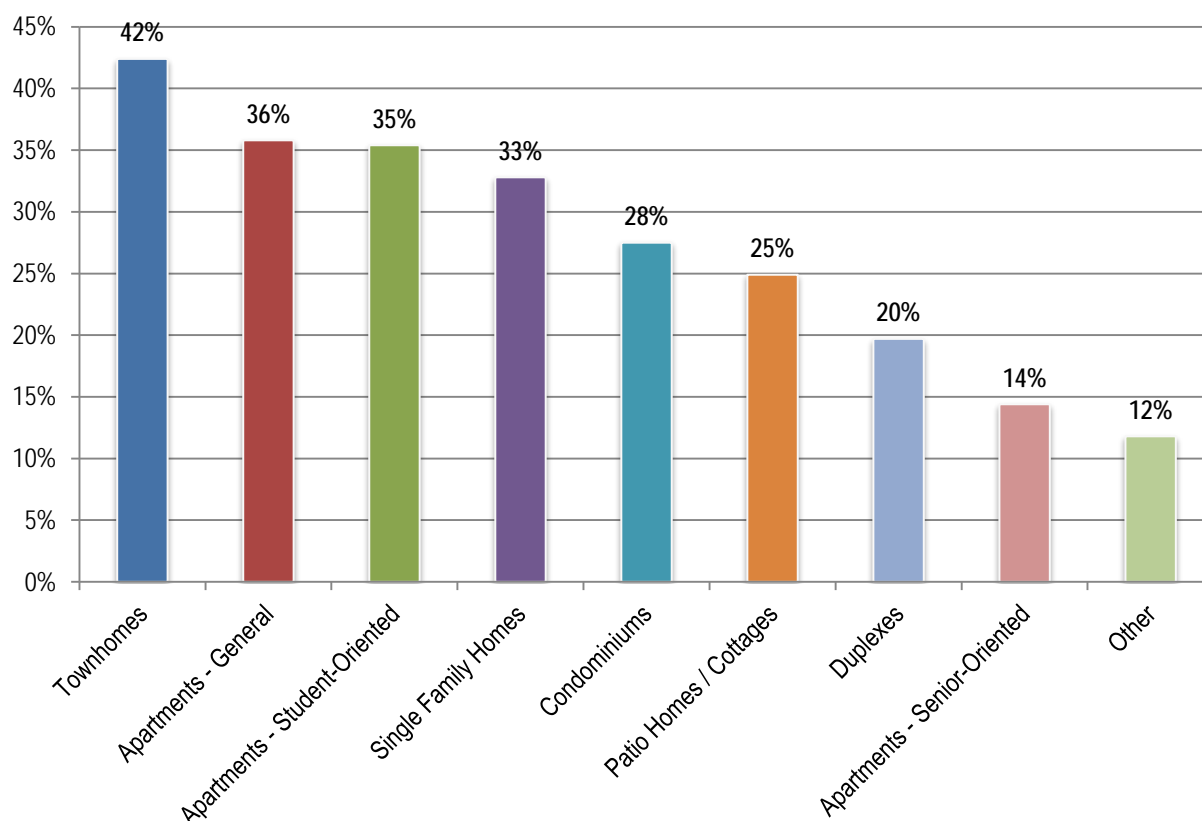


The most common theme from the open-ended comments was **making the area more bike and pedestrian friendly**. Specific ideas ranged from dedicated bike lanes to buffered bike lanes along major arterials, and even a dedicated bike-only road. Comments related to pedestrian improvements focused on safer sidewalks and crossings at arterials, including suggestions for overpasses and/or underpasses at key locations to make crossings easier and safer.

Preserving the single-family character of the area was another common theme. Several commenters shared concerns about the increasing prevalence of student-oriented housing in the area. Other commenters feel the City should find ways to encourage more families settle in the area. Some suggested that property owners and tenants of rental housing need education on property maintenance, which contributes to the character of neighborhoods.

Safety was also a shared concern. Many commenters asked for improved lighting to enhance the safety of streets and parks. Others think that traffic calming measures like speed bumps should be implemented, where appropriate, to reduce travel speeds on neighborhood streets.

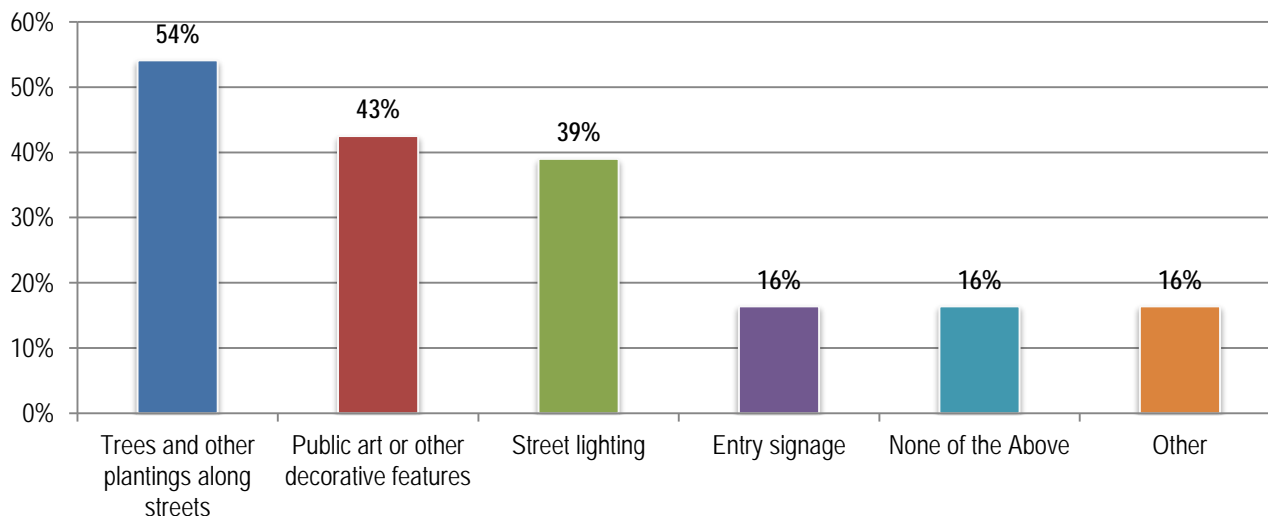
Q4. What types of development are most appropriate in the Areas of Development in pink and red on the map (select up to 3)?



Many commenters expressed an interest in a **mix of housing types and/or uses** within the Areas of Development. Some participants wrote in that they would welcome commercial uses in the Areas of Development, as well. Others felt that a mix of residential unit types would bring more diversity to the area. Some commented the student-oriented residential developments should be located near the CSU campus.

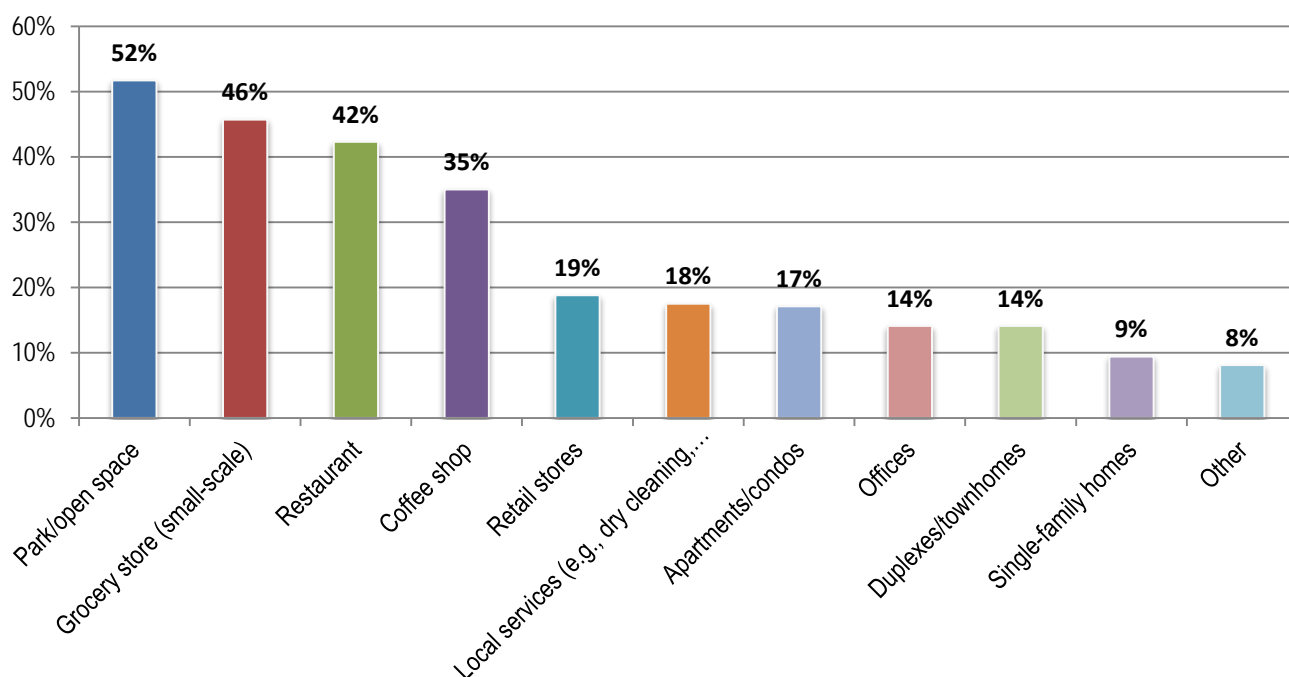
Another prevalent theme was that of **minimizing development**, particularly given increased traffic and other issues in recent years. Some commenters do not support additional student-oriented housing, and others felt that vacant should remain undeveloped or turned into Natural Areas.

Q5. Which of the following identifying features or neighborhood character enhancements would you like to see in the neighborhood in which you live (select up to 3)?



There was little consensus amongst commenters regarding identifying features or neighborhood enhancements. Many commenters feel their neighborhood is fine the way it is. Some commenters noted a preference for more street trees and public art, especially between Shields and Taft Hill on Prospect. Others would prefer better sidewalks as an enhancement to their neighborhood.

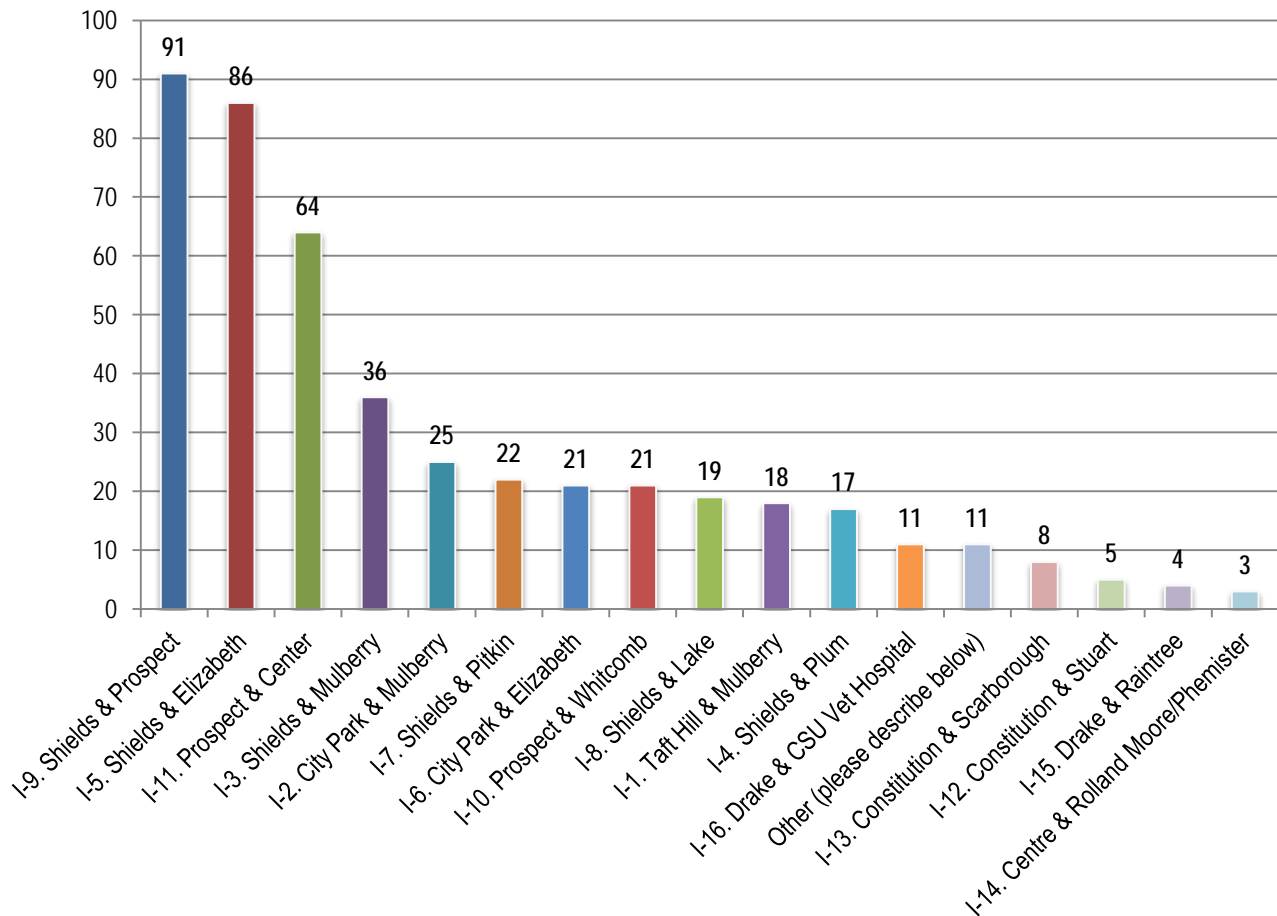
Q6. If a new neighborhood center is developed in the West Central area, what are the top 3 features or land uses that should be included?



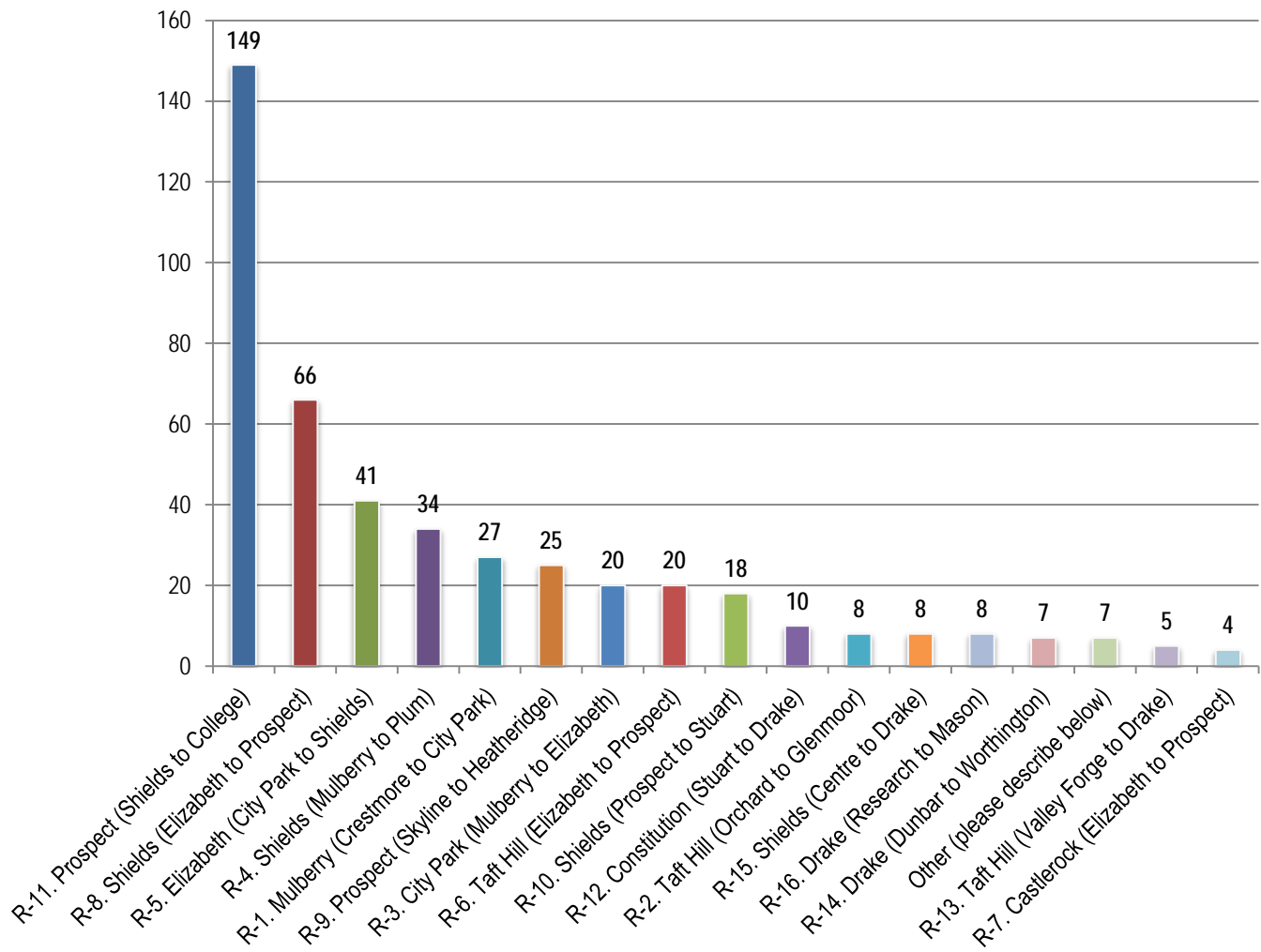
A large number of commenters **did not want a new neighborhood center**. A number of respondents would prefer the land remain open space or be converted to a park. A group of commenters noted that there are already neighborhood centers within the West Central Area that have many vacancies and that those vacancies should be filled before a new neighborhood center is developed.

SECTION C. TRANSPORTATION & MOBILITY

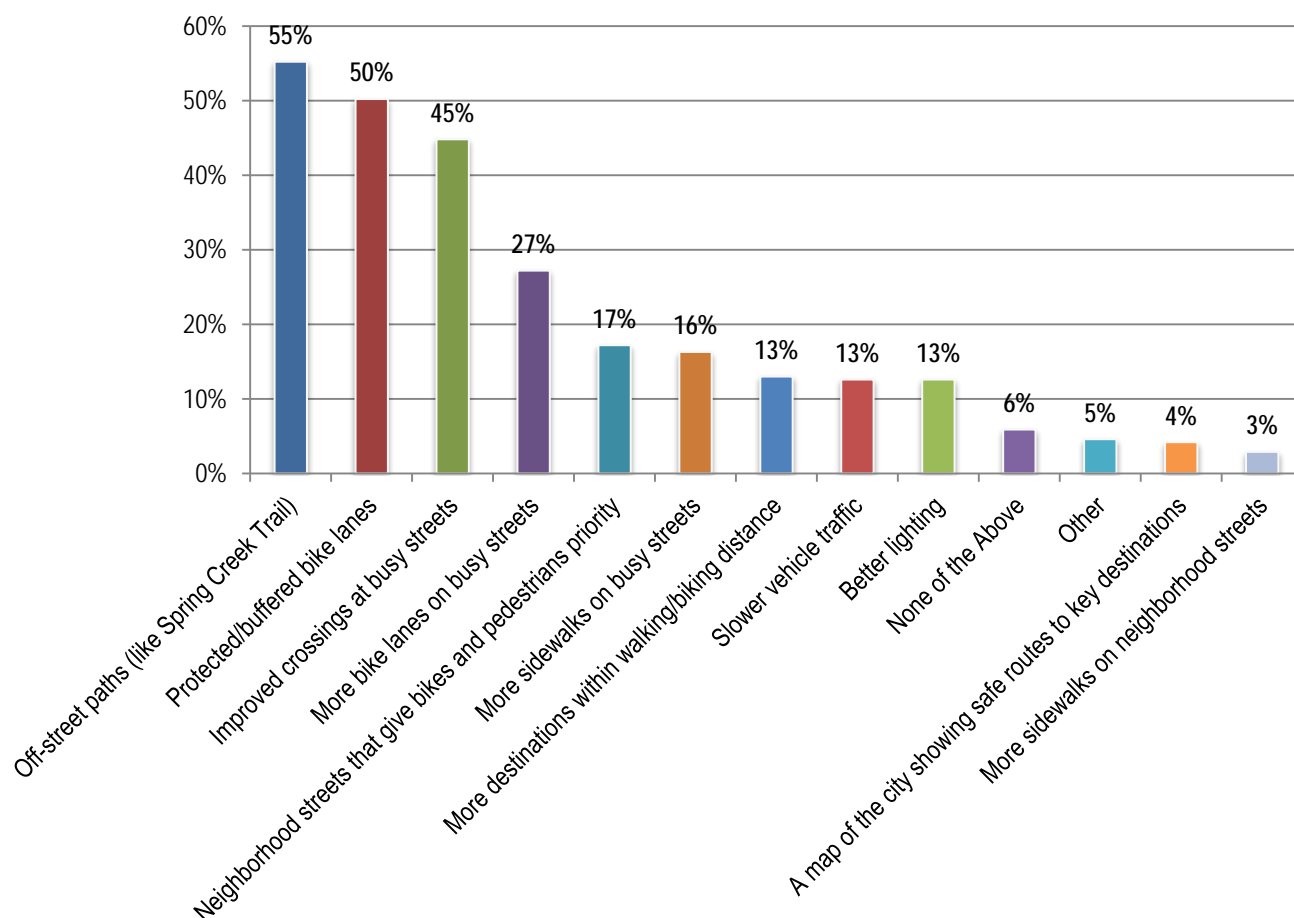
Q7. What are the top 2 intersections that you think should be considered for safety improvements?



Q8. What are the top 2 sections of road that you think should be considered for safety improvements?



Q9. What would encourage you to walk or bike more often in the West Central area (select up to 3)?

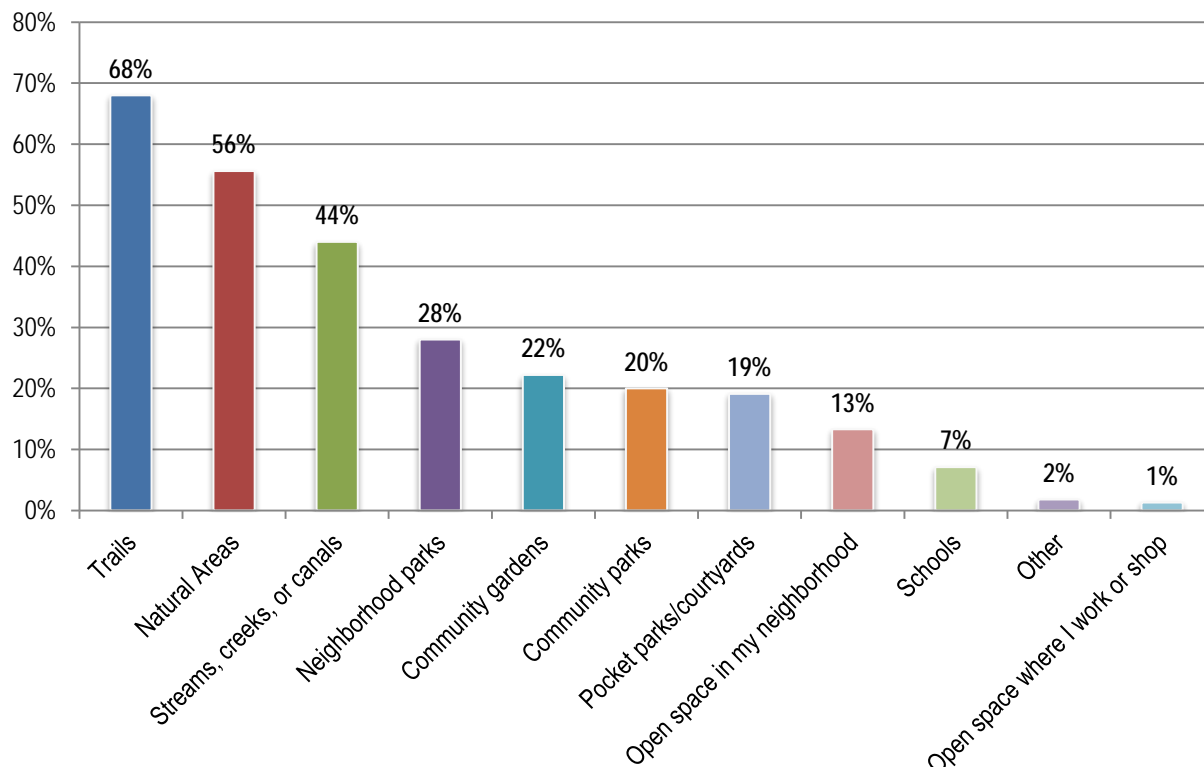


The majority of comments dealt with **ways to improve biking on major streets**. Many commenters expressed an interest in buffered bike lanes on major streets such as Shields, Prospect and Drake. Commenters noted that they currently take alternate routes to avoid those streets and that buffered bike lanes would make their commutes shorter and safer. Others noted that many cyclists use sidewalks in these areas, creating a dangerous situation for pedestrians. These commenters requested better separation of pedestrians and bikes. Their suggestions for achieving this separation included wider sidewalks, better education and buffered bike lanes.

A group of motorists shared the concerns of cyclists and suggested **ways to improve driving** through the area. Some commenters suggested using bike lanes, as opposed to shared lanes. These respondents pointed out that drivers do not understand the markings on the road and it creates safety issues for drivers and cyclists. Others suggested widening travel lanes for cars and bikes to minimize conflicts.

SECTION D. OPEN SPACE NETWORKS

Q12. I would like to see open space improvements that focus on the following types of features or facilities (select up to 3):



Most commenters expressed an interest in **improving connectivity** between existing parks and open space. Some felt that the existing trail network does an inadequate job of connecting the various open spaces together. Suggested improvements included converting informal paths into formal connections, creating naturalized pathways, and developing more trails.

Q13. Please complete the following sentence: "My ideal nature experience in the West Central area looks like..."

The following word cloud summarizes the comments for this question. Many commenters emphasized their desire for trails that allow them to enjoy open space, natural areas and/or parks comfortably on foot or bike. Other desirable features identified by commenters include wildlife, safe and easy access and nature that is in the neighborhood or close by. Many commenters described the experience or setting they prefer when spending time in nature.



Q15. Please rate each of the median options on a scale of 1 (least preferred) to 5 (most preferred).

Median Options	Average Rating (1-5)	Rank
Wide median with trees	3.6	1
Wide median with hardscape/ plantings	3.5	2
Painted center turn lane	2.8	3
Narrow median	2.5	4

While most respondents desire a wide median of some sort on Prospect, some commenters noted caveats. Many were **worried about traffic flow** with a center median, some noting that they would prefer a median so long as traffic flow was not constricted. Others preferred the median but were concerned that it would come at the expense of a travel lane, thus constricting traffic flow.

Other commenters preferred a wide median with trees or plantings but were **concerned about maintenance**. In order to minimize upkeep, some suggested using drought tolerant plants, xeriscaping, or tall grasses that can go dormant in the summer months.

Some were **skeptical of adding medians** due to the limited space on Prospect. Some felt that wider sidewalks should be prioritized over medians. Others preferred a center turn lane throughout the corridor to handle traffic backups, allow better access for emergency vehicles, and make it easier for bicyclists to cross.

Q16. Please rate each of the bike facility options on a scale of 1 (least preferred) to 5 (most preferred).

Bike Facility Options	Average Rating (1-5)	Rank
Shared off-street bike/ ped path	3.7	1
Two-way protected bike lane	3.6	2
Protected bike lane	3.4	3
Buffered bike lane	2.8	4

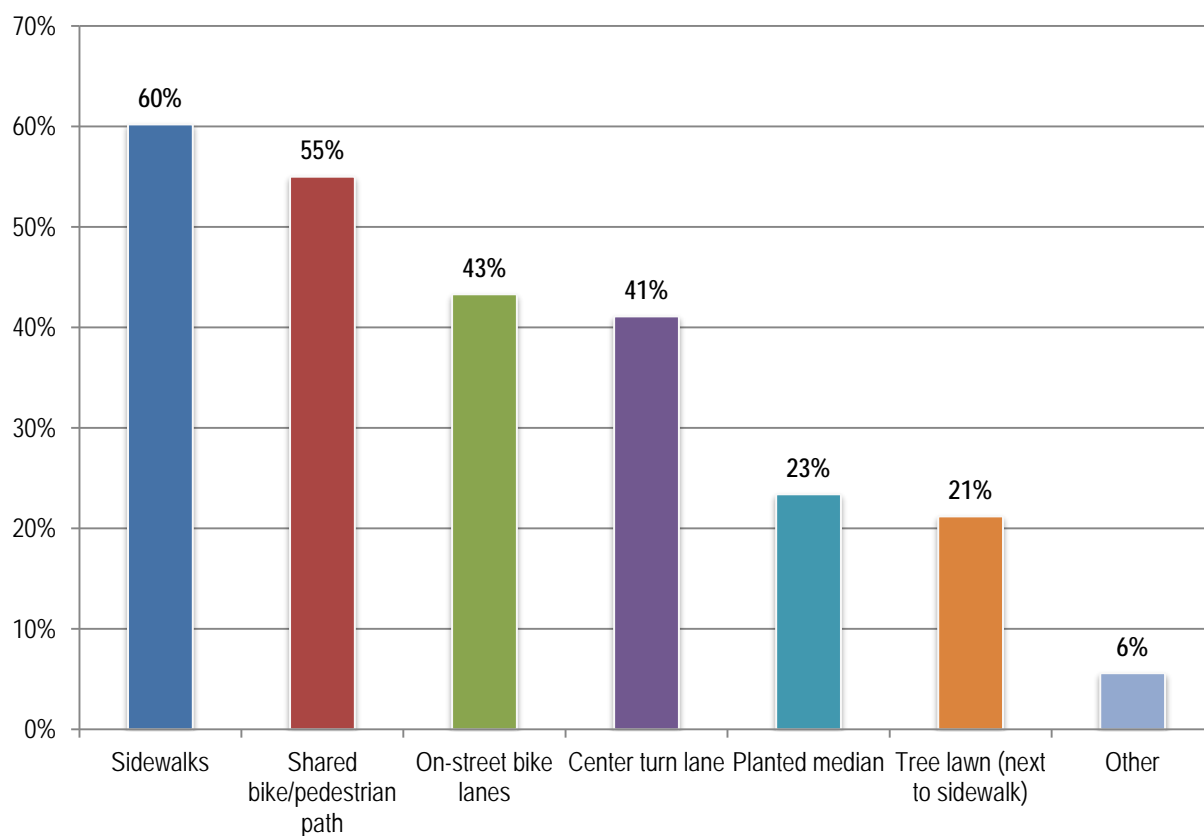
Opinions on bike facilities varied. Most respondents agreed that some sort of separation for bikes and cars would be preferable on Prospect, and some commenters noted that any of the options would be preferable over existing conditions. Other commenters did not like the idea of bikes and pedestrians sharing a path, since it creates an uncomfortable environment for both cyclists and pedestrians. Others thought physically separated bike and automobile facilities make more sense than just a painted buffer.

Some commenters did not support any bike facilities on Prospect, due to lack of space or concerns about feasibility. Others questioned the cost and ability to maintain bike facilities in the winter months due to snow.

Q18. Rank the following modes of travel in order of priority for improvements on Prospect Road (rank from 1 (most important) to 4 (least important)):

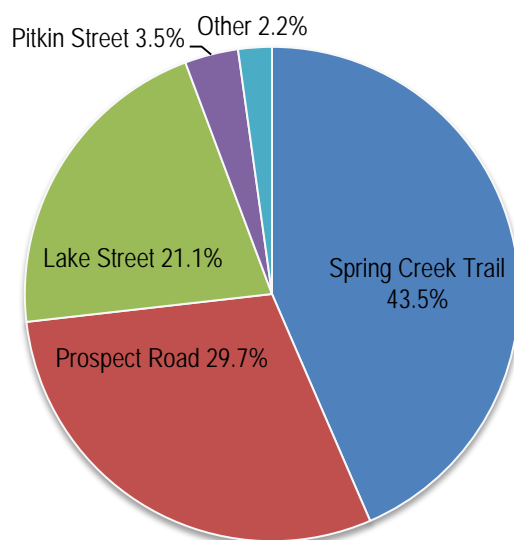
Travel Mode	Score	Rank
Bicycle	690	1
Automobile	614	2
Pedestrian	565	3
Public Transit	423	4

Q17. Which roadway design elements are most important on Prospect Road (select up to 3)?



Many commenters were concerned about traffic flow and lose space for vehicles if any of the above design elements are implemented. Some commenters requested wider travel lanes to improve vehicle flow.

Q19. Considering the potential improvements to Prospect Road and Lake Street, which east-west route are you most likely to walk or bike along in the future?



Comments for this section varied, as they tended to focus on the specific corridor chosen and thus no larger themes emerged from the comments.

SECTION F. GENERAL COMMENTS

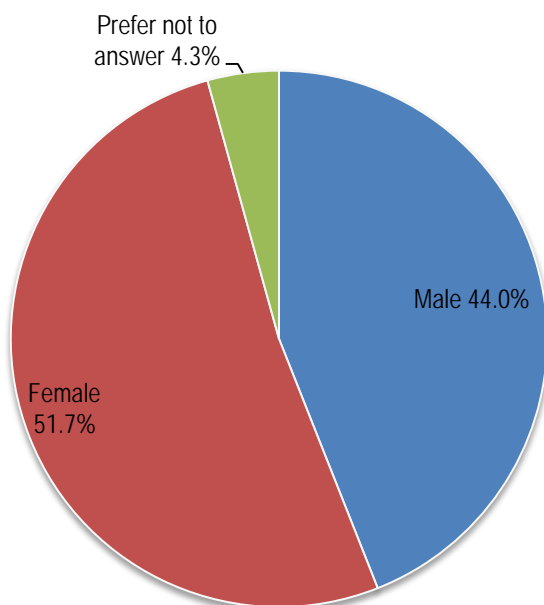
Q20. Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?

Comments were wide-ranging due to the nature of the question, but responses tended to focus on a few key issues. The potential on-campus stadium at CSU concerned many commenters. Some felt that this planning effort should be delayed until after the stadium issue is resolved as it will potentially have a significant impact on the area around campus. A related theme that was echoed in many comments was the need to preserve the character of the West Central area. A number of commenters worried that the single-family character of the area is being eroded and that the West Central Area Plan should address ways to preserve the character of the area. Others noted that rental properties are not always well-maintained and that the plan needs to address property maintenance. Others called for fewer student housing developments to ensure the character of the area is protected. Many commenters weighed in on the U+2 ordinance and called for its continued enforcement.

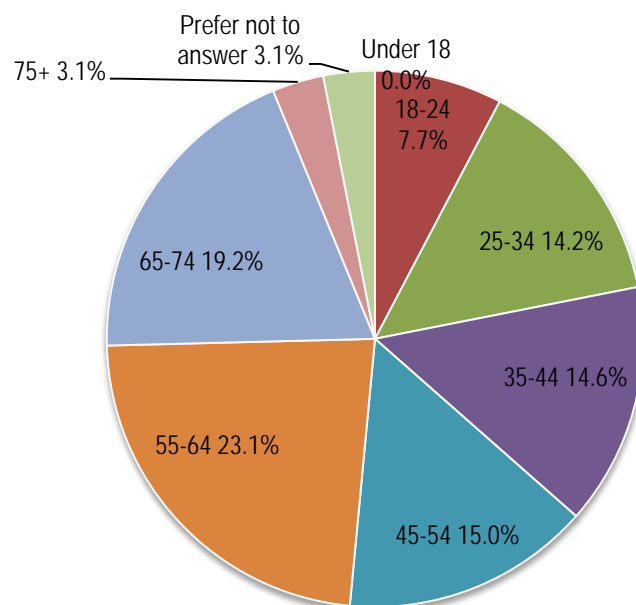
Similar to the comments on other survey questions, many commenters asked for better pedestrian/bike connectivity. Some automobile users commented on improving traffic flow in the area, especially on Prospect. However, these commenters expressed a desire for improved bike and pedestrian infrastructure as well. Others advocated for more over/underpasses to enhance pedestrian and bike connectivity. A number of commenters requested increased parking for new student-oriented housing developments.

SECTION G. DEMOGRAPHICS

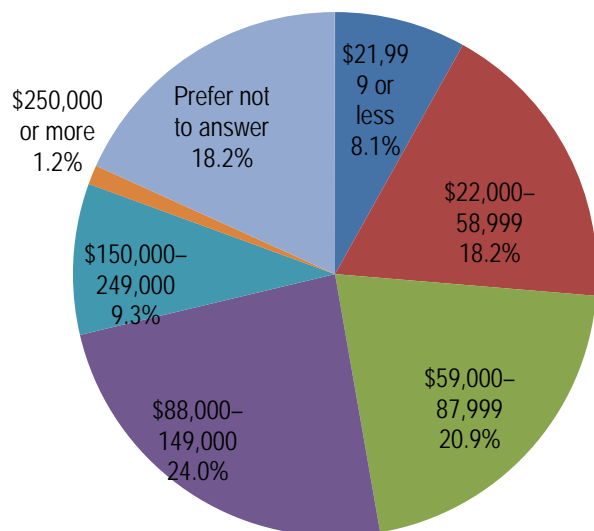
Q20. What is your gender?



Q21. What is your age?



Q23. What is your annual household income?



APPENDIX A – VISIONING SURVEY

West Central Area Plan Online Survey

Welcome to the West Central Area Plan and Prospect Corridor Survey!

Thank you for taking the time to complete the survey. Your feedback is essential to this planning effort. This survey will take approximately 15-20 minutes to complete.

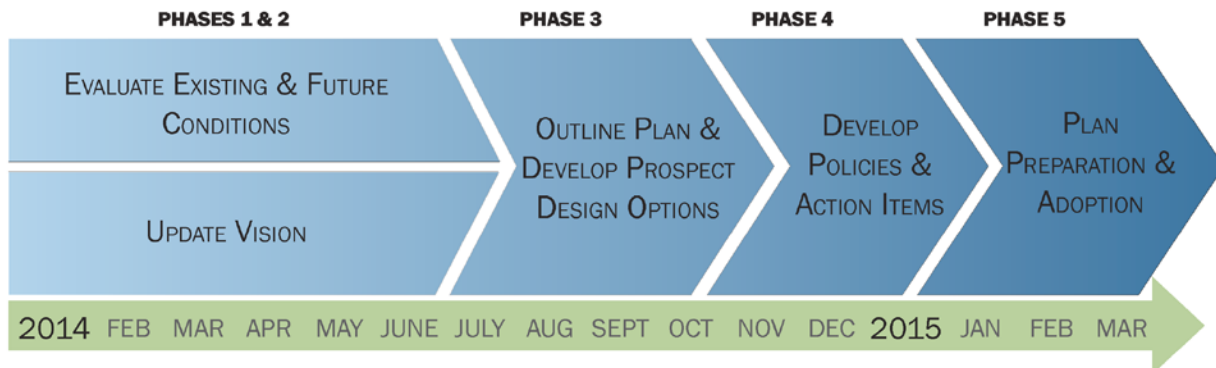


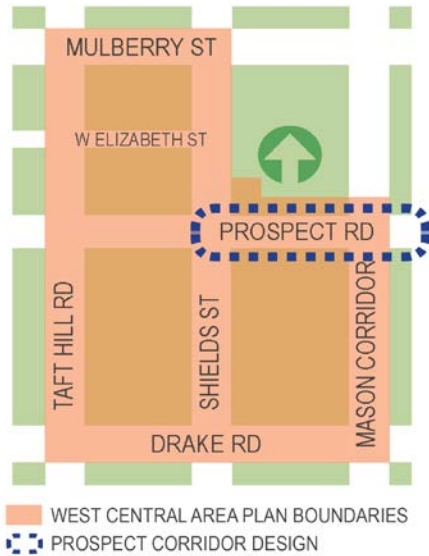
What is the West Central Area Plan?

The City of Fort Collins is currently updating the West Central Area Plan, which generally encompasses the neighborhoods south and west of the CSU Main Campus. The previous plan for this area, the West Central Neighborhoods Plan, was adopted in 1999. The updated West Central Area Plan will reflect the community's vision for the area and address new opportunities and issues that have emerged.

Planning Process

The process to update the plan began in February 2014, with ongoing opportunities to get involved and share your ideas.





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

- ☐ Live in the West Central Area
- ☐ Own property in the West Central Area
- ☐ Work in the West Central Area
- ☐ Own a business in the West Central Area
- ☐ CSU student
- ☐ CSU faculty/staff
- ☐ Don't live or work in the area but travel through and/or use the area

2) If you live in the West Central Area, do you own or rent your residence?

- ☐ Own
 - ☐ Rent
 - ☐ Prefer not to answer
 - ☐ I do not live in the West Central Area
-

Land Use & Neighborhood Character

The **Land Use & Neighborhood Character** topic area addresses goals and policy options related to housing, new development, zoning, historic preservation, and services and amenities that contribute to quality of life in the West Central area.

Below you will find a **vision statement** and a series of **goals** related to Land Use & Neighborhood Character. These statements were developed based on input from surveys, workshops, community events, and the work of a stakeholder committee.

LU
Land Use &
Neighborhood
Character

VISION
Vibrant and diverse neighborhoods that provide a high quality of life

We aspire to achieve:

LU 1

Desirable, safe, and affordable neighborhoods that are a source of pride


Well-Maintained Properties, Respectful and Quiet Neighborhoods


Community Involvement


Attractive Street Appearance

LU 2

Conveniently located parks, trails, open space, services, and employment


Neighborhood Market


Retail and Personal Services


Parks and Open Space

LU 3

New development that is compatible with existing development and accommodates future growth


Attractive, Well-Designed Multi-Family Housing


Neighborhood Design Standards


Historically Significant Structures

LU 4

A range of ages and incomes and a variety of housing options


Multi-Generational and Multi-Family Housing


Single-Family Houses


Affordable Housing

LU 5

Well-integrated campus community


Good Neighbor Initiatives


Mixed-Use Development


Parking Solutions

LU 6

A collaborative design process that respects neighborhood concerns


Collaborative Dialogue with Neighbors


Sensitivity to Historic Character


Emphasis on Quality and Design

- **Areas of Stability (yellow)** are neighborhoods that are well-established and unlikely to see significant change in the future.
- **Areas of Enhancement (orange)** are neighborhoods where additional investment may be needed to improve the quality of life, including increased services (such as code enforcement), upgrades to roads and other infrastructure, and safety improvements.
- **Areas of Some Development (pink)** are areas where some market-driven development or redevelopment is likely to occur over time, such as the Campus West commercial area.
- **Areas of Significant Development (red)** are areas where significant new development or redevelopment is anticipated in the coming years. In some cases, this could include changes in the use of a property or the intensity of development (such as new commercial uses or apartment buildings).

[illegible]

- West Central Area Boundary
- ↔ Arterial Road
- Parks & Open Space
- CSU Property
- Major Trails
- 🏫 Schools
- ✳ Key Destinations

AREAS OF STABILITY, ENHANCEMENT & DEVELOPMENT:

- Significant New Development/Redevelopment** - Significant new development/redevelopment anticipated on vacant parcels potentially resulting in change of use or intensity
- Some New Development/Redevelopment** - Some market driven infill and redevelopment likely to occur
- Neighborhood Enhancements** - Some reinvestment in infrastructure and potential additions/renovations
- Areas of Stability** - Stable areas unlikely to change significantly

-  Potential Elizabeth "Main Street"
-  Potential Key Destinations
-  Potential Police Substation

3) What types of additional services or improvements related to land use and neighborhood character should be considered in the West Central Area (select up to 3)?

- ☐ Code and Nuisance Enforcement
- ☐ Law Enforcement (Police)
- ☐ Enhancement of Existing Parks/Open Space
- ☐ New Parks/Open Space
- ☐ Sidewalk Improvements
- ☐ Street Maintenance
- ☐ Street Lighting
- ☐ Other: _____

4) What types of development are most appropriate in the Areas of Development in pink and red on the map (select up to 3)?

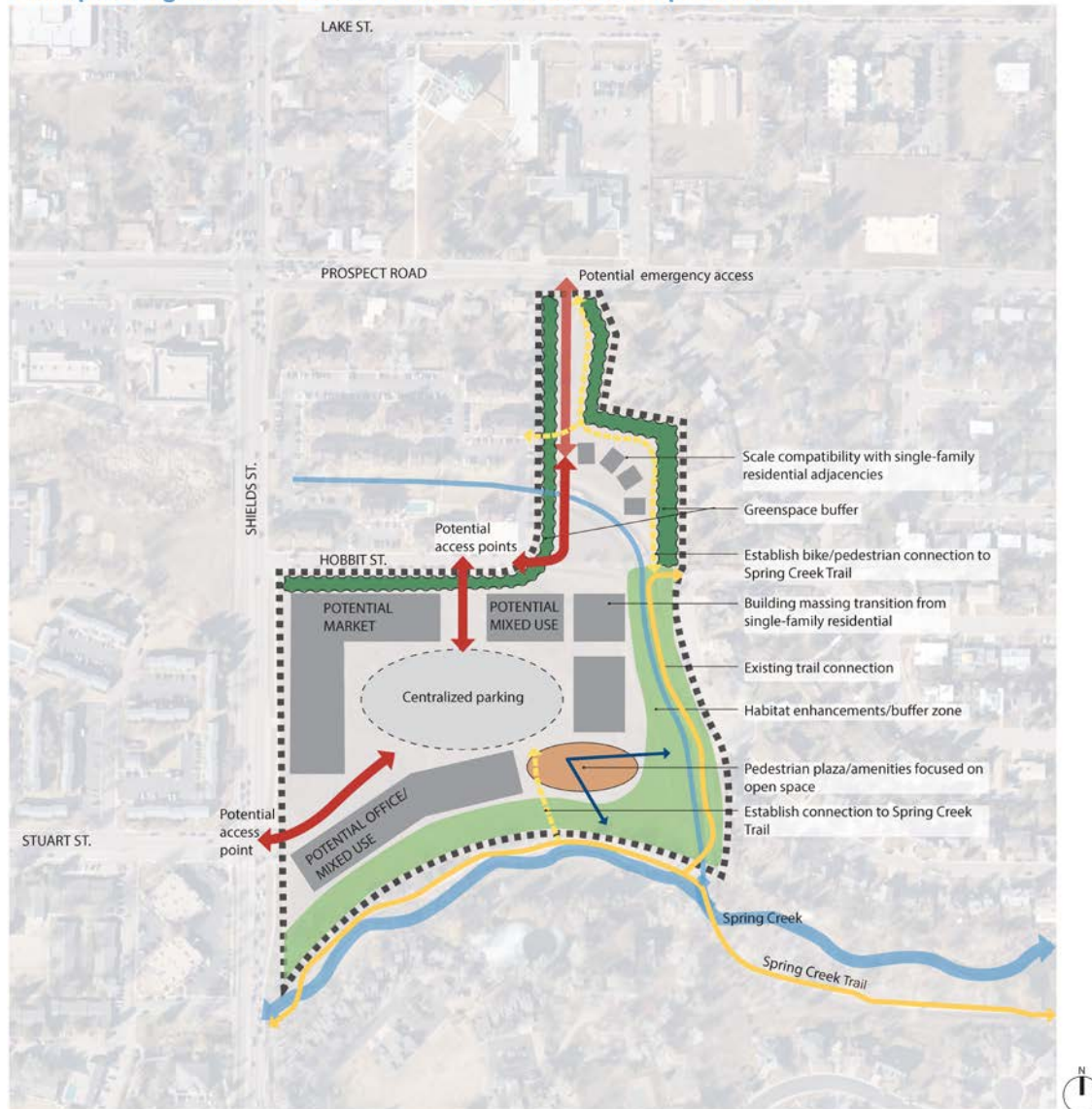
- ☐ Single Family Homes
- ☐ Duplexes
- ☐ Townhomes
- ☐ Patio Homes / Cottages
- ☐ Apartments - Student-Oriented
- ☐ Apartments - Senior-Oriented
- ☐ Apartments - General
- ☐ Condominiums
- ☐ Other: _____

5) Which of the following identifying features or neighborhood character enhancements would you like to see in the neighborhood in which you live (select up to 3)?

- ☐ Entry signage
 - ☐ Public art or other decorative features
 - ☐ Street lighting
 - ☐ Trees and other plantings along streets
 - ☐ None of the Above
 - ☐ Other: _____
-

Residents in the West Central area have expressed interest in a new **neighborhood center**, which could provide convenient retail uses and personal services within a short distance of the surrounding residential neighborhoods. The diagram below is an example of the potential site layout and uses that could be included in a new neighborhood center.

Example Neighborhood Center near Shields St & Prospect Road



Goals

- Create transitions between land uses
- Enhance and protect natural features
- Provide connections to Spring Creek Trail and through parcels to establish connectivity
- Orient buildings to address street frontages

Legend

- Greenspace Buffer
- Habitat Enhancement/Buffer Zone
- Public Amenities
- Potential Access Point
- Pedestrian/Bike Connections
- Existing Trail

6) If a new neighborhood center is developed in the West Central area, what are the top 3 features or land uses that should be included?

☐ Grocery store (small-scale)

☐ Retail stores

☐ Offices

☐ Local services (e.g., dry cleaning, convenience store)

☐ Restaurant

☐ Coffee shop

☐ Single-family homes

☐ Duplexes/townhomes

☐ Apartments/condos

☐ Park/open space

☐ Other: _____

Comments:

Transportation & Mobility

The **Transportation & Mobility** topic area addresses goals and policy options related to traffic, parking, bicycle and pedestrian transportation, public transit, and safety in the West Central area.

Below you will find a **vision statement** and a series of **goals** related to Transportation & Mobility. These statements were developed based on input from surveys, workshops, community events, and the work of a stakeholder committee.













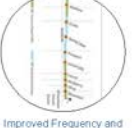



T

Transportation
& Mobility

VISION

A connected network that supports people safely walking, biking, or using public transit as a primary way to travel while balancing the need for efficient auto travel throughout the area

We aspire to achieve:

<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="background-color: #a68966; color: white; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">T 1</div> <div>Safe routes to school, CSU, and other major destinations</div> </div>	 <small>Safe, Comfortable Options</small>	 <small>Safe & Convenient Street Crossings</small>	 <small>Comprehensive & Connected Network</small>
<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="background-color: #a68966; color: white; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">T 2</div> <div>Safe, reliable, arterial streets that are easy to cross and serve residents and commuters</div> </div>	 <small>Improved Intersections and Underpasses</small>	 <small>Effective Balance of Modes</small>	 <small>Safe Crossing Distances and Improved Visibility of Users</small>
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<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="background-color: #a68966; color: white; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">T 4</div> <div>Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes</div> </div>	 <small>Landscaping Along Streets</small>	 <small>Enhanced Bike Facilities</small>	 <small>Traffic Calming Measures</small>
<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="background-color: #a68966; color: white; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">T 5</div> <div>Safe and efficient travel by car with adequate, convenient parking</div> </div>	 <small>Multi-Family Parking Areas and Shared Parking Arrangements</small>	 <small>Traffic Safety and Efficiency</small>	 <small>Neighborhood-Wide Approaches</small>
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<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="background-color: #a68966; color: white; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">T 7</div> <div>Easy access to transit (including MAX)</div> </div>	 <small>Access To and From Neighborhoods</small>	 <small>Safe and Effective Infrastructure</small>	 <small>Connections Between Modes</small>

Based on an analysis of crash data, traffic operations, and community input, there are a number of intersections and sections of road where safety improvements may be considered. Safety improvements could include:

- Improved sidewalks
- Buffered bike lanes
- Enhanced crosswalks
- Pedestrian-activated crossings (push button)
- Grade-separated crossings (overpasses or underpasses)
- Traffic calming on neighborhood streets
- Improved visibility at intersections
- Other improvements

The map below identifies a number of areas where improvements may be further evaluated.

Opportunities for Roadway and Intersection Safety Improvements



Legend

- | | | | |
|--|---|--|---|
| | Major Arterials | | Minor Intersection Improvements (public comment) |
| | West Central Area Boundary | | Traffic Calming within Neighborhoods (public comment) |
| | Trail Connections | | High Volumes of Bicyclists and/or Pedestrians |
| | Need for Intersection Safety Improvements | | |
| | Need for Roadway Safety Improvements | | |

7) What are the top 2 intersections that you think should be considered for safety improvements?

- | | |
|---|---|
| <input type="checkbox"/> I-1. Taft Hill & Mulberry | <input type="checkbox"/> I-10. Prospect & Whitcomb |
| <input type="checkbox"/> I-2. City Park & Mulberry | <input type="checkbox"/> I-11. Prospect & Center |
| <input type="checkbox"/> I-3. Shields & Mulberry | <input type="checkbox"/> I-12. Constitution & Stuart |
| <input type="checkbox"/> I-4. Shields & Plum | <input type="checkbox"/> I-13. Constitution & Scarborough |
| <input type="checkbox"/> I-5. Shields & Elizabeth | <input type="checkbox"/> I-14. Centre & Rolland Moore/Phemister |
| <input type="checkbox"/> I-6. City Park & Elizabeth | <input type="checkbox"/> I-15. Drake & Raintree |
| <input type="checkbox"/> I-7. Shields & Pitkin | <input type="checkbox"/> I-16. Drake & CSU Vet Hospital |
| <input type="checkbox"/> I-8. Shields & Lake | <input type="checkbox"/> Other (please describe below) |
| <input type="checkbox"/> I-9. Shields & Prospect | |

8) What are the top 2 sections of road that you think should be considered for safety improvements?

- | | |
|---|---|
| R-1. Mulberry (Crestmore to City Park) | R-10. Shields (Prospect to Stuart) |
| R-2. Taft Hill (Orchard to Glenmoor) | R-11. Prospect (Shields to College) |
| R-3. City Park (Mulberry to Elizabeth) | R-12. Constitution (Stuart to Drake) |
| R-4. Shields (Mulberry to Plum) | R-13. Taft Hill (Valley Forge to Drake) |
| R-5. Elizabeth (City Park to Shields) | R-14. Drake (Dunbar to Worthington) |
| R-6. Taft Hill (Elizabeth to Prospect) | R-15. Shields (Centre to Drake) |
| R-7. Castlerock (Elizabeth to Prospect) | R-16. Drake (Research to Mason) |
| R-8. Shields (Elizabeth to Prospect) | Other (please describe below) |
| R-9. Prospect (Skyline to Heatheridge) | |

9) What would encourage you to walk or bike more often in the West Central area (select up to 3)?

- ☐ More destinations within walking/biking distance
- ☐ Improved crossings at busy streets
- ☐ Slower vehicle traffic
- ☐ Off-street paths (like Spring Creek Trail)
- ☐ Better lighting
- ☐ A map of the city showing safe routes to key destinations
- ☐ More sidewalks on busy streets
- ☐ More sidewalks on neighborhood streets
- ☐ More bike lanes on busy streets
- ☐ Protected/buffered bike lanes
- ☐ Neighborhood streets that give bikes and pedestrians priority
- ☐ None of the Above
- ☐ Other: _____

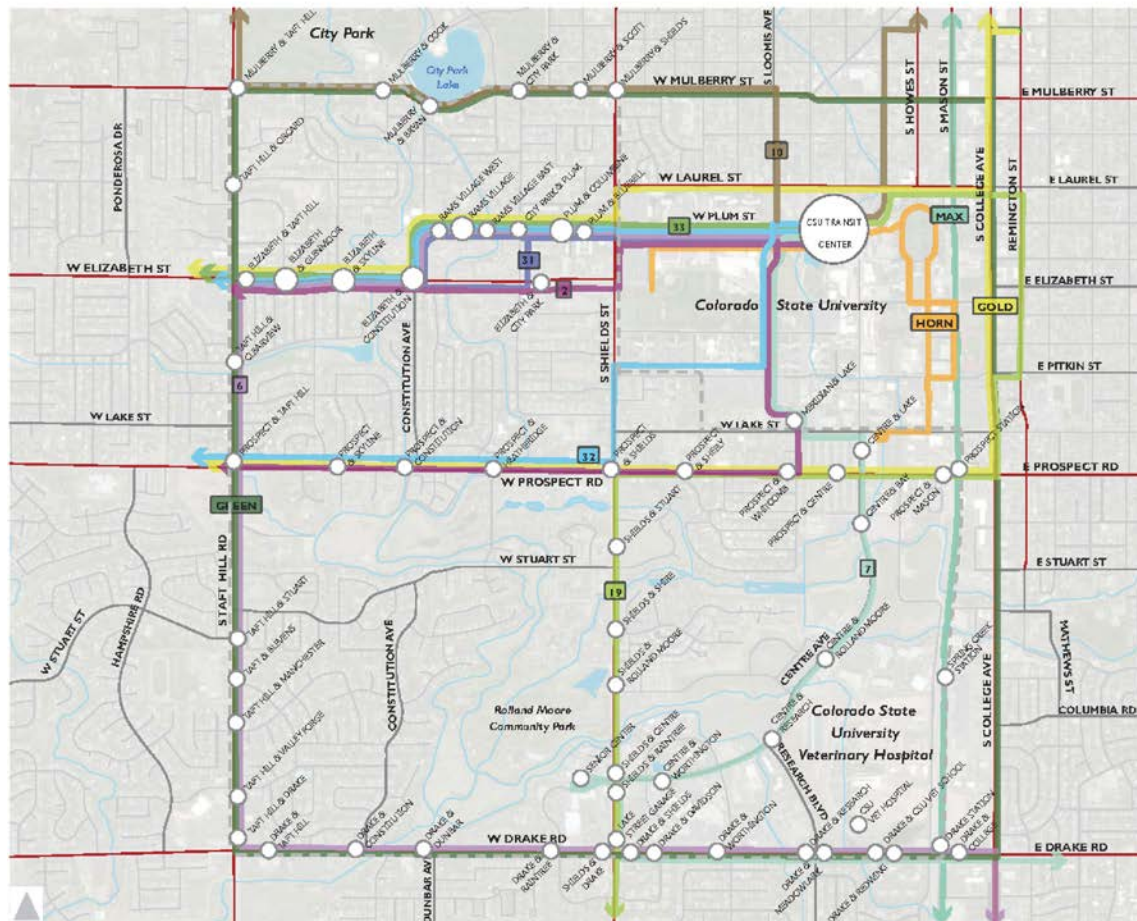
Comments:

Transit Service

Public transit is provided by Transfort on major routes throughout the West Central area, including the new MAX bus rapid transit line. The West Central Area Plan will consider changes that could improve public transit service within the area, including changes in routes, bus stops, and frequency of bus service.

Below is a map that shows the *current* bus routes in the West Central area. Please use this information to answer the following questions.

Current Transfort Routes



Legend



10) What are the nearest cross-streets to your home (please answer even if the nearest intersection is outside of the West Central area)?

11) What are the top 3 destinations in the West Central area (if any) that you would like to be able to access by bus (for example, the Senior Center, CSU campus, shopping center at Taft Hill & Elizabeth, etc.)?

Destination 1: _____

Destination 2: _____

Destination 3: _____

Comments:

Open Space Networks

The **Open Space Networks** topic area addresses goals and policy options related to natural areas, parks and trails, wildlife habitat, flooding and stormwater management, and other natural and recreational features in the West Central area.

Below you will find a **vision statement** and a series of **goals** related to Open Space Networks. These statements were developed based on input from surveys, workshops, community events, and the work of a stakeholder committee.

 Open Space Networks

VISION
A functional network of public and private lands that connects wildlife, plants, and people

We aspire to achieve:

- OS 1** Access to nature, recreation, and environmental stewardship opportunities



Network of Multi-Use Trails



Educational Opportunities



Neighborhood Parks, Community Gardens, and Xscape Projects

- OS 2** Attractive urban tree canopy that supports habitat, character, and shade



Residential Tree Canopy

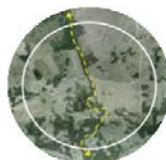


Street Trees and Median Improvements on Major Streets



Tree Preservation During Redevelopment and New Development

- OS 3** Preserved and enhanced wildlife habitat corridors



Habitat Connectivity



Native Habitat Enhancement and Restoration



Habitat Protection Along Irrigation Canals/Ditches

- OS 4** Comprehensive and ecological approach to stormwater management



Road Side Treatments and Medians



Neighborhood Detention and Habitat

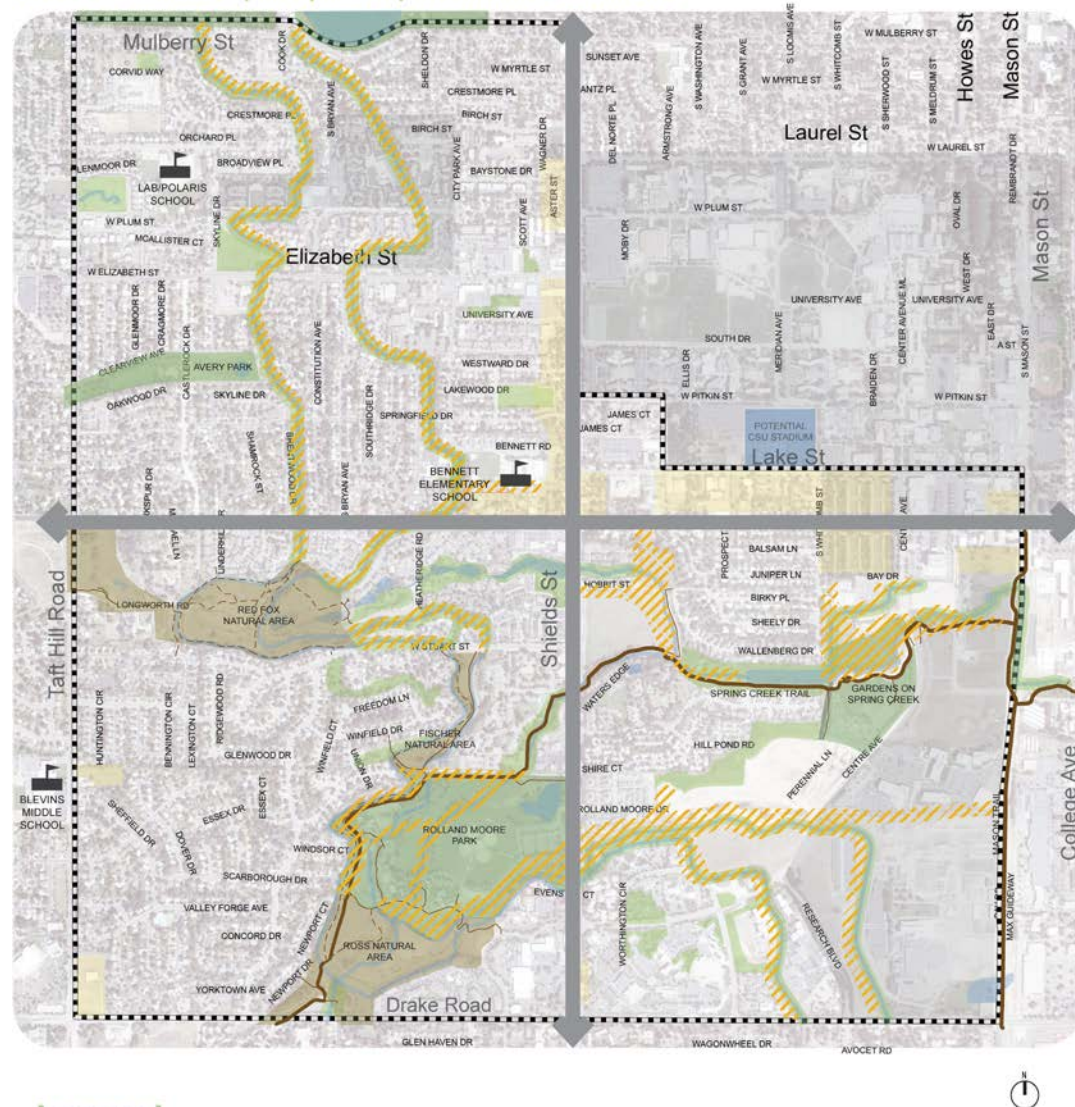


Ecologically Healthy Stormwater System

The West Central area contains numerous parks, natural areas, and other open space features, including Rolland Moore Park, Avery Park, Red Fox Meadows Natural Area, the Spring Creek Trail, and more. The map below displays areas where improvements to existing open space or the preservation of additional open space could be considered, either for wildlife habitat or recreational use.

The areas in **orange** are locations where there is an opportunity to connect parks and natural features to create a more integrated open space network. The areas in **light yellow** are locations where pocket parks, courtyards, or other open space areas could be included if new development occurs in the future.

Areas of Potential Open Space Improvements & Additions



Legend

- West Central Area Boundary
- ↔ Arterial Road
- Existing Open Space
- Existing Park
- Major Paved Multi-Use Trail
- Minor Paved Multi-Use Trail
- Natural Surface Trail
- Existing Water Body
- Existing Fort Collins Natural Area
- Existing Irrigation Canal and Habitat
- CSU Property
- Opportunity for Open Space Improvements & Additions
- Opportunity for Open Space/ Pocket Parks Provided By Development
- Schools

12) I would like to see open space improvements that focus on the following types of features or facilities (select up to 3):

- ☐ Community parks
- ☐ Neighborhood parks
- ☐ Pocket parks/courtyards
- ☐ Natural Areas
- ☐ Streams, creeks, or canals
- ☐ Trails
- ☐ Schools
- ☐ Community gardens
- ☐ Open space in my neighborhood
- ☐ Open space where I work or shop
- ☐ Other: _____

13) Please complete the following sentence: "My ideal nature experience in the West Central area looks like..."

Prospect Corridor

Prospect Road is an important transportation corridor for the community. The West Central Area Plan will include a detailed analysis and new design of Prospect Road between Shields Street and College Avenue. The following questions refer specifically to that stretch of Prospect Road.

Below you will find a **vision statement** and a series of **goals** related to the Prospect Corridor. These statements were developed based on input from surveys, workshops, community events, and the work of a stakeholder committee.

P

Prospect Corridor

VISION
Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

We aspire to achieve:

T 1 Safe and comfortable corridor for all modes of travel



Well Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

T 2 Safe crossings



Automatic Detection of Cyclists at Intersections



Pedestrian Refuges



Grade Separated or Enhanced Crossings

T 3 Attractive gateway to campus, downtown, and midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

T 4 Seamless connection to MAX



Walk



Bike



Ride

A range of improvements to **Prospect Road** and **Lake Street** (parallel to Prospect Road, one block to the north) are currently being considered. Below are examples of the types of improvements that could be included on Prospect Road or Lake Street.

If you are interested in more detailed information about the design options under consideration, please visit fcgov.com/westcentral. You can download a packet of the latest design alternatives for both Prospect Road and Lake Street using [this link](#).

Sidewalk Options



Narrow Attached Sidewalk



Wide Attached Sidewalk



Detached Sidewalks & Tree Lawn



Shared Bike/Pedestrian Path

14) Please rate each of the sidewalk options on a scale of 1 (least preferred) to 5 (most preferred).

	1 (least preferred)	2	3	4	5 (most preferred)	Not sure
Narrow attached sidewalk	()	()	()	()	()	()
Wide attached sidewalk	()	()	()	()	()	()
Detached sidewalk with tree lawn	()	()	()	()	()	()
Shared off-street bike/ pedestrian path	()	()	()	()	()	()

Median Options



Painted Center Turn Lane



Narrow Median



Wide Median with Trees



Wide Median with Hardscape/
Plantings

15) Please rate each of the median options on a scale of 1 (least preferred) to 5 (most preferred).

	1 (least preferred)	2	3	4	5 (most preferred)	Not sure
Painted center turn lane	()	()	()	()	()	()
Narrow median	()	()	()	()	()	()
Wide median with trees	()	()	()	()	()	()
Wide median with hardscape/plantings	()	()	()	()	()	()

Bike Facility Options



Buffered Bike Lane (painted)



Protected Bike Lane (with barrier)



Two-Way Protected Bike Lane



Shared Bike/Pedestrian Path

16) Please rate each of the bike facility options on a scale of 1 (least preferred) to 5 (most preferred).

	1 (least preferred)	2	3	4	5 (most preferred)	Not sure
Buffered bike lane	()	()	()	()	()	()
Protected bike lane	()	()	()	()	()	()
Two-way protected bike lane	()	()	()	()	()	()
Shared off-street bike/pedestrian path	()	()	()	()	()	()

17) Which roadway design elements are most important on Prospect Road (select up to 3)?

☐ Sidewalks

☐ Tree lawn (next to sidewalk)

☐ On-street bike lanes

☐ Shared bike/pedestrian path

☐ Planted median

☐ Center turn lane

☐ Other: _____

18) Rank the following modes of travel in order of priority for improvements on Prospect Road (rank from 1 (most important) to 4 (least important)):

_____Automobile
_____Bicycle
_____Pedestrian
_____Public Transit

19) Considering the potential improvements to Prospect Road and Lake Street, which east-west route are you most likely to walk or bike along in the future?

- ☐ Prospect Road
☐ Lake Street
☐ Pitkin Street
☐ Spring Creek Trail
☐ Other: _____
-

20) Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?

Demographic Questions

21) What is your gender?

- ☐ Male
☐ Female
☐ Prefer not to answer

22) What is your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to answer

23) What is your annual household income?

- ☐ \$21,999 or less
 - ☐ \$22,000–58,999
 - ☐ \$59,000–87,999
 - ☐ \$88,000–149,000
 - ☐ \$150,000–249,000
 - ☐ \$250,000 or more
 - ☐ Prefer not to answer
-

Mailing List

24) If you would like to receive future updates on this project, please provide your contact information below (optional).

First Name: _____

Last Name: _____

Organization/Group (if applicable): _____

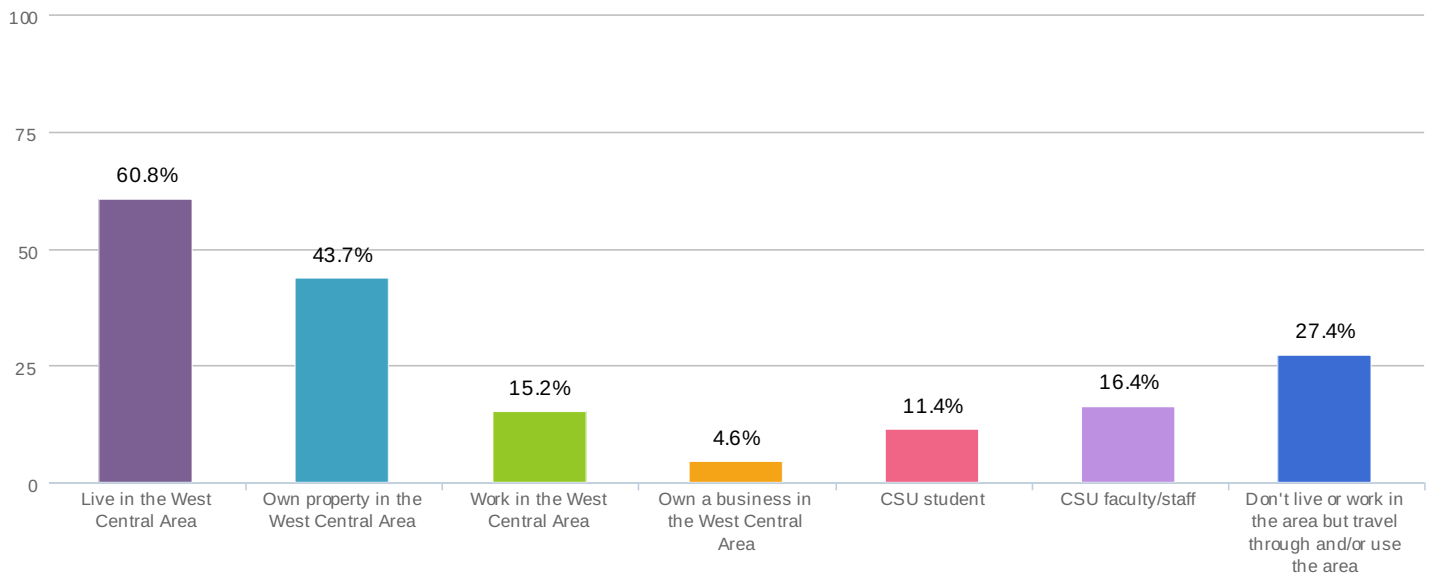
Email Address: _____

APPENDIX B – FULL SURVEY RESULTS

Final Survey Results - October 2014

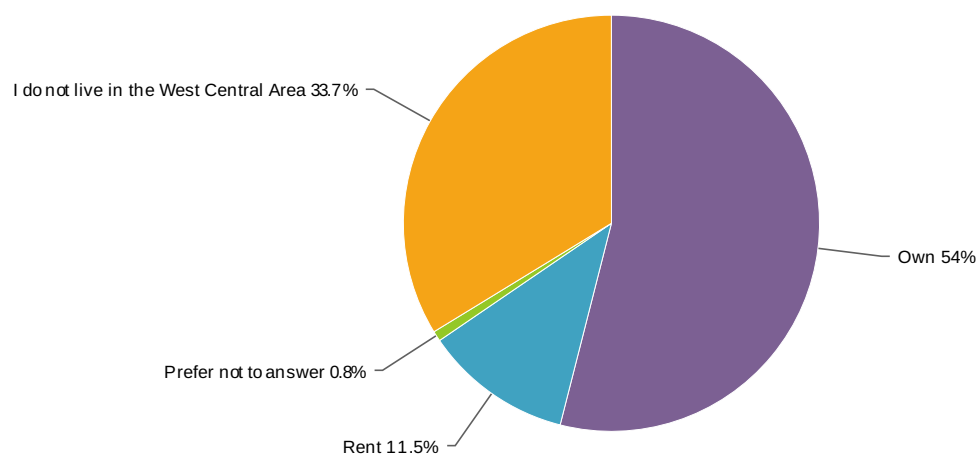
Survey: West Central Area Plan Online Survey

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



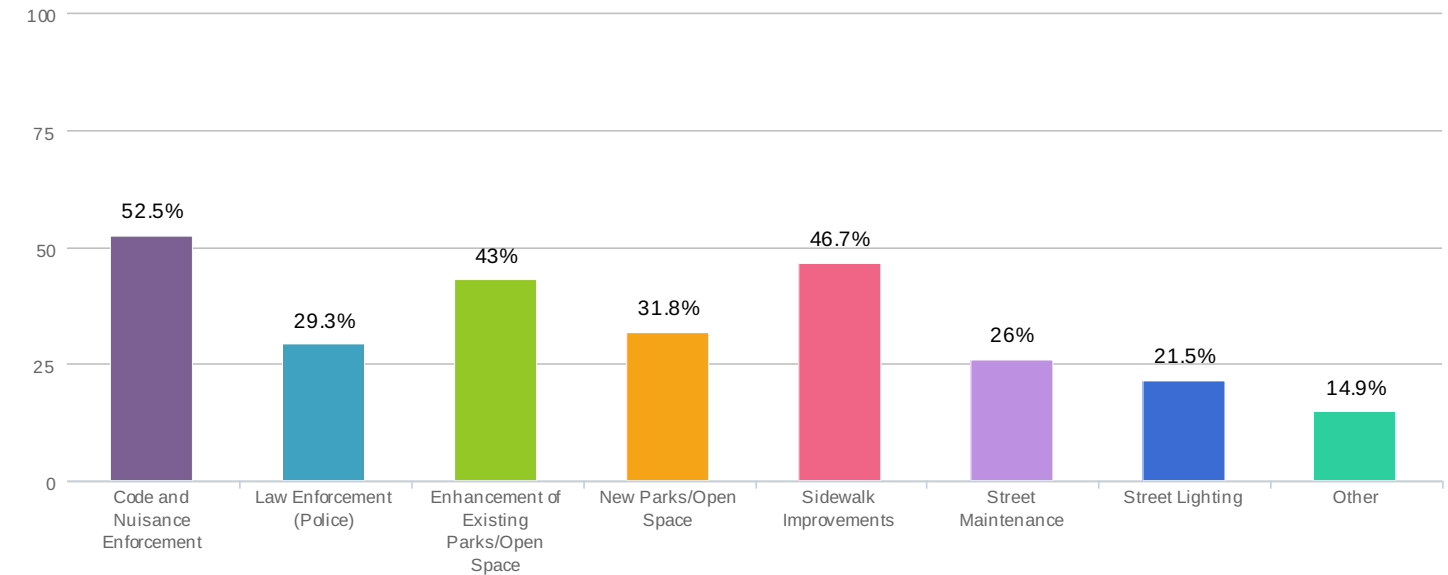
Live in the West Central Area	60.8%	<div></div>	160
Own property in the West Central Area	43.7%	<div></div>	115
Work in the West Central Area	15.2%	<div></div>	40
Own a business in the West Central Area	4.6%	<div></div>	12
CSU student	11.4%	<div></div>	30
CSU faculty/staff	16.4%	<div></div>	43
Don't live or work in the area but travel through and/or use the area	27.4%	<div></div>	72
		Total	263

2. If you live in the West Central Area, do you own or rent your residence?



Own	54.0%	<div><div></div></div>	136
Rent	11.5%	<div><div></div></div>	29
Prefer not to answer	0.8%	<div><div></div></div>	2
I do not live in the West Central Area	33.7%	<div><div></div></div>	85
Total			252

3. What types of additional services or improvements related to land use and neighborhood character should be considered in the West Central Area (select up to 3)?



Code and Nuisance Enforcement	52.5%	<div><div></div></div>	127
Law Enforcement (Police)	29.3%	<div><div></div></div>	71
Enhancement of Existing Parks/Open Space	43.0%	<div><div></div></div>	104
New Parks/Open Space	31.8%	<div><div></div></div>	77
Sidewalk Improvements	46.7%	<div><div></div></div>	113
Street Maintenance	26.0%	<div><div></div></div>	63
Street Lighting	21.5%	<div><div></div></div>	52
Other	14.9%	<div><div></div></div>	36
Total			242

Responses "Other"	Count
Left Blank	229
Additional Bike lanes	1
Appropriate development	1
Bicycle Roads	1
Bike Lanes	1
Bike/Ped traffic crossing Prospect and Shields to CSU	1
Cycleway improvements	1
Ease of ped/bike traffic	1
Investor-owned single-family homes	1

Lighting in Avery Park	1
Maintenance/expansion of bike lanes.	1
More Bike areas	1
Neighborhood pool.	1
Rightsizing several streets	1
Safe bike lanes on streets	1
Safe bike routes	1
Safer bike access	1
bike lanes	1
buffered bike lanes	1
castlerock de. speed bumps	1
crossing at prospect and whitcomb	1
excess cars and no parkinbg space	1
more safe bike lanes	1
no more development	1
parking	1
protected bicycle lanes	1
safe bike lane	1
safer biking options along Shields	1
safer crosswalks	1
see below	1
traffic patterns	1
vehicle speed lowered	1
zoning update	1
Enhanced bike lanes/paths especially a pedestrian bridge over Shields in the Campus West neighborhood	1
North-south links for cycling are poor between Center Ave and Taft. Consider an enhanced link using City Park Ave to Constitution via Lynwood and Heatherwood.	1

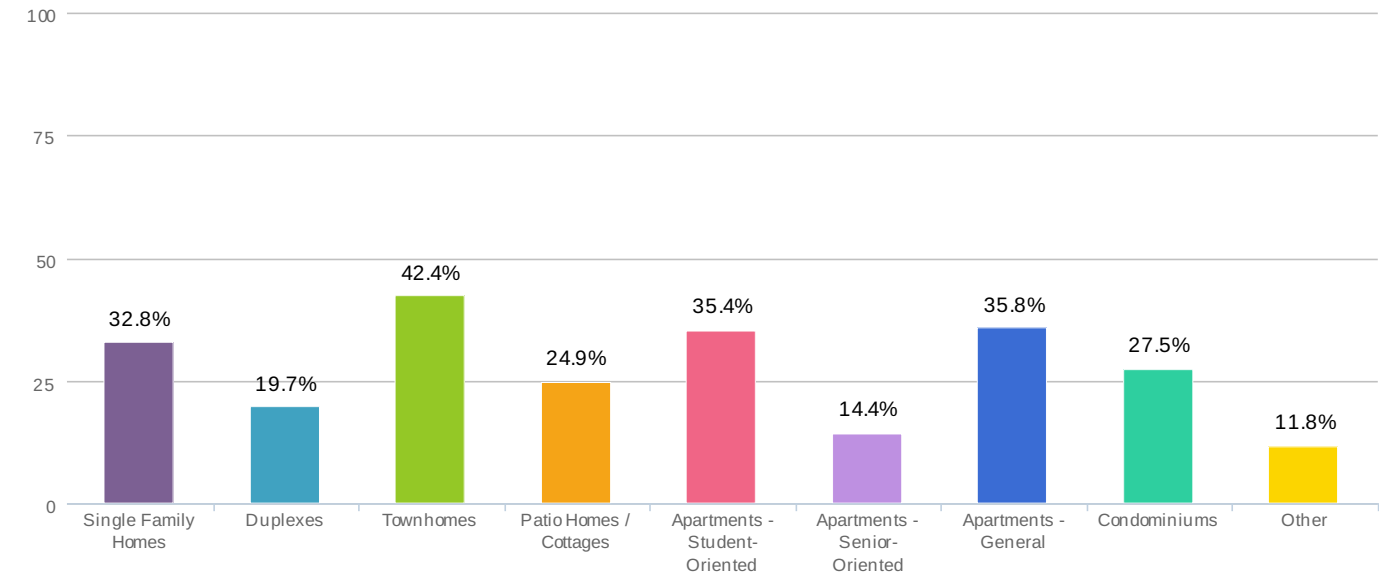
Comments

Count	Response
1	1. Engine brakes on trucks should be outlawed, so loud. 2. Protected bike lines to traffic.
1	An improvement of traffic flow at Prospect/Centre and Prospect/Mason would be ideal
1	Bike paths

1	Biking on Prospect is extremely dangerous, and needs the most attention in regards to bike lanes.
1	Connecting existing natural areas
1	Could we please have a new dog park, maybe somewhere in those red blobs around Center??
1	I find the area unappealing aesthetically and as a cyclist.
1	If I could choose 4 parks and open space would be a priority.
1	In my area things are pretty good.
1	It totally depends on where you are at. This is not a good question.
1	Make Pitkin one lane for cars, one for bicycles
1	Overpass across Prospect for bikers and pedestrians by railroad tracks
1	Police substation on Campus West
1	Prospect needs to be widened for pedestrians and bike lanes
1	Really getting crowded now.
1	Respect the elderly owner's concerns who wish to live in their homes til death.
1	Safety is the number one responsibility of our government.
1	Sidewalk improvements on Constitution between Stuart and Drake
1	Spring Creek trail could be widened in places to become even more commuter friendly
1	The infrastructure is in need of repair before we consider ANY new amenities!!!!!!
1	There is very poor lighting on Springfield from shields to taft.
1	This area should be completely pedestrian and bike friendly.
1	Widen Prospect, larger sidewalks farther away from Prospect street
1	better sidewalks along Prospect and ligting where Spring Creek trail meets the Mason Trail
1	bla bla bla
1	please more police presence!
1	street lighting should only light the street and not the entire neighborhood and sky
1	update antiquated zoning to more progressive, useable zoning
1	would like to see ways to encourage families and working people to settle in area
1	The Mason street corridor is a bit of a mess - too many uses without enough separation. Ways to get to it and clarify usage need to be considered. Parking will also be a big concern in the next few years.
1	There is currently no way to enforce the rules and regulations that were approved by city council. Grove and the Gardens are both breaking the rules that were set forth with the projects were approved. Are neighborhoods are expected to police them because no one else seems to be doing so. And what resources do the neighborhoods have to get these organizations to comply?
1	Don't "over enhance the area" Not necessary to "improve " every spot. There is a wonderful wildness in this area associated with the bike trail that is refreshing. Potentially the Rock Creek park of Washington DC.

1	We need more options to preserve single family homes for families - not college students. Students are not ready for home management. They don't shovel snow, mow their lawns, keep their yards neat, and have too many cars, bikes, and ping pong tables in the yard. Student lifestyles are just different than family lifestyles.
1	I would like to see the potential neighborhood center on Shields kept as open space rather than as a commercial development. There is already a commercial center at the sw corner of Shields and Prospect and there are other commercial areas further south on Shields and also on College.
1	Underpass for pedestrian traffic. Lights allowing pedestrian crossing separated from car traffic at major intersections.
1	Targeted education of investor-owned houses and enforcement of unmaintained, unkempt rental houses. Go beyond responding only to complaints and actively compel owners to clean up/maintain their properties or risk being fined.
1	Really consider limited access roads throughout Fort Collins to give quicker ways to get places. Large developments (as Prospect and Whitcomb) should not be allowed without adequate parking!!!! Try to exit business not onto minor arterial streets!!!
1	Prospect sidewalks are very unfriendly for users from Mason to Shields. The Mason trail crossing at Prospect for bikes has inadequate sidewalk space on Prospect (north side) for 2 way bike traffic. I have seen serious safety situations there. Numerous offset street crossings at arterials are dangerous for bikes and pedestrians. Some examples are Lake-Bennet at Shields, Stuart at Taft Hill, Pitkin-Springfield at Shields.....Map these offsets and come up with an overall plan to deal with safer offset crossings. Putting inexperienced cyclists into arterials, even for short distances, is a serious safety issue. Sometimes the solution will be mostly signage, sometimes wider sidewalks in these zones plus signage will be most helpful. The offset problem exists throughout the city and needs to be addressed. In Park areas that are near Spring Creek, please consider a wider corridor near the creek that will not be mowed. Habitat for wildlife will be improved by allowing a little "wildness" adjacent to the creek.
1	Transportation congestion can be very high. The sidewalks are not configured well for the Max trail. There are some ugly properties.
1	As part of street maintenance, I'd like to see some speedbumps or other options in some of the main neighborhood thoroughfares. As a pedestrian and cyclist the speeding cars are alarming, especially with so many children around.
1	Do something about the barking dog problems. We complain for years about one owner and it continues for the last 10 years.....constantly barking.
1	It's obvious development will occur. While it will generate more motor traffic, this should not be dismissed in planning parking, etc. More neighborhood retail, i.e., food markets, hardware should be encouraged, along with adequate infrastructure, that makes foot or bicycle access practicable.
1	Much traffic moves through this area, need ways to manage that traffic. Keeping it out of the neighborhoods.
1	Stop shoving massive student, eastern block, housing projects down our throats with no parking! With French Field events, Rolland Moore events, The Grove block parties, CSU's new stadium and the Ex-Garden's Amphitheater how will we even hear ourselves think? No less find a parking place.
1	I am pretty sure our neighborhood's sidewalks are not ADA compliant - too narrow, without curb cuts for driveways.
1	This area is becoming overdeveloped and the residential areas near the university need to be preserved. We already have plenty of shopping centers in the area and do not need another neighborhood center.
1	Street lights are desperately needed at places like the intersection of Orchard Place and Broadview Place.
1	Many of the sidewalks are very small and right up against the road. Crime has also been a concern.
1	The volume of students and faculty that live in that area and their commute to CSU should be easy, safe, and supported by infrastructure.

4. What types of development are most appropriate in the Areas of Development in pink and red on the map (select up to 3)?



Single Family Homes	32.8%	<div><div></div></div>	75
Duplexes	19.7%	<div><div></div></div>	45
Townhomes	42.4%	<div><div></div></div>	97
Patio Homes / Cottages	24.9%	<div><div></div></div>	57
Apartments - Student-Oriented	35.4%	<div><div></div></div>	81
Apartments - Senior-Oriented	14.4%	<div><div></div></div>	33
Apartments - General	35.8%	<div><div></div></div>	82
Condominiums	27.5%	<div><div></div></div>	63
Other	11.8%	<div><div></div></div>	27
Total			229

Responses "Other"	Count
Left Blank	241
A dog park! Come ON!	1
Apartments over business locations	1
Commercial	1
Commercial services-mixed use	1
Commercial?	1
Grocery store, general merchandise	1
Housing that is restricted for owner occupancy and affordability	1

I would prefer no new building	1
Low density multi-family	1
Mixed use commercial / residential	1
Open Space/parks	1
Open s	1
Police Station	1
Professional Office space	1
See Comments Below	1
Student residential, retail and parking	1
community centers	1
low income housing	1
open space	1
services	1
Grocery store, redeveloped commercial in campus west with student oriented Apartments as a part of these areas	1
multi use buildings with shops on ground floor and apartments, townhouse, or condos above, much as new corner of Elizabeth & City Park where Jimmy Johns, Shakes Alive, Starbucks, etc are now.	1

Comments

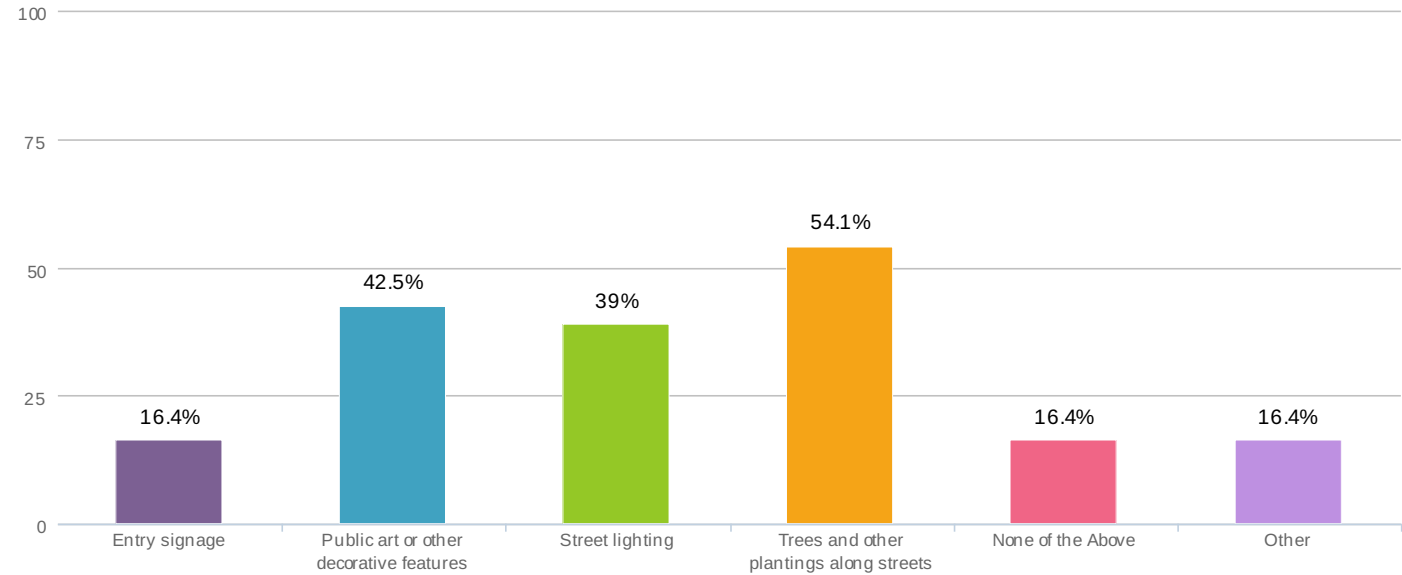
Count	Response
1	A planned mix is good. Too many apartments is a bad idea, but too many houses is as well.
1	Already a lot of high density studen apartments. Need something to balance.
1	Can't answer because the map is totally black.
1	Don't want all the houses to turn into student rentals.
1	I was expecting the pink commerical area on the west side of Shields to remain commercial.
1	I would prefer the undeveloped areas to stay wild or be turned into parks/natural areas.
1	LMN at corner of Drake & Taft
1	Open space or park, gardens, widen Prospect with sidewalks.
1	Please include a generous number of parking spaces with any and all new developments.
1	Red- Apartments, Pink- Commercial
1	See comment above.
1	Student housing in single famiy residential areas is not appropriate
1	This is a great area for seniors if the proper resources are developed.

1	To avoid sprawl/congestion, development around campus/city center should be high density.
1	We need more Senior Affordable housing
1	hard to tell the difference between pink red and orange
1	plenty of students already there - and far too many monstrous student apartments in this area!
1	too much current emphasis on students these days
1	Don't overcrowd the place with apartments & condos!! There's never enough parking and we don't need to be cramming MORE people into this area.
1	more high rise office space by USFS buildings - not just housing. Reduce sprawl - build up not out; with green spaces inbetween
1	The type of development will vary among the different red and pink areas depending on their proximity to existing established neighborhoods. The magical words are "transition" and "compatibility". These words also are the most nebulous when it comes to planning.
1	Would REALLY like to see higher density development, e.g., 4-story buildings, in the areas near MAX and the Mason bike/ped corridor.
1	How much density can we afford? A mix of building structures, some with higher density yet balancing with townhomes and condos (and maybe senior-oriented housing) would lessen the population impact, create diversity (the senior center is in the neighborhood too) and help to bring some civility to the neighborhood boundaries.
1	Apts would be ok if they were spaced and parked as older ones. The new ones look ghetto and neighborhood streets store their cars.
1	Re-do your survey question. Pink and red areas should have their own separate questions. Combining them in a single question is inappropriate as they are distinctly different from one another.
1	The single family homes in our area (Crestmore) are too often being used as student rentals, with very little attention to upkeep and code enforcement.
1	This area does not need any more massive student apartment complexes. These developments are not compatible with existing single-family neighborhoods. If student housing is necessary it should first be placed on the main CSU campus. The CSU Research Foundation has purchased most of the land on the west side of Shields (and has plans to purchase the Elderhaus property). This is a particularly concerning situation (I live in the West Side neighborhood, but directly adjacent to this area, just north of Laurel and east of Shields). Any student (or other) multifamily housing should be limited in height (3 stories at most) and should be smaller (fewer units, perhaps no more than 50). It is not appropriate to increase the density in this area as much as has been done by recent developments (e.g. The Grove and The District).
1	Focusing on giving students places to live that are convenient and accessible to campus will help alleviate traffic issues on and around campus
1	This is a flawed question. The only answers available are just forms of residential, and our LUC promotes mixed use for good reasons, especially in the areas in pink/red.
1	Put up something attractive. Require trees and nice landscaping. Consider walk in/ out businesses. Provide car parking for when people leave the area. Do a mix of buildings based upon access to streets. If there is not choice but to access major arterials then do something that limits the car traffic.
1	Changing the zoning of areas that are already surrounded by other types of zoning to change or to more easily allow variances for uses that are not only single family residence would be great.
1	Integrated commercial/services near campus. Perhaps some professional offices for businesses that collaborate with CSU.
1	Development should not be an option until traffic issues are resolved/improved. Adding more development simply

exacerbates these issues.

-
- | | |
|---|--|
| 1 | since most of the pink and red are along the spine of the city, it makes sense to have higher density housing there. But a mix is more palatable to the eye. |
|---|--|
-
- | | |
|---|--|
| 1 | There are enough apartments--should bring in other residents interested in living near the university such as employees and seniors. |
|---|--|
-
- | | |
|---|---|
| 1 | This is for the RED only pink is commercial near Elizabeth. Two different issues. shouldn't be combined in one question |
|---|---|
-
- | | |
|---|--|
| 1 | The pink and read areas are already so student-oriented--it makes sense to border the campus with more housing so that students can be more localized around the school. |
|---|--|

5. Which of the following identifying features or neighborhood character enhancements would you like to see in the neighborhood in which you live (select up to 3)?



Entry signage	16.4%	<div><div></div></div>	24
Public art or other decorative features	42.5%	<div><div></div></div>	62
Street lighting	39.0%	<div><div></div></div>	57
Trees and other plantings along streets	54.1%	<div><div></div></div>	79
None of the Above	16.4%	<div><div></div></div>	24
Other	16.4%	<div><div></div></div>	24
Total			146

Responses "Other"	Count
Left Blank	240
Adopt a street program	1
Appropriate transitions between neighboring land uses.	1
Better sidewalks	1
Better sidewalks Taft Hill and Mulberry	1
Boulevards	1
I cannot think of anything	1
Street lights and better sidewalks.	1
Very active code enforcement including you +2 and nuisance properties.	1
amenities within walking distance	1
better bike lanes	1

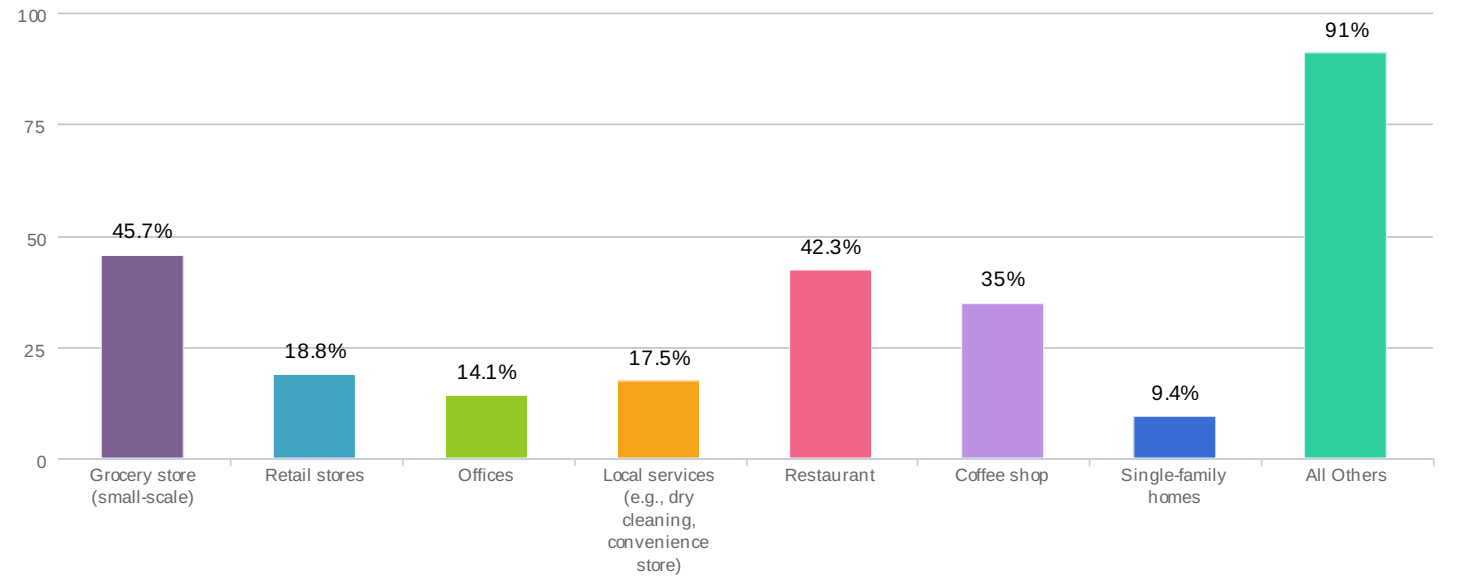
better bridges	1
better sidewalks and bicycle paths.	1
focus on ownership not rentals	1
improved collector street appearance with restriping and planted medians	1
less drunken parties	1
more attractive lawn/garden areas next to sidewalks, especially along Taft Hill Rd.	1
neighborhood library	1
open space	1
pocket parks or small people places	1
unbuilt areas remain open space such as at 910 Hill Pond	1
wider sidewalks	1
Published street sweeping schedules, lighting in the Avery Park, bicycle lanes on Castlerock, Constitution.	1
I live in the Sheely neighborhood and would like to see a decrease in student rentals due to an increase in apartments available for students	1

Comments

Count	Response
1	Entry signage is outdated and overrated
1	I like it that the street lights aren't too bright & overwhelming - don't add more!
1	Nothing special is needed.
1	Our neighborhood would like a sign for being a historic district.
1	Red Fox Meadow is good as is.
1	Traffic mitigation
1	Very happy with immediate neighborhood as it now is.
1	currently happy with neighborhood
1	street lighting for the street and not the sky
1	get rid if the horrible rusted damn signs on the Drake street bridge over spring creek it is a disgrace....been fixed once and it needs to be taken off and destroyed.
1	Sheely division is ok. Prospect entrance could use some more lines on the road and better sidewalk to protect pedestrians and bikes.
1	The area between Shields and Taft on Prospect as been neglected and is an eyesore. While other streets in the city get there artful bridges and plantings, this stretch has been forgotten. There are no islands of trees or greenery, the "bridge" over the canal remains unfinished (looking like a forgotten project with cement pillars and wire fencing). Weeds grow out of the cracks in the cement (and, in my opinion, a city responsibility). We can make the flower pots in Old Town exceed normal potential but we can't take care of weeds along our major thoroughfares to make all areas of city look great? Please.....

1	Try just coming when we call the police on noise, transients, and parties. Get rid of the you plus two law so we don't have this housing crunch. Its not the 6 kids living together making noise. Its the 600 that show up!
1	Let's not spend money where it's not needed. Put the money into a REALISTIC bus system that touches more of the neighborhoods.
1	it would be great to beautify the areas in pink/red as growth happens to make this neighborhood a showcase
1	The neighborhood where I live is fine the way it is. What is built around the neighborhood is of greatest concern.
1	Trees and art make any area more pleasurable. Mostly, I would like there to be amenities (restaurants, cafes, bars) for neighborhood entertainment within walking distance.
1	Fraternity and sorority might think about "adopt a street/blocks" in the area I live or businesses especially like Campus West Liquor - they could adopt the whole area as so much trash is related to drinking!
1	Brick wall barriers between roads and neighbors to make them more secluded and not as noisy from the roads.
1	Requiring the ditch companies to maintain their bridges, sidewalks, fences and weeds would dramatically improve the neighborhood character.
1	Improved sidewalks and bicycle access is highest on my list, for my area. for the Campus wWest business area I would like to see much better pedestrian access, and for any new commercial and multi unit building a larger setback from sidewalks and streets. Some of the latest development in the area is MUCH too close to the sidewalks and streets. Too imposing.
1	PLEASE remove the "public art" on the Drake Road bridge. The bronzes can stay, but get rid of the peeling painted things on the bridge railing
1	Published street sweeping schedules, lighting in the Avery Park, bicycle lanes on Castlerock, Constitution.
1	We already have these things and we just need the city to stop demolishing the beautiful homes for CSU.

6. If a new neighborhood center is developed in the West Central area, what are the top 3 features or land uses that should be included?



Grocery store (small-scale)	45.7%	<div></div>	107
Retail stores	18.8%	<div></div>	44
Offices	14.1%	<div></div>	33
Local services (e.g., dry cleaning, convenience store)	17.5%	<div></div>	41
Restaurant	42.3%	<div></div>	99
Coffee shop	35.0%	<div></div>	82
Single-family homes	9.4%	<div></div>	22
Duplexes/townhomes	14.1%	<div></div>	33
Apartments/condos	17.1%	<div></div>	40
Park/open space	51.7%	<div></div>	121
Other	8.1%	<div></div>	19
Total			234

Responses "Other"	Count
Left Blank	245
Bar/ Brewpub	1
Keeping it out of the 1000 yr flood plane	1
NONE	1
No chain retail!	1
No new development	1

Post office outlet	1
Public art	1
Specific retail, i.e., hardware	1
Urgent care	1
alternative wellness - massage, etc.	1
bike access	1
do not develop	1
low income housing	1
no neighborhood center	1
none	1
pool	1
restaurants	1
see below.	1

Comments

Count	Response
1	A breakfast restaurant would be nice and an ice cream shop with trail access
1	Bring a post office branch office
1	Create some amenities and create housing but on a lower density scale.
1	Don't include office building/space
1	Don't see a need
1	I thought this area was in a flood plane
1	It is bizarre how there is no grocery store along Shields.
1	Keep Prospect access to Emergency vehicles Only.
1	Live/Work, offices, Senior Housung, reatil, higher density options @ Drake & Taft (not RL)
1	No idea, am open to what nearby residents want.
1	No more housing!!!!
1	Not sure where this is located.
1	Please not any chain retail schlock! Please no corporate welfare giveaways.
1	Post office outlet!!!! With scotchies closed there is no easy local place to mail packages etc
1	Whatever
1	You should leave this land alone. We know developers want it more than we do . So do planners.

1	enough giant apartments on this side of town!
1	please leave that field as an open space
1	I DO NOT agree that more commercial activity is needed in that space. Given all the proposed development, the area could really use some open space.
1	No apartments. The huge new complex on Centre Ave is enough for this area. I don't see how this area can support any more besides what's already @ Shields & Drake...
1	Seems crazy to jam more soddy retail into that space. College has plenty of retail. Elizabeth still more, Prospect and Shields has a center. Let retail rest for a second.
1	I don't agree that a "neighborhood center" is desirable or necessary in that location. The development at Shields and Drake (northwest corner) can and should serve the purpose.
1	Can't have too much greenspace. Would be great to connect trails. Would be *wrong* to bring in more KY bluegrass - make it buffalograss & native plantings! "Habitat enhancements" - what does that even mean? It's just silly unless you're planning on planting some bird/butterfly/pollinator gardens - which would be great! And for the love of...could we please have some style & charm?
1	what ends up along Shields is not the issue but the transition between the single family homes and the center.
1	I don't see the use-case for another neighborhood center -- if I correctly understand the description, this development would be another strip mall, of which we have several within walking and biking distance.
1	There is already a large amount of traffic at the Shields/Prospect intersection. We don't need more commercial ventures here.
1	I love all of the open space in this area of town (this proposed location included). I think we are quite conveniently located to existing shopping areas. Revitalizing those areas would be preferable! (Drake center, etc.)
1	too many empty retail stores in this area, why consider adding more? And again, more traffic to this area will drive people away.
1	If there is a grocery store, there is no need for a convenience store (i.e., local services). I envision local services to include a coffee shop, restaurant, offices, maybe some retail.
1	Seems like a good place for community networking but if services are already in area then perhaps focus on residential in the space, like new residences near Spring Creek and Lemay.
1	I don't know what kind of housing is most needed in this area. But if housing needs to be built to the west of Sheely Dr., it should be lower density than the apts on the SE corner of Prospect and Shields. I am also not interested in seeing another strip mall with a huge parking lot. So maybe offices would work here so there isn't so much traffic going in and out. I know a restaurant will generate traffic, but I wouldn't mind a good one within walking distance of my house.
1	We certainly don't need more offices. Spring Creek Medical Park already has a high vacancy rate, so we don't need more vacant space. Better to occupy existing space instead of letting it deteriorate & ultimately be torn down
1	why a new market? Steele's failed on Drake. KS and Safeway are just within a few blocks. Redevelop the Rite Aid center first - that is an eyesore and always empty.
1	There are enough, nearby centers. We do not need another one drawing traffic to this area. Keep the open space!
1	Got a good organic restaurant? Are the buffer areas wide enough for a park structure or a place

for kids to safely play? Is there bike parking? Will the light aim downwards to prevent light pollution? Will the speeds of cars coming from prospect remain slow and do you plan on traffic stopping on prospect to cross over to get to the access or.... This could be a traffic nightmare on prospect if not carefully planned. Again, one way on prospect would prevent car cross over and encourage use of shields entrance.

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| 1 | We do not need this. The center at Prospect and Shields has empty buildings and we have all of these things at Drake and Shields and Taft and Drake. Please leave us alone! |
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| 1 | Keep setbacks large, integrate lots of natural space and buildings low to preserve what little view shed there is left. No need for a convenience store. |
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| 1 | no more commercial development or office space it is vacant across the street now we don't need more vacant office space..!!!!!!!!!!!!!! |
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| 1 | If this is going to be a neighborhood destination, it should offer social and entertainment opportunities--both indoor and outdoor. If it is going to be a neighborhood hub, then local services would be useful--but this will not attract residents from the farther reaches of the area. |
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7. What are the top 2 intersections that you think should be considered for safety improvements?

	I-1. Taft Hill & Mulberry	I-2. City Park & Mulberry	I-3. Shields & Mulberry	I-4. Shields & Plum	I-5. Shields & Elizabeth	I-6. City Park & Elizabeth	I-7. Shields & Pitkin	I-8. Shields & Lake	I-9. Shields & Prospect
Intersection #1	7 3.0%	13 5.5%	18 7.7%	9 3.8%	45 19.1%	9 3.8%	10 4.3%	5 2.1%	2 0.8%
Intersection #2	11 4.8%	12 5.3%	18 7.9%	8 3.5%	41 18.1%	12 5.3%	12 5.3%	14 6.2%	1 0.4%

Comments

Count	Response
1	#1 Intersection needs larger radii. #2 Intersection needs larger radii.
1	#2 MAX crossing == traffic always isnt aware of bus crossing --
1	An over or underpass on Shields would be a big help
1	Bike lane on W Elizabeth desperately needs update
1	Bike traffic from trail makes significant impact at both intersections.
1	Biking along Prospect is nearly impossible and completely unsafe at this point.
1	Both of these intersections would benefit from pedestrian underpasses.
1	Consider roundabouts along Shields and Prospect. They are safer and more efficient.
1	Drake & Taft is #1--repair potholes & broken concrete.
1	Drake and Dunbar
1	Drake and Research (?) - I see a lot of accidents there.
1	Hard to select only 2 but these are the ones I personally use the most.
1	Have almost gotten hit by cars MANY times as a biker/pedestrian.
1	High volume of bikes, pedestrians.
1	I also consider I-11 an area of concern. Getting to I-11 from Spring Creek Trail is a bit scary!
1	I got hit on my bike on City Park and Elizabeth....
1	I-5 is scary, and I-2 getting that way.
1	Lots of congestion and students at these intersections.
1	Prospect and Mason
1	Prospect and Whitcomb a close third
1	Prospect and the Mason Trail
1	SB Taft needs a protected turn signal onto EB Mulberry.

1	Sheilds & Elizabeth
1	Shields & Prospect is too 'tight' of an intersection.
1	Shields and Elizabeth is also in need of safety improvements.
1	Shields and Prospect should focus on bike and pedestrian crossing.
1	Taft & Elizabeth has become a frequent area of accidents that needs to be listed and watched.
1	Taft Hill & Elizibeth, Whitcomb & Prospect
1	Taft Hill and Elizabeth
1	Taft and Stuart
1	The Shields , Lake and Bennett intersection needs attention
1	There should be a right-turn lane on westbound Drake at Constitution, like there was before.
1	They should all be considered. As a cyclist, it hurts to be run over by a motorist.
1	all of Prospect from Shields to College needs improvement
1	bike lanes need to be improved
1	consider one way each for lake and prospect.
1	Shields and Mulberry needs right-turn lanes in all directions. Drake and Raintree is extremely bike and pedestrian-unfriendly and needs a pedestrian signal or stop light.
1	I-11 - needs to be aligned. Need bike lane for northbound. Very dangerous. Bikers do not respect space and go around cars that are in line for light.
1	Shields and Mulberry - although at the north end of this west central boundary, is the worst - no bike lanes N-S or E-W. As a major connector/gateway to the north end of the west central area, this needs to be a top priority. I see too many cyclists competing for space - it's just ridiculously unsafe.
1	I also think W. Stuart between Shields and Taft Hill should be a candidate for traffic calming measures.
1	we DO NOT NEED A DAMN TRAFFIC CIRCLE ON CONSTITUTION....WE NEED A SHORTER WAIT TIME AT CONSTITUTION AND DRAKE ROAD.....!!!
1	Shields and Elizabeth congested, bicycles and pedestrians crossing against signals. Shields and Prospect N. & S. bound Shields can turn left during the whole traffic signal causing near misses every day plus accidents.
1	Shields & Elizabeth is awful. As a cyclist, I really hope the city will take a more active role in ensuring (what seems to be a majority of) cyclists stop going in wrong directions from every corner of intersections and just generally making it unsafe for the rest of us (who understand bicycle safety) when we're also on our bicycles. It's so frustrating!
1	The intersections are safe and the city does not need to ding the taxpayers for more money when there are no problems!
1	There is NO need for roundabout on Constitution and Stuart. We need a crosswalk on Constitution and Winfield--and a yield to pedestrian sign--as that is where kids daily cross to catch the school bus (except when the water is flowing, then they are in the middle of the street), where the Foothills Green pool residents enter from Village West AND where residents enter Rolland Moore Park. Yet

we can not have a crosswalk or yield to pedestrian sign so have to run across Constitution when cars come. (Many if not most of us do not agree with what Lloyd of the Rolland Moore Park group chooses to present to the city; he ignores the needs of Village West in favor of Lexington Green and our comments.)

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| 1 | Vegetation badly needs to be removed at the Prospect and Whitcomb intersection. Additionally, cars should be prohibited from parking along Whitcomb within 50 to 100 ft of prospect. |
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| 1 | There really needs to be a left turn signal on Center at Prospect. Sometimes you wait 3 or more lights to make a left turn onto Prospect. Bikes and a lot of walkers ignore the red stop hand and just blow through. |
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| 1 | Prospect & Skyline: It is a bus stop, a break in the long haul between Shields & Taft, and an intersection to a populated housing area to the south of Prospect. Prospect and Heatheridge: While there is a active light at this intersection, I feel the traffic is such that we need to put a light there to regulate traffic on Prospect. |
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| 1 | These two intersections are unsafe for pedestrians, bike riders, and motorists due to the volume of each around the university and students not always obeying safe practices in these areas. |
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| 1 | There should be a crosswalk at shields and Pitkin with as many people try to cross the street to campus there everyday. |
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| 1 | Very crowded at time. Traffic on Prospect and Center overwhelming at time. Drake and VTH can get quite crowded. Movement of trailers of animals is difficult at those times. |
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| 1 | Prospect & Center has always been a hazard. The lighting should allow for traffic to stop in all directions to allow for pedestrians to cross safely. There should also be turn arrows for the Center Ave traffic. |
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| 1 | The lack of safe routes to Bennett is of personal concern to us. biking would either be on sidewalks or busy streets. |
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| 1 | Taft Hill Rd and Valley Forge Ave - need improved crosswalks - this is an area of great activity for pedestrians crossing to the shopping center. |
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| 1 | I bike this route often from City Park to the Mason Trail at Prospect and it is extremely dangerous at intersections trying to just get to the Mason Trail in that diagonal direction. |
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| 1 | I-4, Have pedestrians cross east/west only on one side,(north side.... or south side ,either, but only one side) |
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8. What are the top 2 sections of road that you think should be considered for safety improvements?

	R-1. Mulberry (Crestmore to City Park)	R-2. Taft Hill (Orchard to Glenmoor)	R-3. City Park (Mulberry to Elizabeth)	R-4. Shields (Mulberry to Plum)	R-5. Elizabeth (City Park to Shields)	R-6. Taft Hill (Elizabeth to Prospect)	R-7. Castlerock (Elizabeth to Prospect)	R-8. Shields (Elizabeth to Prospect)
Road Section #1	12 5.1%	2 0.9%	11 4.7%	14 6.0%	14 6.0%	6 2.6%	2 0.9%	12 4.7%
Road Section #2	15 6.7%	6 2.7%	9 4.0%	20 9.0%	27 12.1%	14 6.3%	2 0.9%	17 7.0%

Comments

Count	Response
1	Attached sidewalks are narrow and too close to the road.
1	Better bike lanes on Taft Hill would be great (like the ones you put in on Shields)
1	Elizabeth from Taft Hill to Shields should be looked at for safety improvements
1	Entry into and out of Bennett Rd is also quite unsafe.
1	High traffic spots!!!
1	I knew a professor who got hit on their bike on R-11....
1	Lake (Shields to College)
1	Prospect (College to Timberline)
1	Prospect needs a safe, dedicated bike lane
1	Prospect needs bike lanes.
1	Prospect needs sidewalks on both sides. Wide enough for a walker and biker to pass.
1	Prospect through this area is so congested that I avoid it as much as possible.
1	Prospect- from Shields to Mason
1	R-11 is extremely dangerous if you are a pedestrian or biker.
1	See above comment on Taft/Valley Forge intersection
1	See my comment above.
1	Springfield is very poorly lit and has several worn sections near intersections.
1	Tight bike lanes forces bikes to merge with traffic sometimes.
1	Whitcomb (Birky to Lake)

1	again, both unsafe for bicycles
1	Prospect and Center is CRAZY now with the grove. This was planned as a roundabout until the parking garage constricted the area. Center Ave. is really dangerous at Rolland Moore now as well. Note, the Spring Creek trail under Center floods every summer sending bikes and pedestrians over Center with no cross walk. Parks knows this
1	Prospect is too narrow near campus. The curves in Mulberry make it easy to veer out of lanes and are sometimes tricky in winter.
1	Green bike lanes (with arrows indicating direction!) could actually be used all over the city. Perhaps then (more) cyclists will learn when to merge with traffic, especially when turning left, and which direction they should be going in general.
1	Prospect from College to Stover needs improvement/widening, too. Walking on the sidewalk can put lives in jeopardy.
1	Pedestrian and bicycle crossings desperately needed. Also increased traffic monitoring for speeding which is a chronic problem.
1	We live on Constitution and people drive 30-40 mph regularly. With the connections to the bike path and kids using this area to get to and from the bus and school, its really dangerous!
1	Taft Hill car lanes are too narrow! Especially when there are also bikes sharing the road. There really is no way to widen the road either.
1	Again, biking along Prospect is nearly impossible and completely unsafe at this point. Shields is better. However, you did not highlight an sections for bike trails. I think the bike trails through campus are absolutely unsafe - due to the amount of pedestrian and service vehicles that use these paths.
1	Not sure what else to do with Prospect, but it's narrow, crowded, bike and pedestrian hazards, but something needs to be done. Personal preference, which wouldn't fly here, would be narrow it to single lane with bike/sidewalks allowed.
1	#1 there are not adequate bike lanes, or turn lanes. #2 traffic has increased, no turn lanes, bicyclists have been injured.
1	#1 Road needs an overpass over the RR and MAX. #2 Road needs widening to provide more left turn lanes and wider lanes in general.
1	I live on Constitution. The traffic has got to be slowed down on this street. We routinely have motorists (esp motorcycles) going well over 40 mph down this street.
1	Plum Street from Shields to City Park, due to additional traffic from the District and other new student housing, loading and unloading, delivery, etc. creating unsafe access for bicycle/car traffic.
1	R-11 is uncomfortably narrow and excludes bike traffic (unless they use the sidewalk), snow removal operations often reduce this stretch of road to one lane each way. R-4 is extremely congested and lacks safe pedestrian/bike crossings from surrounding neighborhoods.
1	All of Prospect (esp. Shield to College) is very narrow, pressing bikers onto sidewalks in heavy traffic, or potentially slowing flow of traffic. Trying to maintain the "3-foot" distance rule between vehicle and bicyclist is difficult to maintain, particularly in heavy traffic.
1	Really much more of Mulberry needs improvement. The Bike lane randomly appears and disappears, and alter nut routs are convoluted and difficult because of the nature of the street layouts and proximity of City Park and CSU.
1	City Park has become much busier with new apartment complexes. The lack of zoning for parking makes it hard to see oncoming traffic while pulling onto this street.

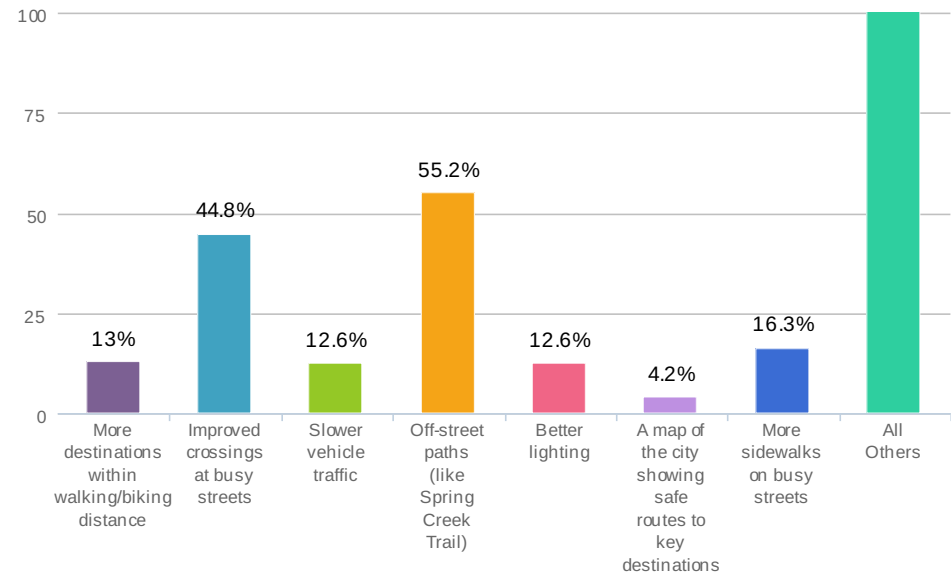
1	The roads are safe and the city does not need to ding the taxpayers for more money when there are no problems!
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1	Would love to see houses on prospect between Shields and College destroyed, Prospect widened another lane, and a bike lane put in. Wishful thinking.
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1	R-4 continuing all the way to Vine should be in this. Dangerous for cyclists. Unfriendly to peds.
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1	very crowded: especially on prospect where current speed limit is faster than on the wider street shields. Consider one way. In amsterdam they have lanes for traffic in the middle. then they have parking lanes to protect bikes and pedestrians. then pedestrian and bike paths. With a one way with two/or three lanes the lights are easy to time so less stoppage and no cars crossing traffic. you could then add parking on one side (at places two since you will not need the middle lane) and a protected wider sidewalk. You can park on the college side of the road on prospect for safety. Lake should be one way west.
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9. What would encourage you to walk or bike more often in the West Central area (select up to 3)?



More destinations within walking/biking distance	13.0%	<div></div>	31
Improved crossings at busy streets	44.8%	<div></div>	107
Slower vehicle traffic	12.6%	<div></div>	30
Off-street paths (like Spring Creek Trail)	55.2%	<div></div>	132
Better lighting	12.6%	<div></div>	30
A map of the city showing safe routes to key destinations	4.2%	<div></div>	10
More sidewalks on busy streets	16.3%	<div></div>	39
More sidewalks on neighborhood streets	2.9%	<div></div>	7
More bike lanes on busy streets	27.2%	<div></div>	65
Protected/buffered bike lanes	50.2%	<div></div>	120
Neighborhood streets that give bikes and pedestrians priority	17.2%	<div></div>	41
None of the Above	5.9%	<div></div>	14
Other	4.6%	<div></div>	11
Total			239

Responses "Other"	Count
Left Blank	252
Grade separated crossings	1

LEAVE IT ALONE IT IS FINE.	1
Note comments about offsets in the previous section.	1
Safer sidewalks, preferably detached from street.	1
Trail enforcement of non motorized vehicles and police response.	1
Trail lighting	1
Wider full-size sidewalks	1
no buffer zones!	1
safe bike access to the city bike grid	1
separation of bikes and pedestrians	1
wider sidewalks on busy streets	1

Comments

Count	Response
1	Connections not on busy streets
1	I always bike... So an underpass at Pitkin and Shields would be great!
1	Plenty of bike parking!
1	Plus more bike lanes and Off street paths like Spring Creek.
1	Prospect & Mulberry need bike lanes as does Shields north of CSU.
1	The Mason Trail to downtown is fabulous!
1	The street is so noisy. bike trails are the most quite way to move through this area.
1	This is a very walkable area already!
1	better bike lanes on busy streets
1	unable to enjoy these activities at this time.
1	Maybe could use Spring Creek/Max trail more, but crossing from the Spring Creek trail across Prospect is a mess - not clear where to go when on the N side of Prospect.
1	Enough with the bike lanes and buffer zones already! There is getting to be no safe way to drive a car around Fort Collins and sorry, but the town is big enough that you need to drive especially in winter and with kids. Stuart street is a good example where the bike lanes and buffer zones take up more space than the car lanes! Wider cars are in danger of hanging over into the buffer zone. Do we have no voice in how our tax money is spent?
1	Keeping bikes off of sidewalks should be a priority. If we can share the roads with cars, traffic will run smoothly and there will be less confusion when bicyclists are crossing the streets (from every direction.)
1	As a motorist, I am fearfull that there is not enough room on many of Ft. Collins streets for the safety of bicyclects. I am concerned that I may cause and accident by giving the bicycle enough room to safely share the road with automobiles.

1	I already walk and bike a lot but I avoid the busy streets such as Shields and especially Prospect.
1	Protected bike lanes on busy thoroughfares would be wonderful. Too many drivers are distracted with their phones, etc., and I have seen several vehicles veer into the on-street bike lanes. Fortunately, no bicyclists were in the bike lane at the time.
1	Sidewalks on arterial streets should always be separated by a parkway. Buffered bike lanes are worthless and expensive; just make both the travel lanes and bike lanes wider.
1	Fort Collins does a really good job, overall, with bike lanes. I'd like to see them continue that, but also encourage bicyclists to bike in the bike lanes and NOT on sidewalks.
1	Intersection at Shields & W Elizabeth needs a bike detection device, like the one on Shields & Elizabeth
1	Of issue for walk and bike-ability is SNOW Removal. Narrow sidewalks (on busy streets) that get covered with snow don't get buried out and create super hazardous pedestrian and biking scenarios. So, whatever improvements you consider, I think you need to be sure to address efficient and effective snow removal. Some of us walk and bike year round.
1	I walk and bike to the shopping are near our house and to the senior center. Other than that, I am afraid to ride a bike on any street in Fort Collins.
1	CONTINUOUS sidewalks of a consistent width--wide enough for 2 people walking side by side NO ROUNDABOUTS!!!!
1	We like to access MAX via Spring Creek Trail, but are dissuaded at night (from Centre to Mason) Unsafe both operating a bike in pitch black and threat of assault.
1	Biking on Shields, Drake and Prospect is pretty scary, so we take long routes to avoid those streets. Buffered bike lanes would make that much easier and safer.
1	Improve the length of the crosswalk at Taft and Valley Forge Ave. Increase distance from cars and pedestrian crossing.
1	Streets with less through traffic? I saw this in Eugene and it was a viable option, with bikes able to continue straight through and cars forced to turn 90 degrees. Nice landscaping was used to divert the cars.
1	All of these things would encourage me to walk or bike more, but my number one would be buffered bike lanes.
1	We have many elderly in our community. We have winter weather here. Forget the above and put the money into a bus system that actually comes to where people live. I am strongly against more bike lanes and the visual pollution that been imposed on us on W. Stuart with all the painted lanes.
1	Shorter wait times on pedestrian crossings, especially at Taft Hill & Clearview. Also buttons & crosswalks on the north side of the intersection. A safer crossing at Lake & Taft Hill.
1	Mixed use streets where bikes have "priority" are not ok. Cars are aggressive and don't understand markings, and hard to enforce because they tend to be side streets. Proper bike lines are necessary. Buffered where possible.
1	Biking and driving near bikes in this section of town always feels hazardous to me, bike lanes are frequently non-existent or are too narrow to allow for vehicles to pass at a comfortable distance.
1	Prospect between Shields and Mason is terrible. Consider developing a very friendly pedestrian zone (shielded from the winter slop/ice zone from passing vehicles and plows) since there are so many short trips made in the area directly accessing campus.
1	the speed limit on Shields north of Prospect is 30mph. I think that Prospect between Shields and

Mason should be 30 mph also

10. What are the nearest cross-streets to your home (please answer even if the nearest intersection is outside of the West Central area)?

Count	Response
1	287 and Carpenter Rd.
1	CastleRock and Prospect
1	City Park
1	City Park/Mulberry
1	College & Drake
1	Conifer and Redwood
1	Constitution & Glenwood
1	Constitution & Valley Forge
1	Constitution and Newport
5	Constitution and Stuart
1	Constitution and Stuart/ Constitution and Drake
1	Constitution and drake
1	Do Not use Transfort will not
3	Drake & Constitution
1	Drake & Overland
1	Drake & Taft Hill
1	Drake and College
1	Drake and Constitution
2	Drake and Dunbar
1	Drake and Lemay
1	Drake and Raintree
4	Drake and Shields
2	Drake and Taft
1	Drake and Taft Hill
1	Drake/Shields
1	Dunbar and Horsetooth
1	E Elizabeth & Remington
1	Elizabeth & Constitution
1	Elizabeth & Glenmoor

1	Elizabeth & Kimball
1	Elizabeth & Kimball Rd.
1	Elizabeth / Overland
1	Elizabeth and Bryan
1	Elizabeth and Castlerock
1	Elizabeth and City Park
3	Elizabeth and Constitution
1	Elizabeth and Meadowbrook
1	Elizabeth and Overland
1	Elizabeth and Skyline
1	Elizabeth/City Park
1	Essex & Manchester Drive
1	Galaxy WAy and Constillation
1	Grandview and Lporte or Grandview and Mtn
1	Harmony and Lemay
1	Harmony and Shields
1	Harmony and Taft
1	Harmony-Corbett
1	Hill Pond and Shields
1	Horsetooth & Timberline
1	Horsetooth and college
1	LEMAY/DRAKE
1	Lake
1	Laporte and Shields
1	Laurel and Grant
1	Laurel and Shields
1	LeMay and Country Club
1	Leah and willox
1	Lemay & Stuart
1	Lemay/Horsetooth
1	Maple and Shields
1	Mason / Cherry

1	Mountain&Shields
1	Mulberry Shields
1	Mulberry & Cook
1	Mulberry & Peterson
1	Mulberry St. and Stover St.
1	Mulberry and City Park
1	Mulberry and Crestmore
1	Mulberry and Shields
1	Mulberry and Taft
1	Orchard Place & Broadview
1	Overland and Drake
1	Overland, Elizabeth, Prospect
1	Parkwood and Lemay
1	Pitkin & Morgan
1	Plum & Birch
1	Plum and Columbine
1	Plum and Shields
1	Prospect & Center
1	Prospect & Constitution
1	Prospect & Larkspur
1	Prospect & Overland
1	Prospect & Sheeley
1	Prospect & Shields
1	Prospect & Stover
1	Prospect Rd
1	Prospect and College
1	Prospect and Sheely
3	Prospect and Shields
1	Prospect and Shields or Taft Hill
1	Prospect and Taft Hill
1	Prospect and Whitcom
4	Prospect and Whitcomb

1	Prospect and castlerock
1	Prospect, Shields
1	Prospect/Shields
1	Prospect/Skyline
1	Prospect; Stuart
1	S Bryan and Mulberry
1	S. Whitcomb and Prospect
1	Sheilds and Prospect
1	Sheldon
1	Shields & Hill Pond
1	Shields & LaPorte
1	Shields & Rolland Moore
1	Shields & Shire
2	Shields & Stuart
1	Shields & University
1	Shields and Casa Grande
2	Shields and Drake
2	Shields and Laporte
1	Shields and Mountain
5	Shields and Prospect
1	Shields and Shire
3	Shields and Stuart
1	Shields and Swallow
1	Shields x Springfield Dr.
1	Shields/Prospect/Elizabeth
1	Shields/Taft and Horsetooth
1	Shire and shields
1	Skyline and Springfield
1	Skyway and College
1	Springfield and constitution
1	Stuart & Rollingwood
1	Stuart & Shields

2	Stuart & Taft Hill
1	Stuart and Clydesdale
2	Stuart and Constitution
1	Stuart at Taft Hill Road
1	TAFT AND VALLEY FORGE
1	Taft & Elizabeth
1	Taft Hill & Elizabeth
1	Taft Hill & Falcon
1	Taft Hill & Manchester
1	Taft Hill & West Stuart
1	Taft Hill / Prospect
1	Taft Hill Rd and Sheffield Dr
1	Taft Hill Road and Orchard Place
1	Taft Hill and 38E
1	Taft Hill and Elizabeth
1	Taft Hill and Manchester
2	Taft Hill and Prospect
1	Taft Hill and Shields
1	Taft Hill and Stuart
1	Taft and Orchard
1	Taft and Prospect
1	Taft and Stuart
1	Timberline & Drake
1	Timberline and vine
1	University Avenue and City Park
1	Valley Forge & Taft Hill
1	Valley Forge and Taft Hill Road
1	W. Drake Rd and S Taft hill Rd
1	WHITCOMB/MAPLE
1	Whitcomb & Prospect
1	Whitcomb & Wallenberg
1	Whitcomb and Walenburg

1	Whitcomb/Prospect
1	Whtcomb and Prospect
1	centre and rollandmoore
1	city park
1	city park and plum
1	drake & constitution
1	drake and constitution
2	drake and taft
1	drake and taft hill
1	drake-shields
1	hampshire and cedarwood
1	horsetooth and lemay
1	mulberry & cook
1	mulberry and city par,
1	na
1	peterson and plum
1	pprospect and shields
1	prospect & heatheridge
1	prospect and centre ave
1	prospect and sheeley
3	prospect and shields
2	prospect and whitcomb
1	prospect whitcomb
1	prospect/castlerock dr.
1	remington and swallow
1	shiedls & drake
1	stuart & constitution
2	stuart and constitution
1	taft & drake
1	taft Hill & Prospect
1	taft and drake
2	taft and laporte

1	taft hill, mulberry
1	whaticomb and Prospect
1	wilox and Lemay

11. What are the top 3 destinations in the West Central area (if any) that you would like to be able to access by bus (for example, the Senior Center, CSU campus, shopping center at Taft Hill & Elizabeth, etc.):Destination 1

Count	Response
1	Beaver's Market Shields/Mountain
13	CSU
1	CSU
20	CSU Campus
18	CSU campus
1	CSU south campus
1	CSU/moby arena
2	Campus West Shops
1	Campus West shopping area
1	City Hall
3	City Park
1	College
1	College Ave-Downtown
1	Columbine Health
1	Corner of Laurel and College
1	Csu campus
1	Downtown
1	Drake Rd. MAX station
1	Drake at Taft Hill Road
1	Foothills Campus
1	Islamic Center
1	John 23 church
3	King Soopers
1	King Soopers at Taft/Elizabeth
1	King Soopers on College
1	King Soupers on Elizabeth
1	King soopers on college and drake
1	MAX Station

1	MAX drake stop
1	MAX station at Prospect
1	Max
1	Max at Prospect
1	Moby arena
3	None
3	Old Town
1	Old town
1	PVH
1	Parks
1	Plymouth Congregational Church, UCC
1	Potts
1	Prospect to College without going through Campus
1	Raintree shopping area
1	Senior Ceneter
20	Senior Center
1	Senior Center (eventually)
2	Senior center
1	Sheeley Neighborhood
1	Shopping
1	Shopping Center @ Taft & Elizabeth
1	Shopping Center Drake & College
1	Shopping Center at Taft/Elizabeth
1	Shopping Taft Hill & Elizabeth
1	Shopping center at College and Columbia
1	Shopping center at Taft Hill and Elizabeth
1	Shops at Elizabeth and Shields
1	Spring Creek Park
1	Taft & Eliz shopping
1	Taft & Elizabeth
1	Taft & Elizabeth shopping center
1	Taft/Elizabeth shopping center

1	VTH
1	Whole Foods
1	Whole foods shopping center
1	center and rolland moore
1	city park
2	csu
4	csu campus
1	csu transit center
1	direct bus down full length of Prospect (Taft to Timberline)
1	downtown
1	hilton
1	moby arena
2	n/a
5	none
1	restaurants Shields & Elizabeth
4	senior center
1	shopping at Taft and Elizabeth
1	shopping center
1	shopping center Taft and Elizabeth
1	shopping center Taft/Eliz
2	shopping center at Taft Hill & Elizabeth
1	shopping center at Taft Hill and Elizabeth
1	taft-Elizabeth
1	whole foods king soopers

11. What are the top 3 destinations in the West Central area (if any) that you would like to be able to access by bus (for example, the Senior Center, CSU campus, shopping center at Taft Hill & Elizabeth, etc.)?:Destination 2

Count	Response
1	All parks
1	Bennet elementary
2	CSU
7	CSU Campus
3	Campus West
1	Campus West shops
7	City Park
1	City Park and Elizabeth
1	College &Prospect/Drake
1	College Ave
1	College Ave - University Mall
1	Colorado State University
1	Csu
1	Csu main campus
1	Don't ride bus
2	Downtown
1	Drake Center
1	Drake Rd stores
1	Drake and Shields area
1	Drake and shields
1	Elizabeth and Shields
1	Elizabeth at Taft Hill Road
1	Epic
1	Foothills Mall
1	Foothills mall
2	Gardens on Spring Creek
1	Hilton Inn
2	King Soopers

1	King Soopers @Taft/Elizabeth
1	King Soopers at Taft Hill & Elizabeth
3	MAX
1	MAX line
1	Mason Trail
2	Max
1	Max stops
1	Max terminal on Drake
1	Mid town
1	Moby
1	Mulberry beyond Taft
1	N/A
1	None
4	Old Town
1	Old Town Square
1	PVH Hospital
1	Prospect & College
1	Prospect and College
1	Raintree Athletic Center
1	Rolandmore park
1	Rolland Moore
1	Rolland Moore Park
11	Senior Center
1	Senior services on Centre Ave.
1	Shopping
1	Shopping @ Drake/Taft
1	Shopping @ taft & elizabeth
1	Shopping Center @ Prospect & College
1	Shopping Center Taft & Elizabeth
1	Shopping Center at Taft Hill and Elizabeth
1	Shopping Centers
1	Shopping center

1	Shopping center at College/Columbia
1	Shopping center at Horsetooth and College
1	Shopping center at Shields and Centre
1	Shopping center at Shields/Drake
1	Shopping centers at Drake and Shields
1	Shopping on Shields
1	Shops at Prospect & College
1	Shops on Elizabeth
1	Sprouts on Drake
1	St. John XXIII Church
1	Taft Hill & Elizabeth
1	Taft Hill & Elizabeth shopping
1	Taft Hill/Drake shopping center
1	Taft Hill/Elizabeth
1	Taft and Elizabeth King Soopers
1	Taft and Elizabeth shopping
1	Taft/Drake shopping center
1	Take Centre Ave across town
1	The Square
1	Transit Center
1	VTH
1	West Elizabeth & Shields
1	West Elizabeth Shops
2	campus west
1	city part and plum
1	corner of drake and shields
1	drake-shields
1	elizabeth and city park
1	gardens on spring creek
1	grocery store !
1	max bus stop
2	n/a

3	none
5	senior center
1	shopping
1	shopping campus west
1	shopping center along College between Drake and Prospect
1	shopping center at Taft Hill & Elizabeth
1	shopping center at Taft and Elizabeth
1	shopping center at taft hill
1	shopping centers along taft hill
1	sr center
1	the max at drake

11. What are the top 3 destinations in the West Central area (if any) that you would like to be able to access by bus (for example, the Senior Center, CSU campus, shopping center at Taft Hill & Elizabeth, etc.)?:Destination 3

Count	Response
1	700 Wood St
3	CSU
2	CSU Campus
1	CSU Student Center
1	CSU campus
1	CSU campus, east side
1	CSU south side of campus
1	Campus
1	Campus West
1	Cedarwood Plaza
7	City Park
1	City park
1	College & Prospect
1	College/Laurel
1	Csu campus
1	Doctor-2121 Harmony
1	Drake and Shields
1	Elizabeth and Shields area
1	Foothills Campus
1	Gardens @Spring Creek
2	Gardens at Spring Creek
1	Gardens on Spring Creek
1	Grocery stores
1	Harmony
2	Harmony Library
1	Hughes stadium
1	International House
1	Jaws Sushi at Campus West

1	Krazy Karls
1	MAX
1	MAX at CSU Prospect station
1	MAX connections
1	MAX transit
1	Max
1	Mountain Avenue and College Avenue
2	N/A
1	New Mall
1	New csu stadium
3	None
4	Old Town
2	Old town
1	Prospect Street
1	Restaurants on Elizabeth
1	Roland moore Park
1	SR center
6	Senior Center
1	Senior Center area
1	Senior center
1	Shopping @Taft & Elizabeth
1	Shopping at a local market
1	Shopping center at Boardwalk and Harmony
1	Shopping centers at Shields/Drake
1	Shopping centers on college
1	Shops at Drake & Shields
1	Square Shopping Center
1	Taft & Elizabeth
1	Taft & Elizabeth Shopping Center
1	Taft & W Elizabeth
1	Taft and Drake
1	Take Mulberry or Elizabeth to soccer games and CSU football

1	The Mall
1	VTH
1	Whole Foods & other adjacent shopping accessed off of College Ave.
2	city park
1	csu
1	drake & taft hill
1	drake and shields
3	n/a
3	none
1	old town
1	prospect station
1	restaurants near Shields and Elizabeth
1	senior center
1	shopping along Elizabeth
1	shopping center at Taft Hill & Elizabeth
1	soccer fields
1	taft and elizabeth
1	to the max line

Comments

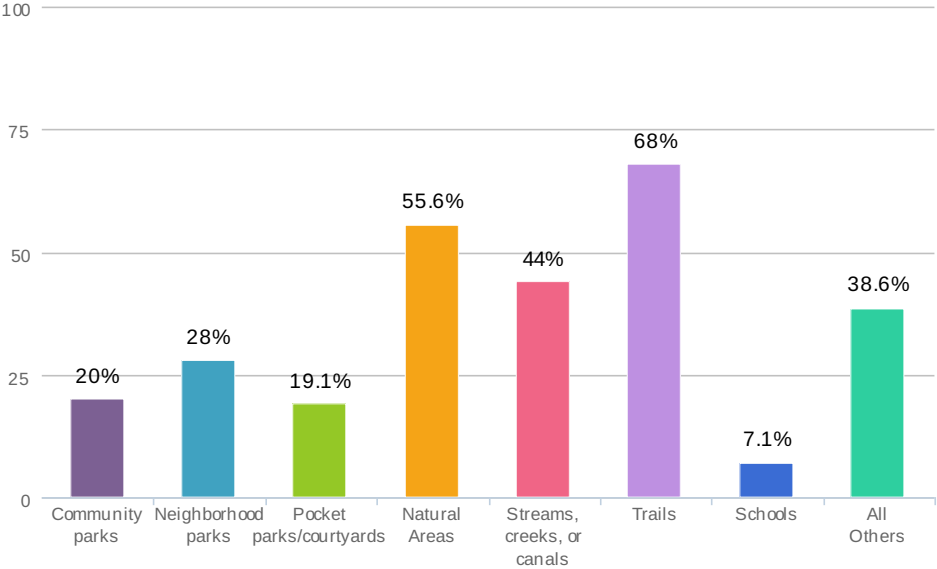
Count	Response
1	we don't use the bus and don't intend to at this point though
1	+Ideally a straight shot to Old Town and Hughes Stadium would be nice!
1	Any destination in the area is already accessible by walking or bike.
1	Do not use public transportation
1	Don't ride the bus
1	Don't use buses. We bike as often as we can and drive to shopping in the far parts of FC.
1	Everything else I like to do is accessible by walking.
1	Have never used public transportation.
1	I bike or walk or drive. Wouldn't typically use a bus
1	I can already access senior center & CSU Campus/Max Stop via Bus # 19
1	I can't find a bus that will get me to work on time

1	I do enjoy riding the bus but typically bike or walk within the West Central area.
1	I don't ride the bus within my neighborhood, I bike, walk, or drive
2	I don't ride the bus.
1	I don't use the bus system.
1	I don't use the bus. I ride my bike.
1	I generally walk to places in the West Central area that I'm interested in.
1	I ride my bike and do not ride the bus
1	I'm honestly not sure.
1	I'm within walking/biking distance to any other area I would access in the West Central area
1	Most of the area is within bicycle distance for me.
1	My neighborhood had good bus routes thanks to the number of students in my area.
1	NONE
1	Need bus service on Constitution or Stuart
4	None
1	None of the above
1	Quickly and conveniently access
1	The buses suck, why would I take the bus? Slow, expensive.
2	none
1	now it appears that I would need to take two busses to get to the maxd
1	Centre Ave is really convenient to cross town. Trying to use Prospect through Shields can be a major slow-down, especially if not driving often and forget times of day when things are bad.
1	I am not a bus rider nor do I ever expect to be a bus rider. When I go grocery shopping for my family I have far too many bags to carry to ride a bus.
1	A main destination for us is old town, but we find biking through campus is not easy during the school year.
1	I ride my bike everywhere. I've lived in FtC for 11 years and have never had need to ride the bus.
1	These are easy for me to get to if I drive to the South Transit Center. There are areas within the West Central area that are more than a mile to reach a bus stop. Expanded service by tweaking the existing routes may solve this problem.
1	It would be much more convenient to be able to take a bus that didn't go to CSU campus from the nearest cross-streets to my home.
1	It would be great if the buses ran more often like the Hop, skip and Jump in Boulder never more than a 10 minute wait anywhere in town. more routes all over town
1	the problem with the buses is not routes but times the buses travel. They stop too early in the evening to allow usage in the morning.
1	There aren't any destinations within the West Central area I would access by bus unless I had a

reason to go to CSU - for that short a distance the bus isn't convenient.

-
- | | |
|---|---|
| 1 | More frequent east-west connections to Max locations needed along Elizabeth and Prospect - it's faster to walk the mile from Campus West to the CSU and Prospect Max stops than wait for the bus. |
|---|---|
-
- | | |
|---|---|
| 1 | Rt #19 should run on Saturday ! Rt # 19 doesn't connect easily to northbound Max (nor does #7)
Oddly, there is NO full service grocer along Shields corridor...from Hwy 287 N and then south to Loveland. Not true with any other major north / south corridor in Ft Collins |
|---|---|
-
- | | |
|---|--|
| 1 | More important than bus transport within the area is convenient bus from the area to the city center, PVH, and Harmony Road. |
|---|--|
-
- | | |
|---|--|
| 1 | I seldom ride the bus. I walk or ride my bike to most destinations w/in the west central neighborhood. |
|---|--|
-
- | | |
|---|--|
| 1 | A bus route is located less than 200 feet from my apartment, however I do not ride the bus because it does not run reliably on schedule and does not stop more than once every 30 or so minutes. I typically drive to the Drake Rd. MAX station when I want to access public transportation. |
|---|--|
-
- | | |
|---|--|
| 1 | I bike most places around this neighborhood, so public transit routes are of secondary importance to me. |
|---|--|
-

12. I would like to see open space improvements that focus on the following types of features or facilities (select up to 3):



Community parks	20.0%	<div></div>	45
Neighborhood parks	28.0%	<div></div>	63
Pocket parks/courtyards	19.1%	<div></div>	43
Natural Areas	55.6%	<div></div>	125
Streams, creeks, or canals	44.0%	<div></div>	99
Trails	68.0%	<div></div>	153
Schools	7.1%	<div></div>	16
Community gardens	22.2%	<div></div>	50
Open space in my neighborhood	13.3%	<div></div>	30
Open space where I work or shop	1.3%	<div></div>	3
Other	1.8%	<div></div>	4
Total			225

Responses "Other"	Count
Left Blank	259
No change needed.	1
dog park!	1
that it not suddenly end and leave you stranded	1
Expansion and connection of major multi-use trails, especially for students in the Rolland Moore neighborhoods crossing Prospect on bicycles	1

Comments

Count	Response
1	Along the ditch, if properly developed, for bike traffic
1	I can't see the light yellow on my computer.
1	I think our parks & Open Space are already fantastic!
1	I would also like natural areas!
1	I would love to participate in a community garden!
1	Maintain (clean out debris) Spring Creek from Taft Hill to Shields
1	More trails and connections along canals.
1	The focus should be on maintaining, enhancing, and possibly adding to wildlife corridors.
1	The open space across from Avery Park is clearly a breeding ground for dangerous activities.
1	Trails going north and south toward campus and downtown
1	also green space between office buildings, apts, etc.
1	don't know - don't use open space or parks in that part of town
1	One of my favorite walks in along the canal paths in Ross, Rolland Moore, Fischer and Red Fox Meadows natural areas, better management of plants along this area would greatly improve character and utility.
1	Connecting existing open space without significant new open space may be enough. Providing a multi-purpose flood plain buffer is good.
1	Overland Park was a great multi-use area with sports fields, picnic space, and a great cat tail nature area (before Utilities destroyed the cat tail area "to clean up drainage") Now half the park is only a mosquito breeding area useless to the kids who used to play there or the wildlife who no longer live in the area.
1	Get the bikes off of busy roads off main roads like college, shields, Taft, lemay, mulberry, prospect, drake, horse tooth, harmony , etc
1	Creating Nature highways that allow for the connection between natural areas should be a high priority.
1	Rolland Moore could be upgraded and accomodate many more activities than it currently is used for. The park is outdated and needs improvements.
1	Corridors connecting natural areas must be a high priority. Connectivity of trails is a priority. Map "user-defined" links (cowpaths) to existing trails, bike lanes, streets and find a way to enhance these access points. Extend parallel walking trails (gravel, crushed rock?) adjacent to the heavily used bike trails so walking, birdwatching etc. can be done without concern of being run over by cyclists.
1	Lost opportunity for CSU and Poudre School District to work on the development of a school garden to kitchen garden where Carriage House Apts is going up - the old Carlson property was a old farm in the area now it is gone forever!
1	Connecting existing open space with natural byways to community and neighborhood parks would be a priority for me. I was unable to see the mao as it was once again, all black.

1	I would like to see more stringent rules in place for land development. For example- there is a single family home in my neighborhood with over 2 acres of land- it is home to wildlife and contains many older trees. there is currently a development proposal under review which does not even require a neighborhood meeting. Many old trees may be destroyed- what will happen to the deer and other wildlife
1	My favorite open space are the reservoirs owned by LaFarge north of Vine. I used to walk my dog around those reservoirs at least twice a week. it is a shame that new barbed wire has been put up. I know a LOT of my neighbors used this open space.
1	The western edge of town needs a trail along Taft or Overland--connecting parks and providing a long path for transportation as well as outdoor activities.
1	I believe we've missed some opportunities to create pocket parks just to create space to breath within our higher density areas. Within Avery Park we have creeks and irrigation ditches (canals). The "canal" bridge on Prospect has been an eyesore for too long. Where is the artful sidewalk cement, the creative railing, and the lofty planters filled with bountiful greenery?? Community gardens are always a good thing to develop in a neighborhood.
1	It would be great if something could be done to improve and utilize the NE corner of Taft and Drake.
1	Looks great and am so glad you are thinging of this. ?I? hope you try and keep things natural and consider low water sustainable landscapes. more is not always better. try and make your spaces easy to access, sustainable and continuous. You are better building one bridge to safely access a great park than building lots of little high maintenance parks that few people benefit from.
1	Not every open space needs an amenity. This area has traditionally been a lovely meandering space similiar to Poudre River trail farther north. I think the city can stop manipulaitng and regulating city property. Wildness can be good and restorative!
1	I frequently walk the trail between Shields and Mason. I'd love to see lighting and emergency boxes for after-dark walking. Also, some lighting that doesn't shine into my neighbor's yards/homes on trail next to pond between Wallenburg and Gilgalad. Also, flooding frequently (nearly all summer) closed the underpass on the trail at Centre, causing peds and cyclists to cross busy street without light or crosswalk.
1	The open space in this area is great. Just don't mess up our enjoyment by crowding more people in the area with redevelopment. The city has destroyed many wonderful neighborhoods with their planning in the past.

13. Please complete the following sentence: "My ideal nature experience in the West Central area looks like..."

Count	Response
1	... walking to the closest park and relaxing in the grass.
1	...a trail run through an open space or natural area.
1	A Calm place
1	A bike ride or walk without ever having to cross a major street.
1	A fall bike ride along Spring Creek trail
1	A long ride on the Spring Creek Trail.
1	A natural area with Trees, Birds, a water feature.
1	A peaceful place to be active and enjoy the natural beauty.
1	A place where people can go and sit and gather, even for picknets, and go and have fun.
1	A quiet place with some shade and natural/semi-natural grasses/ground cover.
1	A safe and varied space to walk
1	A sheltered (tree-lined) trail through greenspace with access to water.
1	A stroll through trees, grass, sculptures, benches.
1	A trail that connects to other trails and parks.
1	A walk at E.L.C.
1	Being able to access and enjoy a peaceful and beautiful area with my family.
1	Being able to take a walk away from traffic and in a natural setting.
1	Bicycle trail; Walking trail
1	Bike and walking trails. Natural areas. Neighborhood parks and community gardens.
1	Bike paths everywhere
1	Bike/walk lines flowing through natural areas.
1	Bike/walking paths through natural and park areas
1	Connected trails, community garden
1	Connections to other open spaces.
1	Diverse habitat and buffered quiet zones for wildlife and people
1	Easy access by foot or bike and a combination of manicured and unmanicured open space.
1	Easy, well-maintained access
1	Edora park
1	Habitat along the bike trails that provides a buffer to houses

1	Healthy pond and natural area at Avery Park with consistent water in Avery Pond.
1	I already love my walks thru Rolland Moore!
1	Large open natural open space with trails.
1	Leaving it like it is with no more development
1	Less traffic gridlock
1	Lots of trails with nooks open to explore with my kids
1	More opportunities to bike or walk to areas or shopping without interacting with cars.
1	My front yard.
1	N/A
1	Natural areas along water ways with well maintained parks with picnic shelters etc.
1	Natural open space. No more criss-cross traffic generated bike trails
1	Natural surfaced trails through a natural area!
1	One that can be used by residents.
1	Open, green, diverse - with room for art.
1	Parks and Bike trails
1	Parks and nature areas with paths and wildlife - maybe a small dog park somewhere close.
1	Please preserve the current natural areas, make more if possible!
1	Ponds, creeks, trails, habitat for animals, neighborhood orientated areas
1	Quiet walk
1	Quiet, away from traffic and busy streets
1	Red Fox Meadows (Prospect, Taft Hill intersection)
1	Riding Spring Cr. Trail
1	Rolland Moore Park
1	Rolland Moore park
1	Rolland Moore. A large park with many uses, all connected by trail system.
1	Running with my dog on a trail.
1	Seeing a variety of birds & other wildlife such as deer undisturbed by new development.
1	Seeing ample space for wildlife to live and pass through the area.
1	Similar to Avery Park, but with some biking trails that link up to other trails.
1	Spring Creek Trail
1	Spring Creek trail
1	Sunrise/Sunsets - NO TREES blocking views

1	THE STRETCH OF THE MASON TRAIL BETWEEN PROSPECT AND THE NRRC. LOOKS EXACTLY LIKE THAT.
1	The Spring Creek Trail.
1	The ability to walk in to a community park and eat an apple off the tree
1	Trails that connect natural areas, gardens, and parks.
1	Trash free,large,safe,and secluded.
1	Trees and wildlife areas.
1	Trees, small creeks, and grass to lay in while my kids play
1	Walking on trails and in open space
1	a bench setback from the trail to listen to the quiet.
1	a bike trail and dirt jogging path along an extended stretch of natural area.
1	a friendly and inviting park
1	a natural area or open park with bike trails/running trails
1	a natural open wooded area.
1	a nice area way from traffic with the ability to host small group eeents
1	a nice bike ride through the area with a stop in a park to bird watch or watch sunset.
1	a pleasant shaded bike ride with nice scenery and wildlife (mostly birds) along the trail.
1	a pond/wetland area with benches
1	a quiet walk with my dog in a natural setting with trees and open space.
1	a trail with nice scenery and minimal traffic noise.
1	a walk along springcreekand a visit to Gardens on Spring Creek
1	a walk or bike ride on a trail that follows a stream/natural area
1	ability to ride bike or run in an area devoid of autos
1	an area with native vegetation that feels natural rather than overly planned and landscaped.
1	an open space where dogs are allowed off leash.
1	being able to access the natural areas from multiple points, and connect them with bike paths.
1	being able to go for a run in the area and not have to see any cars or be near a busy road
1	biking and running along a neighborhood trail.
1	biking through natural areas
1	buffered from street noise, shady, safe
1	connected parks and natural features
1	connection to foothills trails

1	creeks along bike trails.
1	easy access to streams, natural open space and views of the mountains.
1	interconnected parks and trails.
1	it currently exists.
1	it has plenty of open space to play, ride bikes and jog and it includes a play area for kids.
1	mature trees and shrubbery.
1	more natural areas and small parks
2	n/a
1	native vegetation, no blue grass or introduced species, not groomed, natural surface trail.
1	nice quiet and no motorized vehicles
1	no automobile contact while crossing the west central area on bicycle.
1	off street trails that can be walked or biked and connect locations throughout the area
1	out my back window into Rolland Moore Park
1	plenty of open space with landscaping to add to attractiveness.
1	pretty close to what we have now
1	quiet paths for walking near streams and rivers with lots of natural habitat for wildlife
1	quiet trails and viewing wildlife.
1	riding a bike down a bike path by a stream
1	riding my bike along wide, safe trails bordered by trees and nice grass/natural vegetation.
1	rolland moore park
1	running, hiking, biking, enjoying time with family.
1	safe and small
1	slower traffic on Mulberry Street, so I can get to and from City Park more safely
1	small parks with walking paths and picnic areas
1	something clean and inviting, something not infiltrated by trouble makers and their trash.
2	spring creek trail
1	spring creek trail through Roland Moore
1	talking a walk in in a natural area with my family.
1	tall grasses, paths, trees, dogs roaming off leash
1	trees lining a body of water with a small bike/foot trail.
1	trees shading the side walks that will grow to be about the size of the trees in the oval at CSU
1	trials in open space

1	very similar to what it is now. unexpected bits of nature.
1	walking in a safe area where I can feel, in part at least, like I have left the city
1	walking paths with no bikes.
1	walking thru the park and watching the sun rise over the foothills and the greese flying.
1	well maintained trails.
1	wilderness. Impossible, I know.
1	bike ride down Spring Creek trail to the Gardens and then a walk through the open fields by USFS or in Red Fox Meadows
1	It looks like Parks decided not to build the Neighborhood Park. We have to walk a mile to Rolland Moore
1	diking along spring creek through Ross natural area, Rolland Moore park, Fisher natural area to Red Fox Meadow natural area
1	Being able to access a natural area or open space with lots of trees and perhaps a dog park without having to cross a busy street like Prospect or Mulberry.
1	Easy pedestrian crossing Centre between Gardens and DOW, more access (not through parking lot) to Max. Lighted nighttime trails with call boxes. Un-flooded trails under busy roads. Retail businesses to decorate and promote the back of their businesses for Max riders to enjoy. Bikers going slower on trail and using audible signal (not sure they know the word audible, which is on very few signs) ,when passing.
1	Being able to access a natural trail, traverse it for many miles while staying in the city but not noticing I'm in the city
1	... a walk or bike ride on the bike trails. I would love it if a bike path came through Avery and connected with the northern Rolland Moore trail!
1	...a trail through a "wild" area, looking at birds, ducks, and maybe a chance to see some other wild life.
1	Open space where deer and fox can live safely using game trails which have been around for a long, long time
1	We've displaced so much of the natural wildlife in this area. As we allow development going forward, let's allow passageway or natural trail ways for deer, fox etc, between the pockets of commercial development.Please
1	Trail connections/parks that allow you to travel by foot or bike with a minimum of traffic crossings.
1	Just walking around the neighborhood, into Rolland Moore Park, around the lake there, along the drainage canals....
1	Safe and convenient bike/ped trails that connect to the Foothills trail network, natural areas, and parks.
1	an area I can reach by bicycle or when out for a run. Hopefully it would include bat houses or bird houses to attract important local wildlife. Fort Collins is so sunny that my favorite locations always include lots of trees and natural shade.. otherwise, it's just unusable.
1	a natural area that invites one to have a relaxing respite while walking their way to a destination,
1	Biking everywhere (we're a one car family). Winter biking availability (plowing bike lanes would be great, trail plowing is already incredibly well done) Easily biking by trail to Bennett, without dealing

with the traffic on Shields. Easier way for bikes to cross Shields from west to east and back, for CSU access.

1	My neighborhood in Hill Pond is nearly ideal, with Spring Creel trail, access to other trails, lots of natural features and a great neighborhood feel.
1	My ideal nature experience in the West Central area looks like an easy and fluid transition to and between natural areas, parks, trails, and most importantly, participation in a community garden!
1	Easy trail access to and from the open space, which would be ecologically friendly and approachable for all ages.
1	a place for kids and adults to explore natural surroundings with the ability to find peace in the middle of the city
1	nothing." I do not want a nature experience in this area. I would like state of the art, developed park land and recreational center. This is the City not the foothills.
1	having interconnected natural areas that are dog-free, not many trails so that people are relegated to a smaller area.
1	Riding through Rolland Moore Park and seeing children playing at the park and neighbors out enjoying the trails. Allowing my kids to play around the creek and get excited when they see a duck.
1	a place I can easily bike or walk to, that isn't too manicured so as not to displace too much of the wildlife that may around.
1	a green, safe oasis (with trees, natural habitat, activities for kids - skate boarding, ball games; and, food gardens) that I see from my bicycle while riding a trail. (Doesn't need to be mowed grass.)
1	Easy and safe access to bike trails, sidewalks and natural areas as I travel to and through this area.
1	Not the west central area. My ideal nature experience is in nature. A city will never feel like nature to me. Quit spending money on it. Stick with good parks and connecting trails.
1	1)people have considered noise pollution and light pollution. Experiences are not all by "looks". 2)There is room to move!
1	Connected bike/foot trail with opportunity to view stream and stop in open space (natural) and parks (for kids to play).
1	Red Fox Meadows is a perfect example...nice close in natural area to walk the dog with few bicycles. The bikes have plenty of other places to go so it is nice to be able to walk somewhere nice without fear of being run over.
1	Walking or biking along Spring Creek or Canel drainages. As a mountain biker, I really appreciate the network (miles really) of single track trails available in the West Central area. It would be nice to be able to ride single track along the ditches all the way to the foot hills.
1	Places where I could walk, enjoy the natural surroundings, and be able to safely stop and rest awhile.
1	Being able to walk or bike a few minutes from my house and be in a natural area. I can do that now with Red Fox Meadows, but more connectivity from there would be great.
1	Being able to walk from my house to open space (of any kind-trail, park, etc.) in just a few minutes
1	I would like to be able to take a walk within the city and enjoy the natural grass, wetland and wildlife environment. A time out from all the noise, hustle and bustle of the city for some R&R without leaving town.

1	...a seamless integration of many modes of transportation, affordable and dignified living space, with access to nature and commerce under a canopy of large deciduous trees for comfort and beauty.
1	something close to the spring creek trail (all the way west) - an opportunity to walk under trees, near water, with non-paved trails.
1the ability to not be near traffic, and feel comfortable enough have a picnic in this nature experience."
1	an open, sunny pollinator-friendly garden with a (native) tree-lined creek (ok, canal) within walking distance of my home.
1	You talk about natural areas but build more apartment complexes with inadequate parking and talk about natural areas and now a stadium in an area that does not fit properly in the area. The current stadium has more than adequate room for parking. Stop wasting our tax money.
1	A network of paths, parks and open space that can be accessed without the use of a car and traveled for long distances between the Spring Creek Trail and Martinez Park trails.
1	An area where you can connect all the small natural areas, and find nice seclusion while still feeling safe
1	Connected open space with bike/walking trails where you feel like you can get out of the city, but easily access from home
1	Natural areas for wildlife, including safe traffic passage, and attractive buffer areas along canals & streams with indigenous plantings.
1	encountering a moose in Rolland Moore park. OK not too likely. "a wider wild riparian zone (unmowed) along waterways, ponds etc. so that ground nesting birds and other wildlife have friendlier environs in which to survive.
1	Be able to walk on a trail that has natural landscape and is away from cars and bikes. Has places to stop and sit.
1	Walking along the trails in the parks and natural areas and enjoying the beautiful yards of the residents.

14. Please rate each of the sidewalk options on a scale of 1 (least preferred) to 5 (most preferred).

	1 (least preferred)		2		3		4		5 (most preferred)		Not sure		Total	
Narrow attached sidewalk	175	76.8%	26	11.4%	15	6.6%	4	1.8%	6	2.6%	2	0.9%	228	1
Wide attached sidewalk	14	6.1%	48	20.9%	75	32.6%	49	21.3%	41	17.8%	3	1.3%	230	1
Detached sidewalk with tree lawn	17	7.5%	15	6.6%	46	20.3%	71	31.3%	73	32.2%	5	2.2%	227	1
Shared off-street bike/pedestrian path	15	6.5%	17	7.3%	24	10.3%	58	25.0%	114	49.1%	4	1.7%	232	1
Bike Lane	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1
Bike traffic on Lake St.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1
Buffered on-street bike lane	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1
Detached Sidewalk & protected bike lane	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1
Grade separated sidewalks	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1	1
Narrow attached sidewalk with buffered bike path.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1
Shared bike/ped with trees	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1
Testing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	1
a mix of	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	1

the above														
detached sidewalk, protected bike lane	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	100.0%
just testing this option :)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
no sidewalk	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%
separated bike lane and separated sidewalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	100.0%
sidewalks to support schools	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%

Comments

Count	Response
1	Bicycles will take over "shared" paths.
1	Detached is good if it doesn't impede too much on business and homeowners.
1	Need to consider if new stadium is built
1	Or bike lanes with curbs, the traffic is so scary to bikers. Drivers don't pay attention.
1	Proper marked bike/ped path would be great for that section if you cannot widen Prospect St
1	Prospect has NO room for bikes at all with all the traffic
1	Shared off-street only works if it's easy to reach and logically connects end-points.
1	Shared ped and bike is a nightmare
1	Who maintains the lawn between the street and the sidewalk?
1	I'd prefer to separate walkers from cyclists, which wasn't an option, but in that case, a shared path is better than no option for cyclists.
1	The 3rd and 4th options are certainly more aesthetic, but can the relatively narrow Prospect corridor accommodate such a wide chunk of property?
1	one side wide and the other narrow. encourage people getting to the safe side". Bike and pedestrian are a difficult mix and bikes move much faster. what about a wheeled designation
1	Prospect Street is a high traffic volume arterial street, and needs to remain a four lane arterial street with left turn lanes at high traffic side streets. Bicycle traffic definitely needs to be separated from high speed vehicle traffic through the Campus area.
1	If it's like Spring Creek trail, a designated multi-use, I really really like the shared off-street

bike/pedestrian path idea.

1	Get the bikes off of the sidewalks! It is not safe and they are vehicles! They have bikes lanes and keeping them off of sidewalks should be enforced!
1	If a tree lawn, would prefer relatively maintenance-free landscaping (e.g., no grass requiring mowing). This particular wide attached sidewalk looks too stark. Am very open to shared bike path if best for bikes on Prospect. Crossing numerous driveways and streets would be my concern.
1	Bikes and pedestrians sharing the same path can be hazardous for pedestrians and frustrating for bicyclists.
1	If Prospect continues to carry the auto traffic it does, I do not see how wider sidewalk and or bike traffic is possible. Auto traffic needs are not being met at the present.
1	problem is any of these will cut into people's properties. I don't live along these streets but would not be happy to have my yard shrunk and property values dropped to add sidewalks
1	The problem with shared bike/pedestrian paths is the pedestrians don't look out for bikes which are much faster.
1	If you want people to bicycle, they have to feel safe - to do that, they need to be away from motor vehicles.
1	Please no shared bike/pedestrian bike path! I'm an avid biker and would rather just ride on the road. These paths are dangerous at intersections and confusing for bikes, pedestrians, and motorists.
1	Allowing bicycles on sidewalks is problematic because of cars making right-hand turns. Bicycles on the sidewalk do not always stop to look for turning cars. A narrower pedestrian sidewalk and a buffered bike lane seems to be a better solution.
1	The status quo of the corridor is neither safe or aesthetically up to the standard set by the City of Fort Collins in other areas. The work along horsetooth this summer should serve as a benchmark. I would also refer to the Lincoln Corridor study also in place.
1	Keep new development setbacks from the sidewalks and bike lanes whether attached or detached at at least 10 or more feet.
1	I don't think there will ever be much pedestrian traffic on such a busy roadway, but bicycle traffic should have safe, accessible well marked routes.
1	I detest narrow, attached sidewalks. It's difficult to push a stroller on them. Difficult to walk hand in hand/side by side with your kid on them. We should be encouraging physical activity, but these limit our options.
1	With lots of students, bikes on sidewalks with pedestrians is not good. Avoid lawn for water consumption. What about LID swales, etc for drainage? That is not obvious in pictures.
1	Sidewalks which are attached are not friendly for peds. The narrow ones are the worst. Consider the gross hazards in winter. Peds are hosed by slop (snow, dirt, ice, water sprayed by passing cars. In the later hours of the day, the hosed sidewalks ice over (black ice) which is a very serious safety issue.

Comments

Count

Response

Comments

15. Please rate each of the median options on a scale of 1 (least preferred) to 5 (most preferred).

	1 (least preferred)		2		3		4		5 (most preferred)		Not sure		1
Painted center turn lane	79	34.3%	33	14.3%	27	11.7%	25	10.9%	58	25.2%	8	3.5%	2
Narrow median	61	27.4%	55	24.7%	54	24.2%	30	13.5%	17	7.6%	6	2.7%	2
Wide median with trees	25	11.1%	22	9.7%	32	14.2%	66	29.2%	71	31.4%	10	4.4%	2
Wide median with hardscape/plantings	20	8.8%	29	12.8%	41	18.1%	73	32.2%	56	24.7%	8	3.5%	2
Lane for EMS and PFA	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
a mix	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	
nothing	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
overhead walkways for pedestrians and bikers	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	

Comments

Count	Response
1	Center lanes are most ideal, but rarely used appropriately from what I've seen.
1	Do not know how any place on Prospect is wide enough for any typw of medium.
1	I can't cross a median on a bike, I don't care for any of them really.
1	I really like vegetation, but I'm concerned about the upkeep.
1	I think there is a place for all of these, depending on the location and amount of traffic.
1	If cost is not an issue, a wide median with trees would be desirable.
1	Medians make it more difficult to turn left on an already busy and difficult street to navigate.
1	No median is easier to plow and less maintenance cost.
1	Our street landscaping is one of the things that make Fort Collins so livable.
1	Painted Center Turn Lane allow for emergency vehicles to navigate during times of heavy traffic
1	The aesthetic medians are great, but space is at a premium, especially Prospect.
1	The center turn lane is least attractive, but most functional.
1	The center turn lane makes it easier for bikers to cross the streets when biking in traffic.
1	There is hardly room for cars much less for medians

1	Turning prospect into only 2 lanes would be a nightmare
1	if a median, need lane for turning that can allow cars to backup if traffic is heavy.
1	All depends on how wide the road is and how much traffic. Big traffic needs painted turn lanes that can hold backed up traffic on really busy streets like Prospect. Taft can handle some nice medians. Mulberry is stuck the way it is.
1	Narrow median is pointless. Open to turn lane if it helps with bike infrastructure requirements, especially if there is a wide median with center turn lane only at major intersections (with U turns allowed). Anything with bringing in more trees is great.
1	I don't see how trees in medians (and in sidewalks) in town get enough water. Sometimes striping is confusing (Laurel) but example shown seems OK.
1	Making the area look more attractive and trees and plantings would go a long way to improving the area
1	While adding medians would be beautiful and potentially slow down traffic, it is hard to believe we have room to do this on this busy roadway.
1	My favorite option here relates to the wide median idea. The plantings should incorporate plantings that need little or no maintenance or watering. Could we consider low growing shrubs and drought tolerant grasses. For the grasses let them go dormant in the hottest part of summer.
1	While the flowers in the median look nice for a time, they are less timeless than the planted trees with grass (see: Mountain Ave). The Trees in the median are consistent with the historic designs for College Ave and Mountain before 1960's modification.
1	I would want whatever option offered the widest bike lanes, although the wide median with trees or hardscape/plantings are the most attractive.
1	Love the median with trees idea, but would rather have a smooth flow of traffic. If there was a guarantee that the median wouldn't be interfering with traffic flow, then I'd definitely prefer the median with trees.
1	Come on. Let the planner do their job. Getting rid of 4 lane wide roads is political BS. Traffic flow is the number one design criteria cities lament over and you want to constrict it in Fort Collins.
1	It all depends on frequency of turn-offs. Prospect has many drive-ways. Painted Center makes sense for most of it.
1	Median width obviously alters lane size and number, but a wide median improves visibility and safety - and trees are always best!
1	Visually I like the options with trees and plantings, but that means more water for irrigation, and if the City can't afford to maintain them in the future they'll just look sad.
1	My preferences assume there is sufficient space for medians and would depend upon the trade-offs to create enough space.
1	Some painted center turn lanes are necessary near businesses- plus the education for some folks to learn to use them instead of their back-ends sticking out into/obstructing traffic.
1	The street should be whatever allows the most cars to flow smoothly. I would like to see the trees and plants along a pedestrian/bike path--not in the middle of the road where cars belong.
1	Costs for adding medians are only worth it if trees / shade are added. Otherwise, painting turn lanes as well as bicycle lanes is a cost-effective way to help decrease accidents.
1	The painted center turn lane is a horrible waste of space. Riverside could be a wonderful bicycle

route if the wasted painted center turn lane was narrowed and the extra space used to make bike lanes like the ones now on Stuart between Remington and Lemay.

1	Median preference is based on the room available. Opting for one w/o considering the exact location is nonsense.
1	I would prefer a narrow median if it allows better traffic flow. No preference between trees and hardscape.
1	Separating East West traffic is needed, but I don't think we have enough space for wide medians without taking out a traffic lane, which we need to accomodate the volume of traffic
1	I like the idea of having usable land. A beautiful median is not used. put the beauty on the sides where you can ride a bike or put the bike in the middle where you are only crossing one lane of traffic (good curbs required.)
1	Median would be my preference but what happens to the houses along the road - obviously not room for wider road and wide median and sidewalk ...
1	Is the Prospect corridor wide enough to accommodate such medians? Protected bike lanes are more important than attractive medians.
1	How is there enough room for bikes with the median? Prospect is a narrow street. Median would need to be maintained well (Xeric)

Comments

Count	Response
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Comments

Count	Response
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Comments

Count	Response
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Comments

Count	Response
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16. Please rate each of the bike facility options on a scale of 1 (least preferred) to 5 (most preferred).

	1 (least preferred)		2		3		4		5 (most preferred)		Not sure		Total	
Buffered bike lane	47	20.6%	59	25.9%	42	18.4%	52	22.8%	28	12.3%	0	0.0%	228	100%
Protected bike lane	23	10.4%	24	10.8%	60	27.0%	60	27.0%	53	23.9%	2	0.9%	222	100%
Two-way protected bike lane	25	11.1%	20	8.9%	44	19.6%	58	25.8%	72	32.0%	6	2.7%	225	100%
Shared off-street bike/ pedestrian path	24	10.8%	24	10.8%	35	15.8%	56	25.2%	82	36.9%	1	0.5%	222	100%
no bike lane	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100%
parking as buffer	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	100%

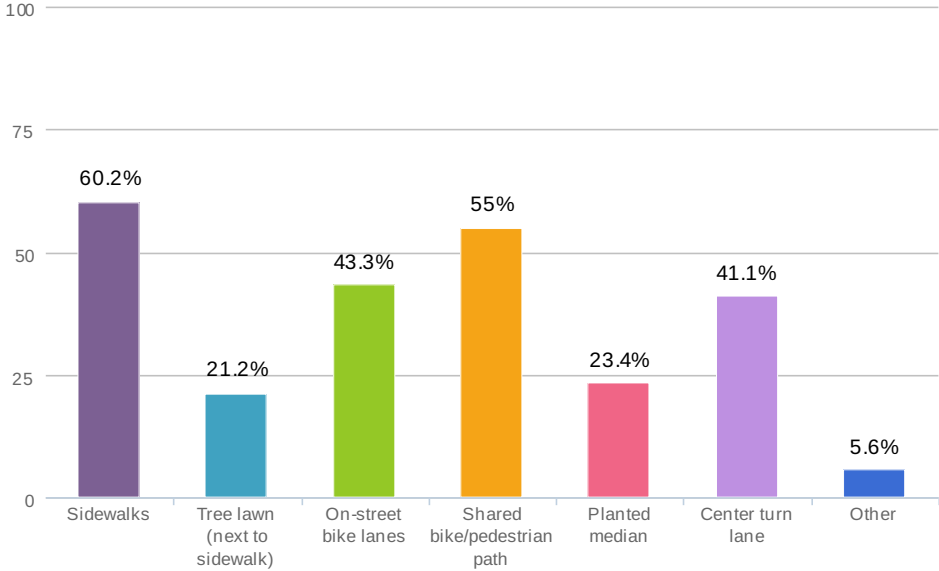
Comments

Count	Response
1	ALL preferred over current situation.
1	Again, I'm skeptical that bikers will respect pedestrians.
1	Bikes are bad partners on sidewalks.
1	Do we have room for some of these options? I don't think it is wise to take away car lanes.
1	Each has possibilities and pros and con based on location and current infrastructure.
1	I bike regularly but all this additional space is just silly.
1	I like the idea of a two-way bike lane best just because it clearly states
1	If sharing of bikes on sidewalks cannot be done, put the bikes on Lake street.
1	Parking is a great buffer for pedestrians and bikes.
1	Shared off-street only works if it's easy to reach and logically connects end-points.
1	The bike paths are nice, but every street should still have a bike lane.
1	Two way bike lanes are total suicide!!!!!!
1	Two-Way protected is not cost effective
1	answered question thinking about prospect and shield bike lanes

1	current bike options on Prospect are inadequate and unsafe
1	same as above....where's the space coming from to do this after the fact
1	the white poles protecting the bike lane are an eyesore. How about a cement curb to protect bikers?
1	The protected bike lane and the two way bike lane would be difficult and costly to maintain and to plow snow.
1	Make the two-way protected bike lane available on Lake St and encourage bike riders to use it by having easy access to Lake St from Prospect Rd
1	All the bike lanes look OK. The protected options look safer but take up more space. It might be good to indicate where in town something like this exists for real-world comparison.
1	Any of these options would be a major improvement over what is now in place. Biking along and around Prospect is dangerous for everyone!
1	I think the Mason Trail through CSU is a great model, and it would have seamless interface and connectivity with the new Prospect/ Lake Street Shared Off-Street Bike e and Pedestrian Path. You might also consider connecting it fully to the new tunnel being considered to W. Elizabeth under shields. What could emerge is a necklace system around the edge of CSU. Laurel would be another great option with the CSU right away in partnership with city planning.
1	Protected bike lane is best...clearly emphasize where bikes and cars should be. Painted lanes don't work as bikes tend to ride side by side and hang out in traffic
1	Very hard to rate: All of these options are good but believe a Protected Bike Lane would be terrific. Have yet to use one in the States but I think a Protected Bike Lane would work well because people here tend to bike what they drive. Shared path is fine if it is convenient to access & leave. I use Spring Creek Trail via bike several times a week because it connects to Power and Mason Trails. We could use more east-west cycling options (of any form).
1	It can be difficult w/pedestrians on shared paths, but that is the safest option along with the protected bike lane.
1	Most cars do NOT respect bike lanes along streets. We need more separation of bikes and cars - especially on Elizabeth and Prospect
1	Bike riders do not pay any fees or additional taxes that warrant special treatment. Special bike lanes are too expensive for additional costs. Costs associated with a much smaller percentage of users
1	All preferable to current state of things. Love that you guys are thinking of these things, they pay off in spades.
1	have you tried walking on CSU campus on one of those shared paths? I'd rather cross College at night wearing black clothes!
1	riding a straight line is no problem. The problem comes when a motorist needs to turn and gives no fucks about cyclist traffic.
1	I think the buffered bike lane is nice. The protected bike lane seems like a bit of overkill. I know this sounds silly, but I wonder if bikers would occasionally run into the barrier.
1	Too many variables and too many assumptions have to be made here; cost, knowledge about safety, ROW availability, etc. Not a good question.

Comments

17. Which roadway design elements are most important on Prospect Road (select up to 3)?



Sidewalks	60.2%	<div><div></div></div>	139
Tree lawn (next to sidewalk)	21.2%	<div><div></div></div>	49
On-street bike lanes	43.3%	<div><div></div></div>	100
Shared bike/pedestrian path	55.0%	<div><div></div></div>	127
Planted median	23.4%	<div><div></div></div>	54
Center turn lane	41.1%	<div><div></div></div>	95
Other	5.6%	<div><div></div></div>	13
Total			231

Responses "Other"

Count

Left Blank	251
Ability for a car to travel	1
Cars getting east and west at 35 mph	1
Center Avenue under/overpass	1
Good traffic flow	1
Overpass over RR and MAX	1
Protected bike lane	2
Widen street, make it safe for cars, bikes and pedestrians.	1
a varied approach	1
bike access	1

	expeditedvehicle flow	1
	trees without lawn	1
Comments		
Count	Response	
1	Center Avenue under/overpass	
1	Center turn lane combined with removal of motor vehicle lanes and adding bike lanes.	
1	How about off-street/protected bike lanes?	
1	Keep bikes off of the road. Put them on a different street.	
1	Moving traffic - especially if the stadium is built.	
1	There is not a lot of space on prospect for many of these features. good luck	
1	Tree lawn, shared bike / ped, planted median will use up valuable traffic space.	
1	Unless Prospect gets substantially wider, I don't think On-street bike lanes would work.	
1	Wider lanes for cars.	
1	sidewalks and tree lawn should be developed on the north side of the street	
1	we avoid prospect on bike and foot because it is so dangerous	
1	You can probably tell that I'm in favor of sharing the road. Obvious & directional bike lanes should be all over Fort Collins -- and Prospect Rd could really benefit from this upgrade.	
1	Is keeping the Center Turn lane a real option? It is aesthetically obsolete and extremely dangerous with the volume on Prospect and number of confused visiting drivers as tourism increases.	
1	I walk spring creek trail and have found over the years that cyclists rarely announce ON YOUR LEFT. It can be dangerous to have bikes and pedestrians share a walkway.	
1	Let the bikes through! :) I have a car, and its great. But on prospect, it is really bikes and peds that need help.	
1	not sure, cannot get the one way thing out of my head giving room for all of the above in varying places. But do consider over/underpasses as a great way to allow for cars to pass and people to cross safely!! Also do not let pathways end in the middle of the rd with no safe place to go!!!	
1	Prospect is pretty frightening, currently for bikes and pedestrians. A planted median would be nice as well.	
1	Desperately needs bike lane between Shields and College. Would prefer separate shared bike/pedestrian path.	
1	widen the street it is way to congested and unsafe for bikes. traffic backups are daily and constant	
1	Because Prospect is a major thoroughfare, it doesn't seem safe to have bikes and peds using a shared path. A bike path along Prospect should accommodate "swift, direct" commuting and not include the potential for dodging peds.	
1	Shared bike/pedestrian paths on campus need to be clearly marked and enforced to separate bikes from pedestrians or they default to just pedestrian paths.	

1	Going with one lane east/westbound with a central turn lane would give space for safe bike lanes and better sidewalks, would encourage more bike/pedestrian traffic along this road.
1	I honestly see no place for bikes on Prospect east of Shields unless it is wider. West, your choice
1	Ideally, after the overpass is constructed, the next step should be the addition of wide detached sidewalks, center turn lanes and on-street bike lanes.
1	center turn lane ...or planted median. Many abuse double yellow and tun left across oncoming traffic to enter private residence
1	Hmmm, if you are asking for advice on how to squeeze everything in... keep the bikers, cars, and walkers separate. Tree lawns are not needed especially because they use water and take up space.
1	Although I would prefere separate bike and pedestrian paths, a shared path due to the width of Prospect Road through this area is a good alternative.
1	None of these answers make sense given the land constraints on Prospect by itself unless there is grade separation running the length of the road.
1	Prospect is super-tight and very busy. Please do not constrict traffic to add bike lanes, and NO MEDIANS where people have houses, unless sufficient ways to get turned around are included.
1	A center lane, would work along Prospect Rd, since right now it is just a double lane and for those that are living along Prospect it is not to safe to turn left or right and it blocks up traffic all the time, if a person that wants to turn right into their drive way. The sidewalks need to be widen, they are to narrorow and to unsafe for anyone to walk or bike on it. If there is away to put bike lanes from Shields to College, that would make Prospect rd alot safer. Rlght now sharing the rd for a biker is quite scary really.
1	For "Planted Median" I am thinking of Stover. There is a median but also ability to turn left from a center turn lane (if my memory is correct)!

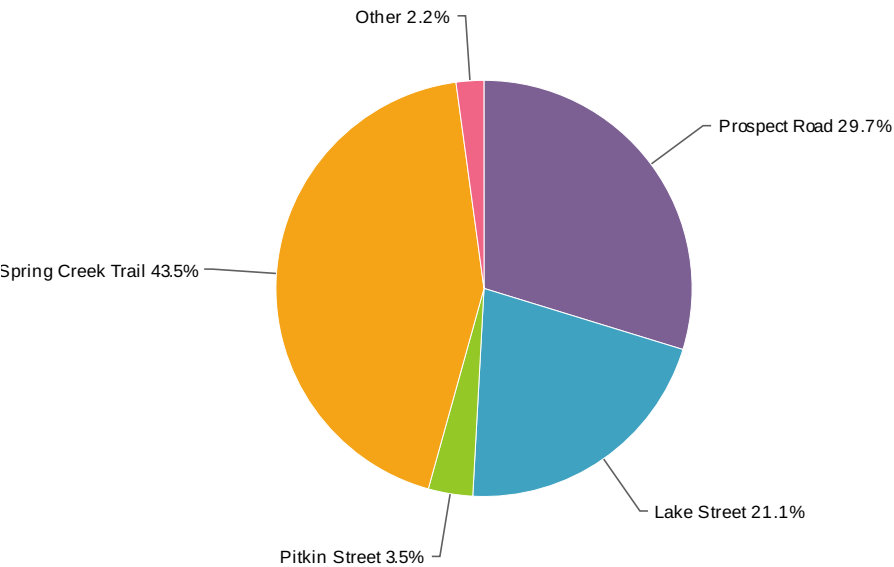
18. Rank the following modes of travel in order of priority for improvements on Prospect Road (rank from 1 (most important) to 4 (least important)):

	Score*	Overall Rank
Bicycle	690	1
Automobile	614	2
Pedestrian	565	3
Public Transit	423	4

Total Respondents 231

*Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

19. Considering the potential improvements to Prospect Road and Lake Street, which east-west route are you most likely to walk or bike along in the future?



Prospect Road	29.7%	<div><div></div></div>	69
Lake Street	21.1%	<div><div></div></div>	49
Pitkin Street	3.5%	<div><div></div></div>	8
Spring Creek Trail	43.5%	<div><div></div></div>	101
Other	2.2%	<div><div></div></div>	5
Total			232

Responses "Other"

Count

Left Blank	259
All of these options aren't great for walking/biking	1
None	1

all the above

1

I already bike and walk along all of these routes. If Prospect was improved, I would increase my biking/walking along it

1

Comments

Count	Response
1	my daughters walk and ride all over the place but mainly on prospect.
1	And the bike trail.
1	I avoid Prospect if possible. I don't usually need to travel along these routes.
1	I may in the future walk on any of these if I felt I would be able to do it safely.
1	I would use prospect more with improvements but still most likely to use the trail.
1	Lake must be improved such that bikes don't risk hitting an opening car door
1	Lake, EVERYDAY!
1	N/A I do not walk in this area.
1	No one in his right mind would ride on Prospect anyway
1	SCT is the safest route!
1	Would depend on nature/extent of improvements
1	depends on where I'm going!
1	who can predict the future? People will use whatever is most convenient and safe.
1	If Prospect had a safe bike lane, then definitely Prospect. Currently using Lake Street to get to campus.
1	I don't mind using roads with lots of traffic as long as I know that bike lanes are permitted and, something that seems to be overlooked in FoCo, as long as the bike lanes don't have dangerous concrete seams or uneven breaks. Also, I prefer using roads with obvious (preferably painted) bike lanes.
1	If improvements continue along prospect, east of College, my selection will change to Prospect Road.
1	I would bike on Prospect if I felt it was safe. If not, I would ride along the Mason Corridor until I can get back to my neighborhood.
1	my brain still works like a car driver, so I tend to go to the big arteries. I take Pitkin to work currently because I work on Pitkin. Spring Creek is often used too, as it's the closest to our house.
1	or Lake. Frankly, I don't think Prospect should be for bikes given the limited space for widening
1	Spring Creek Trail can take an extra 20 mins to get down to and back up the hill. It is beautiful, but you need an at grade option with CSU. Pitkin is less appealing to any biker who is not affiliated with CSU. Lake and Prospect are viable for everyone and most direct. You could also connect Lake to the Remington Greenway! I think a round about at Meridian and Lake would be a great safety improvement and there is the space. It would also allow for a public art display as a new CSU gateway.

1	Until improvements are made, I would avoid prospect and likely Lake, so I guess Pitkin, but that option isn't great. Spring Creek trail is too far south.
1	This question depends heavily on where I'm planning to go within the city. For long distances, I generally take the Spring Creek Trail. For shorter distances, I'll take Pitkin.
1	That really would depend on my destination. Lake street and Spring creek Trail would most likely rank highest.
1	Getting to Lake street is problematic, and the end-points are not at all helpful. Sidewalk improvements would help with prospect.
1	I ride east to get to CSU and west to get home from CSU. I like to use different routes to appreciate the beauty of Fort Collins. So far I have only been run over twice riding west from CSU and once riding east to CSU.
1	Right... if space is tight, bikers may need to use Spring creek trail, but you may need to make it wider.
1	Of course, depends on destination. Crossing College is main concern; I currently take underpass to/from Lake. Would love Pitkin to have a better College St. crossing for bikes, but am not sure CSU actually wants non-student cyclists on campus. Spring Creek Trail is a bit of hassle to access at my University Acres neighborhood due to crossing Prospect. Lake would be fine to use, again if CSU actually wants non-students to use it. As a cyclist I don't really feel welcomed on campus.
1	This is a horrible question. There are a "range of improvements" that are being considered. Obviously my answer is going to be contingent on which improvements we are talking about.
1	Question 7 is very difficult. Prospect does not adequately satisfy ANY mode of travel currently. As it is a major east/west corridor, one can't ignore cars altogether.
1	Why not buy and raise all of the houses along both, widen and improve as I have described, make them one-way and then undo it all 30 years from now at an unbelievable expense? Sorry, I just couldn't help myself.
1	Pitkin is also an excellent east-west link here considering the links east across College. Going west Lake or Pitkin are excellent with the links to Springfield to Pitkin and Bennet to Lake if the problem of offsets at Shields is addressed.
1	If there were improvements to Prospect Rd East of College then I would select Prospect Rd for this question.
1	That's currently my preferred bike route (or Spring Creek Trail depending on destination) If Prospect is improved for bikes, it would be more convenient.

20. Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?

Count	Response
1	Bikes on Lake and not prospect is a good idea
1	DO NOT spend taxpayer funds on infrastructure improvements for the proposed on-campus stadium!
1	Do not let the stadium cloud your judgement! We don't want a stadium!
1	Emphasis on design of area should focus on faster more efficient of autos through the area.
1	Focus on bikes and natural areas.
1	Focus on the bicycle and pedestrian traffic - the rest will follow.
1	I design surveys for a living. This is a HORRIBLE survey.
1	Lake street and Shields could use some attention, under pass would be very attractive/ideal.
1	NA
1	Need more maintenance & repair of existing infrastructure before we start re-inventing the wheel.
1	Need to engage a vision for the future. You are just re-hashing planning decisions from the past.
4	No
1	Please consider improving the bike accessibility on Mulberry leading into PHS
1	Please focus on the natural areas and pedestrians/bikes most of all
1	Please work harder to make this space safer.
1	Prospect should be widened, with sidewalks and bike lanes. Make it pedestrian friendly.
1	Thank you for soliciting our opinions!
1	Thanks for gathering input on these issues.
1	Thanks for the opportunity to provide feedback.
1	This area is in desperate need of attention. Thanks for getting our input.
1	When everyone obeys the rules, all goes well
1	Would like to see traffic calming on Stuart and Constitution, west of Rolland Moore Park.
1	You don't care about the public only special interest groups
1	bike lane on prospect, new crosswalks along shields
1	keeping 2 lanes on prospect is imperative but sidewalks & bike lanes definitely need improvement.
1	no
1	no -- think your ideas are all worthy and i like how thoroughly this has been thought out.
1	not at this time

1	very excited!
1	with so many bikes, if you protect them, you'll protect the cars too. separation is needed.
1	With the weekend activities in this area, I would believe efforts need to be made to address safety of our residents.
1	CSU is not easily accessible from Prospect, very dangerous. Bike path is great, but doesn't flow well with CSU paths yet.
1	area of concern I hear most about is law enforcement especially of weekend nights - noise, roving groups of people, vandalism. Next most common is consideration for neighbors.
1	For me, reducing automobile use and increasing bicycle/pedestrian safety by giving preference to cyclists and pedestrians and improving safety mechanisms should be the main priority for the plan.
1	I think parking, especially street parking/zoning, is important to consider with the influx of student housing complexes in the area.
1	In the past the residents of the Sheely addition have had way to much power to control development in this area.
1	Before spending loads of money on improvements in the West Central area, some problems with students/ rentals should be addressed first.
1	Create a Lake/ Prospect couplet with Lake primarily for Bikes and pedestrians and Prospect for vehicles. Get a handle on the inappropriate behavior of short residents in Avery Park by added Police patrols, code enforcement and a police substation in campus West
1	Please back off on trying to make all streets perfect for all modes of transport. Taking cars off Mason street entirely would help substantially for instance. I would strongly prefer one wide, well thought-out bike path off the streets (like exists E-W - SC Trail) with a reasonable number of safe ways to get there than trying to make every street safe because that creates traffic congestion issues and parking issues.
1	Prospect between Shields and College is the most congested and dangerous and should be highest priority
1	There needs to be a right turn lane from W Prospect onto Shields. Prospect just seems like a narrow, busy street. Implementing the proposed improvements would mean losing traffic lanes.
1	Please consider that people still drive cars in Fort Collins. I feel like I pay a ton in taxes that go straight to favor bicyclists and college students that have no long term investment in this town.
1	Thank you for working on this part of Fort Collins! It is in desperate need of attention! I appreciate your work!
1	I really appreciate all of your hard work. I'm so impressed with the quality and commitment of our city's staff. Bravo.
1	Yeah, Fort Collins for asking, and for considering improvements. I am a walker, and Prospect (and also Shields from Campus to Downtown) could use major improvements in this area.
1	Yes, I am curious what zoning codes have changed in this West Central Area since 1999. And what the public process has been in regards to those zoning codes being changed. Also curious if there is any other part of the city that has gone 15 years without a Community Planning effort. Also curious if there is any other area of the city or county that has comparable change / growth and would love to see a comparison of the amount of time and money spent. It is curious to me why all this planning is occurring now that there is very little open space or development land left.
1	how to get traffic routed around it. Once developed it will draw more traffic. Wish there were an

overall traffic flow plan for our city.

-
- 1 We need grade separation at Prospect and the RR tracks to have suitable access to PVH. The City of Loveland has been kicking the City of Fort Collins rear end on this safety concern for at least 70, if not 80, years.
-
- 1 I used to commute to work along W Elizabeth by bike. It was (and still is) horrible. This busy corridor needs attention and upgrade ASAP
-
- 1 Please allow cars on Prospect. One lane in each direction, with a separate lane for bicycles. Sidewalks in this town need to be bigger and separated from the roads for safety. We need more enforcement of laws (other than speeding) in the Campus West area.
-
- 1 For folks to be able to get to I25 from the West side of town Prospect is the primary route. Otherwise additional travel time is added to go north to Mulberry (past campus) or south to Harmony. It is important to keep Prospect focused on moving auto traffic through but we understand and would appreciate if it were safer for bikes/pedestrians.
-
- 1 Right now prospect between shields and college ave is a disaster, especially from center to college ave. The addition of the Max crossing makes it worse. The Center/prospect intersection needs an over or underpass for people and bikes because cars cannot move through the intersection with people crossing to and from campus.
-
- 1 Bikes need to be able to cross Prospect safely but not ride on it between College and Shields other than to a final destination that is on Prospect. Wide sidewalks to accommodate peds and bikes might be good. This is an arterial that should stay primarily auto and transit. It should function like Shields or Mulberry or Drake or Horsetooth. Another point: There was a display board at the Prospect Corridor workshop that showed a potential mixed use development between Lake and Prospect west of Whitcomb. It was parking surrounded by mixed use with a lot of access points. That looked like a great idea to me.
-
- 1 Citizen input doesn't seem to mean much when planning and zoning rolls right over citizen concerns
-
- 1 I live on the boundary of this zone and commute to/through it by car every day. Any improvements in traffic flow would be very much appreciated. That said, better bike facilities and more timely and accessible public transportation would entice me to commute by other (non-car) means at least a few times per week and most trips I make on weekends.
-
- 1 When making improvements to Prospect remember that it is a major flow of auto traffic. Spring creek trail parallels Prospect so don't junk up Prospect with so many bike amenities that it is no longer good auto space. Bikes can use spring creek trail
-
- 1 People seem to really want to drive fast on Prospect approaching College. Turns are congested with students. Some properties don't look like they fit, especially N side of Prospect against campus. The Max bike trail/sidewalk by the train tracks is really deficient.
-
- 1 NO STADIUM!!!! This area cannot sustain the traffic & noise! This area already contains a perfectly good stadium.
-
- 1 Our area has a lot of amenities for students. I would like to have more areas/hubs/destinations for adults and families that live in the area. For example, the center at Taft & Elizabeth is very practical, but could use more character and more dining/social opportunities for the non-students in the area.
-
- 1 Every upgrade to roads spanning Fort Collins should always, always, always include shared, painted bike lanes to improve traffic flow AND safety. Thanks!
-
- 1 city internet, make it happen, wired the city, give us an option other than crapcast, I mean, comcast.
-
- 1 What about parking???? We need more short term spaces with meters, better parking enforcement, and NO MORE OF THIS RIDICULOUS POLICY THAT PERMITS APARTMENTS

WITHOUT PARKING SPACES. Also, this neighborhood is filled with violations of 3 unrelated tenants. Finally, why is the city wasting money on Prospect planning before the fate of the new stadium is known?

1 Let's see this area promoted as a family neighborhood again - these are great homes for first time home buyers and for people wanting to down size - encourage the real estate people in the town to sell this area for what it is a great central location close to parks and trails and activities for the general public at CSU like concerts and art etc.

1 Consider a faster and less cumbersome approach to shuttling people to and from MAX. Perhaps like you see in amusement center parking lots.

1 I am not against the on-campus stadium. Lots of room for improvements along Taft between Prospect and Elizabeth. Reduce sprawl and build up along Center (office buildings needed). Revamp Rite Aid corner instead of more retail across the street - again build up. Promote alternative transportation rather than auto-centric. Keep U+2 in single family home areas. Clean out lake and ditches along trails/open space. Maintain greenbelts between multilevel housing units. Reduce sprawl. Use xeriscaping as much as possible. Make apartment complexes visually pleasing.

1 Strictly enforce three unrelated and other city codes (such as those pertaining to garbage, parking, noise, barking dogs)

1 Housing density is ok. But give us alternative transportation modes and access to CSU campus, Senior Center, W. Elizabeth shopping, the Gardens on Spring Cr. and MAX by foot and bike. So we can leave the auto at home and move efficiently and conveniently.

1 I think the idea of a pedestrian bridge over Shields somewhere in the Campus West neighborhood has merit and I would encourage more discussion on that topic.

1 It would be nice to have more connectivity of this area in a more diagonal direction. City Park seems very isolated from this area and Rolland Moore is underserving the area. Easier access to the Mason Trail would be better.

1 Please improve East-West bike transit routes through this area considering not only college students, but also families with small children. In particular creating safe bike routes around Bennett Elementary School.

1 Increasing access to home necessities in smaller venues would increase the non-automobile driving community. If I had it my way, there would be several additional 'Bevers' style markets dotted throughout the residential neighborhoods.

1 With the number of student bike safety and traffic congestion should be the most important items. Also they should shield the neighborhoods from all the road noise. The streets are getting busier, we want to keep the neighborhoods secluded and quiet.

1 FIX THE DAMN STREETS LIKE THE MESS ON DRAKE IT HAS BEEN A POTHOLED MESS FOR THE LAST 5 YEARS. THIS NEEDS TO BE FIXED BEFORE YOU START ANY MORE HAIR BRAINED PROJECTS. IT TOOK 3 YEARS FOR THE CITY TO FIX THE MAJOR HOLES 6" WIDE X 12" - 20" LONG X 4"+ DEEP TO GET FIXED. I DON'T KNOW HOW MANY TIMES I CALLED STREETS AND COMPLAINED ABOUT THIS+BROKEN BIKE WHEELS AND NO \$\$ TO FIX WHAT THE CITY DIDN'T REPAIR.

1 I think that some of the house on busy roads like taft cause issues. because it is hard to get in and out most houses have cars parking all in the front area with turnarounds and circle drives. They look bad and create traffic issues. A new pedestrian trail similar to Spring Creek has me most excited!

1 There are areas in the West Central area, especially on Elizabeth in Campus West and maybe along Prospect that could easily support 10 story buildings without destroying the view shed or

imposing on the neighborhoods. We should be planning for 20 years from now, not just 5 - 10.

-
- 1 You need to focus on the preservation of the neighborhoods instead of all the redevelopment. It is a shame that you are allowing the houses to be torn down on Shields. That was a pleasant area to drive down but you have destroyed it with your planning. Hopefully, the committee is not driven by money from development as this survey suggests.
-
- 1 Prospect corridor enhancement b/w Shields and College seems futile. No property to capture to widen Prospect. You can't enhance / favor any mode without reducing access from the other modes! I'd love to see public transit access. I'd love wide shared bike/pedestrian paths....but it's already too congested with auto traffic. Now throw a rush hour train into the mix.
-
- 1 bus routes need to go to a grid pattern. There is no way to get anywhere by bus that is close to as quick as driving unless you are going from one max destination to another
-
- 1 I'd like to see more bike improvements and more natural areas. I would NOT like to see more housing development--especially not apartments.
-
- 1 I appreciate the efforts you are going to here. Things look good! I would caution you not to put too much into the max as it can be a traffic nightmare if you have one instant gratification traffic crossing.
-
- 1 I hope people moving can keep up with growth, right now it is just best to avoid travel through the area or use the back streets. It has been a nice area for years let's not create a densely over populated area.
-
- 1 I chaired the Land Use subcommittee of the citizen committee that developed the original WCNP. Our principal focus at that time was sustainability of existing residential neighborhoods while coping with dictates of the new City Plan to concentrate land use in the core of the city to avoid sprawl. Now, with actual and planned growth of CSU and the inclusion of the Mason Corridor in the new Area Plan, there is an obvious need for more carefully planned development. Such development must be weighed not just for its near-term economic impact but to avoid destabilizing a substantial portion of the city's existing affordable housing. Carefully and selectively done, such new development can actually enhance these neighborhoods. Otherwise, there is real potential to create new slums as has been a real threat in the area's northwest quadrant.
-
- 1 We must stop ADDING housing, event centers, shopping centers etc to this area until the traffic issues are resolved. Prospect is extremely dangerous, especially from Shields to College. It's difficult to drive on due to how narrow it is and we are increasing traffic on that road with EVERY project that is done or proposed (Grove, shopping center, housing project at Hill Pond and Gilgalad, amphitheater at the Gardens, day care, CSU parking garages, CSU stadium). Prospect is already a nightmare and we will drive people AWAY from this area if we are not very careful. And MAX does not resolve the problems. No one is going to walk from a shopping center on Shields and Stuart all the way to a Max station. That's not an easy walk either. Walking down Prospect is downright dangerous. Taking the trail is an option until you get to Center where it is OFTEN flooded. Crossing Center is dangerous. Then you have to get across the tracks to get to the Max. So, you can cross at Prospect, again quite dangerous or you can walk all the way down to the bridge. Neither of these options are good ones on bikes either. I'm an avid cyclist and it's not easy getting over that bridge on a bike due to the sharp turns and no one in their right mind would bike down Prospect.
-
- 1 Please increase enforcement of the noise ordinance in the West Central Area and enforce the ordinance prohibiting fireworks. It's impossible to count the number of times my family members and I have been awoken in the middle of the night (2 am, 3 am, 4 am) by fireworks.
-
- 1 The "forever and a day" light at Constitution and Drake should not be so long for cars coming out onto Drake. We sit there forever with NO CARS going by on Drake. Can't there be a smarter light that lets us out sooner? Please?
-
- 1 I commute several times a day from University Village to 2150 Center st. on a bike and would like not to have to be on a street. Very dangerous on City Park and crossing Prospect. Please help if

you can so I avoid danger. Prospect has a ped light but and underpass like Stuart and Shields would be great. I go around the campus so a bike trail to Spring creek from Campus West would be sweet.

1 Prospect between Shields & Mason is a challenge. Autos should not be the only priority. I am sorry to loose Rt. 19 along Prospect - now there is no easy way to get to MAX from west of Shields.

1 Terrible survey - didn't really give me any of the plans - and lots of fuzzy ideas. Hoping that this won't be a tool that will be used to sway public opinion. Especially relative to Prospect. Wow - talking about cutting it to two lanes and that isn't even tested.

1 What surfaced for me during this survey is the question: Does CSU actually want non-student cyclists using their streets and paths within the campus boundaries? CSU for City cyclists feels like a separate entity, something to ride around, with unusual (and often unfriendly) cycling infrastructure (such as curbs at the trail access & departure points - as just one example). I was surprised to hear CSU received the League's Silver rating. To end on a positive note, there have been some recent improvements to CSU for cyclists - I do believe they are trying to improve.

1 how much can you plan for until you know for certain what is going to happen with the proposed football stadium ??

1 The Prospect Corridor should be a people friendly walking zone as should Shields from Prospect to Mulberry.

1 This is a very interesting idea to improve this area around here. I like the idea of improving Prospect Rd from Shields to College, since it really needs it! No bike lanes, and no safe way to turn left or right in that stretch. The sidewalks are dangerous! Plus W.Elizabeth and Shields really need to be improved, I was hoping it would get reworked in the future! The way it is for bikers, that is dangerous to head into traffic to go straight.

1 THANK YOU. Prospect is a bit of a disaster for pedestrians and bikes. Anything to improve it would be huge.

1 I would like to see some improvements near the Drake & Taft intersection - visually enhance the area on the NW corner and improve the safety of the crosswalk at Taft and Valley Forge Ave - the length of time to cross Taft is not long enough for small children - plus there is not really a safe place to wait to cross.

1 legal exception for firearm discharge by bicyclists at motorists when potentially life threatening situations arise.

1 Connect Underhill to the park/ natural area south of it for easier and preferably bike paved access.

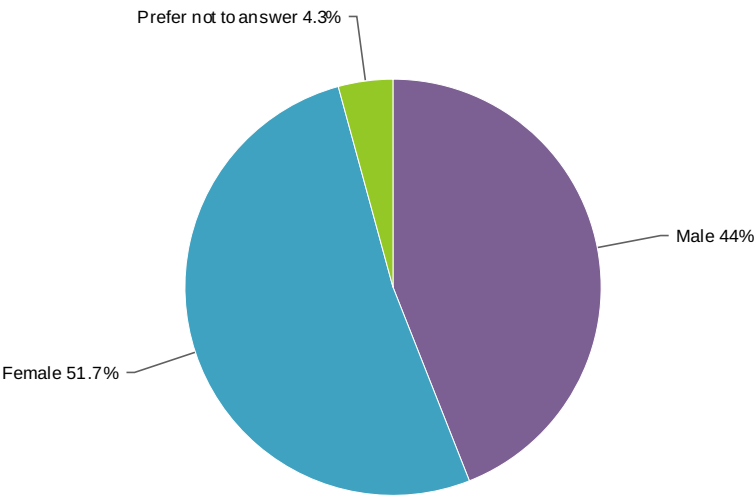
1 Yes, I am concerned about the expansion/development of the Gardens on Spring Creek,specifically with the creation of an amphitheater with the potential of holding 1500 people and it then being sold to a private company. Parking would be an issue. Center Avenue is quite busy on a regular basis now that additional student housing exists at Rolland Moore and Center.

1 This area should be exempt from the TOD and have developments that meet city code , and without the city approving every amendment requested. The latest apt bldgs are poorly landscaped and poorly parked, esp when renters can avoid using what they provide to park. Putting almost 900 apt dwellers on Lake was a bad idea. Don't do it elsewhere.

1 Nice families are having a difficult time with out of hand student behavior. PLEASE do not ruin this neighborhood with more student housing!

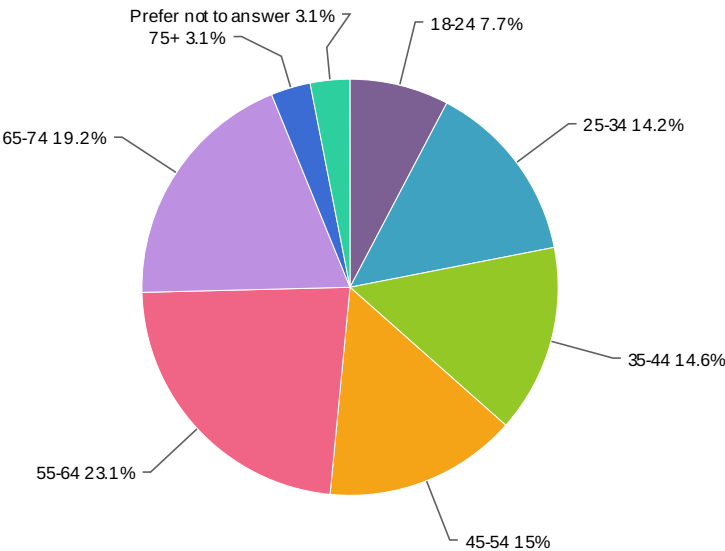
1 Nice plan, some overpass/underpass options for peds/bikes at Shields/Prospect intersection would be great.

21. What is your gender?



Male	44.0%	<div><div></div><div></div></div>	114
Female	51.7%	<div><div></div><div></div></div>	134
Prefer not to answer	4.3%	<div><div></div><div></div></div>	11
Total			259

22. What is your age?

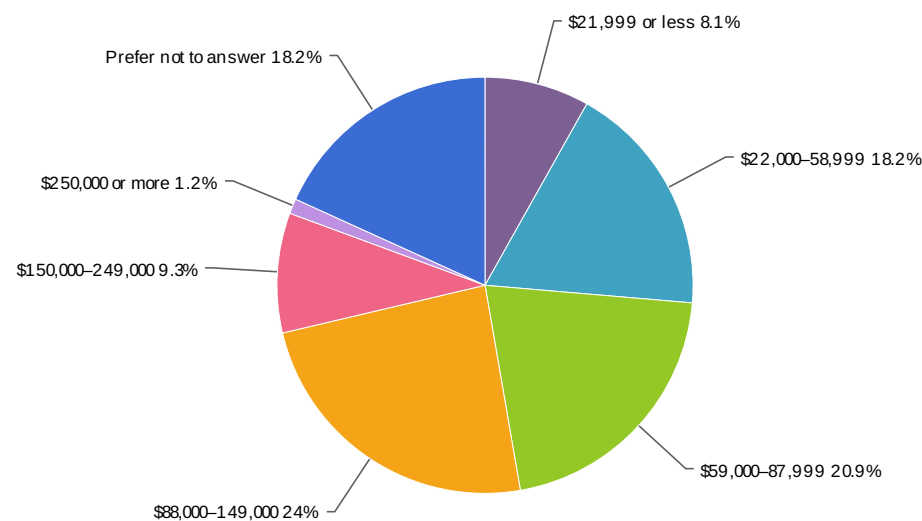


Under 18	0.0%		0
18-24	7.7%		20
25-34	14.2%		37
35-44	14.6%		38
45-54	15.0%		39
55-64	23.1%		60
65-74	19.2%		50
75+	3.1%		8
Prefer not to answer	3.1%		8
Total			260

Statistics

Sum	11,520.0
Average	45.7
StdDev	16.2
Max	75.0

23. What is your annual household income?



\$21,999 or less	8.1%	<div></div>	21
\$22,000–58,999	18.2%	<div></div>	47
\$59,000–87,999	20.9%	<div></div>	54
\$88,000–149,000	24.0%	<div></div>	62
\$150,000–249,000	9.3%	<div></div>	24
\$250,000 or more	1.2%	<div></div>	3
Prefer not to answer	18.2%	<div></div>	47
Total			258