

West Central Area Plan – Visioning Events Summary May 21 – June 30, 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** (e.g., zoning, density, historic preservation)
- **Transportation & Mobility** (e.g., connections to the new MAX bus rapid transit system, bicycle and pedestrian enhancements, intersection safety)
- **Open Space Networks** (e.g., parks and open space, wildlife habitat, drainage and floodplain management)

The project will also include a **new conceptual design for Prospect Road** from Shields Street to College Avenue.

Alternatives will be developed and evaluated to establish a preferred design that is 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.

Visioning Events

Following a series of listening sessions, neighborhood walking tours, and other initial outreach, two community workshops were held in late May to review and update the vision for the West Central Area Plan. Staff

gave a presentation about the history and current context of the West Central Area, followed by keypad polling and small-group discussions about the vision and priorities for Land Use & Neighborhood Character, Transportation & Mobility, Open Space Networks, and the Prospect Corridor. The keypad polling included questions from the online Visioning Survey, described in further detail below.

Visioning Survey

In conjunction with the Visioning Workshops, an online Visioning Survey gave those interested in the plan an opportunity to share their ideas on the vision for the West Central Area, regardless of whether



Date	Time	Location	Participants
May 21	5:30 - 7:30 p.m.	Drake Centre	38
May 29	5:30 - 7:30 p.m.	Senior Center	36
Total			74

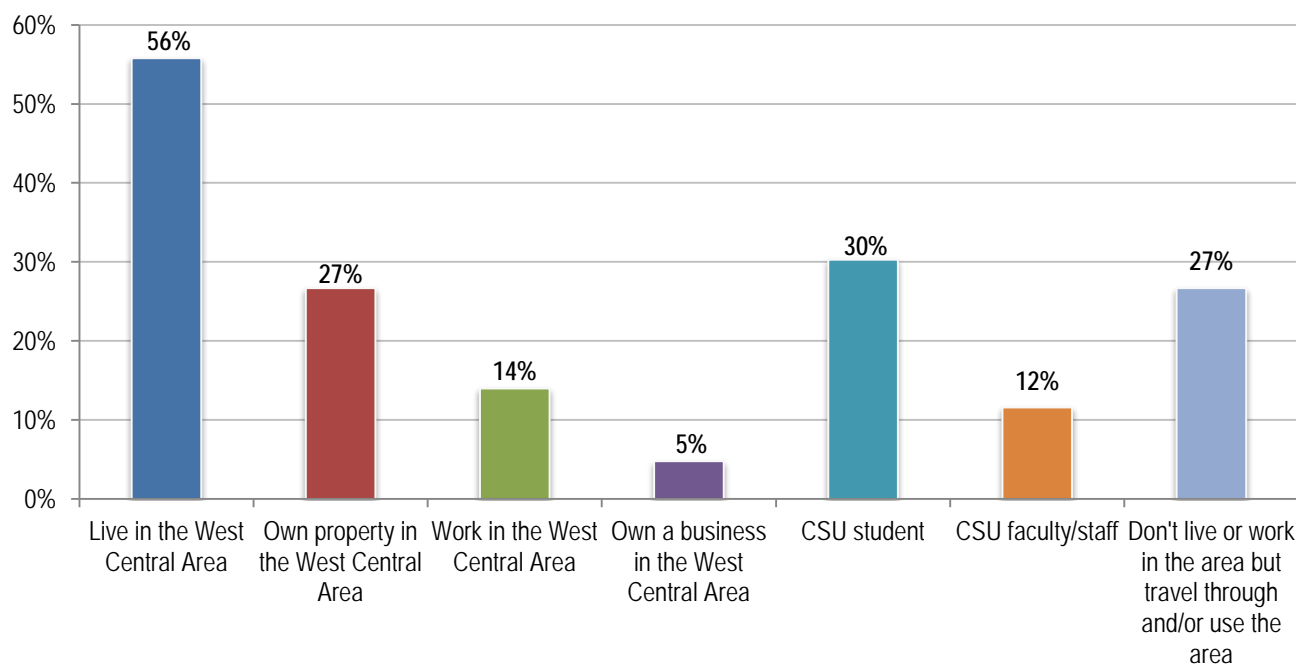
they were able to attend one of the events. Planning staff attended the Drake Road Farmers’ Market and CSU Lagoon Concert Series to provide information on the planning effort and collect additional surveys in person. The survey was also advertised on the WCAP website, on the postcard mailing that announced the visioning events, and through multiple newsletters and email lists. In total, 337 people provided feedback through the survey, which complemented the keypad polling and discussions at the Visioning Workshops. The survey questions are provided in Appendix A.

Survey Results

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

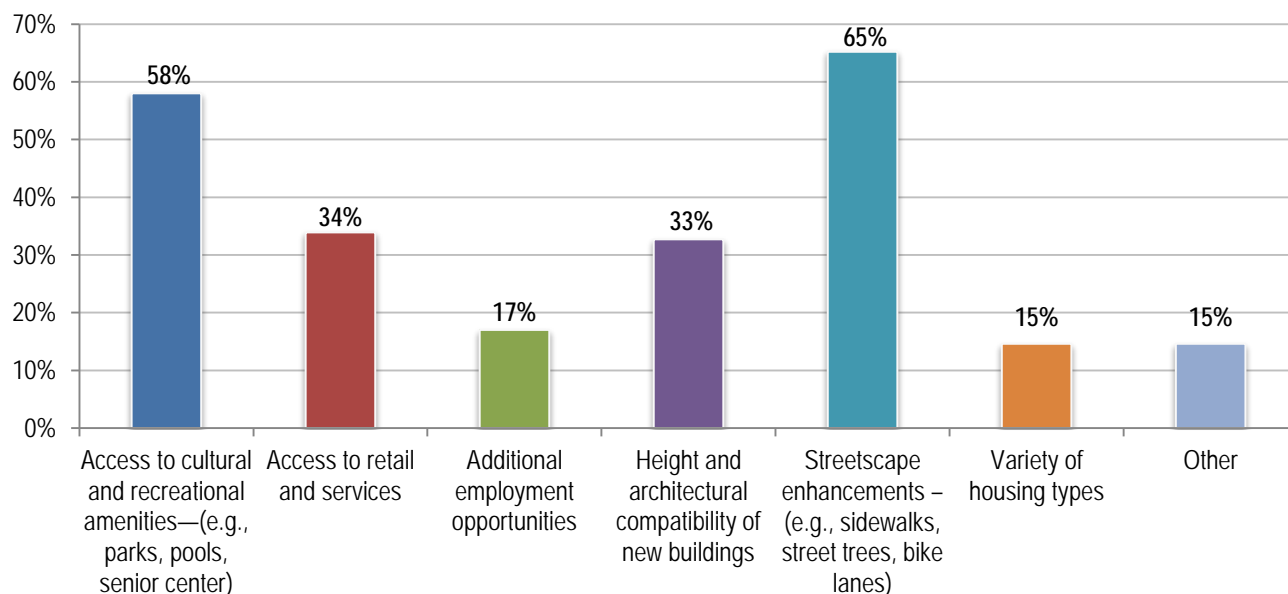
SECTION A. INTEREST IN THE WEST CENTRAL AREA PLAN

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



SECTION B. LAND USE & NEIGHBORHOOD CHARACTER

Q2. If you could re-envision land use and neighborhood character within the West Central Area, which of the following is most important to you? (Select up to 3.)



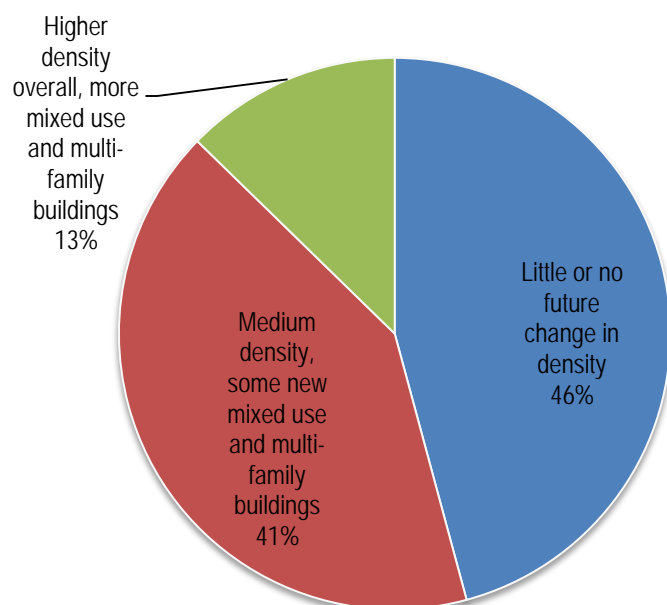
The most common theme from the open-ended comments was **preserving the family character of the neighborhoods** in the area. Opinions on how to maintain this neighborhood character ranged from maintaining the U+2 occupancy ordinance to limiting the escalation of density and various other policies. In contrast, many commenters felt that the area should be more densely populated and targeted towards students, due to the area’s proximity to the CSU Main Campus. Some commenters asked for a relaxation of U+2 in the area or increase to U+3. Some other commenters asked to reserve the area for student housing, requesting that the West Central Area be higher density and more diverse, and others asked for more affordable student housing.

Code compliance and **nuisance issues** were also a common theme. Several commenters asked for greater enforcement of city ordinances related to yard upkeep and maintenance. Others asked for cleaner streets, the disallowance of trailers and boats in front of homes, better overall property maintenance, and posting signs for street sweeping to improve the effectiveness of sweeps.

Many commenters spoke about **transportation issues**. A sentiment shared by many commenters was the desire to improve traffic flow and minimize congestion. Other transportation-related comments included adding off-street bikeways, increased bike safety on Shields, and enforcement of parking requirements.

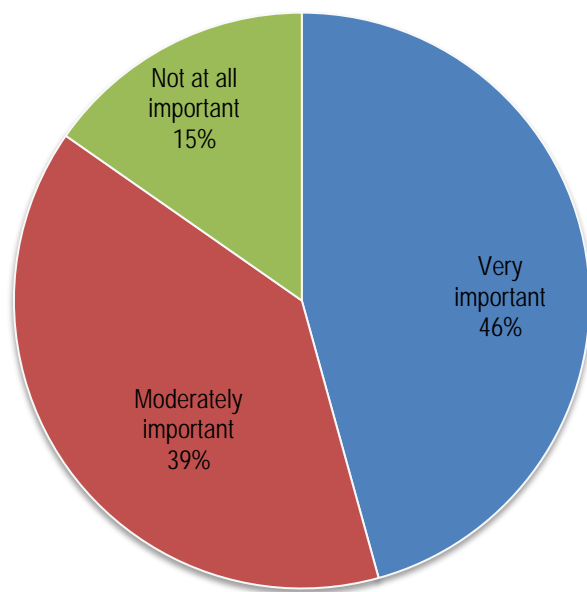
The final theme from the comments centered on **open space**. Many commenters requested that there be a continued effort to provide more open space as the area becomes more densely populated.

Q3. The map provided shows the land within the West Central Area that is currently vacant or may be considered for redevelopment in the near future. Which statement best describes your vision for future housing density (number of housing units or square feet of commercial space per acre) for the areas in yellow and orange?



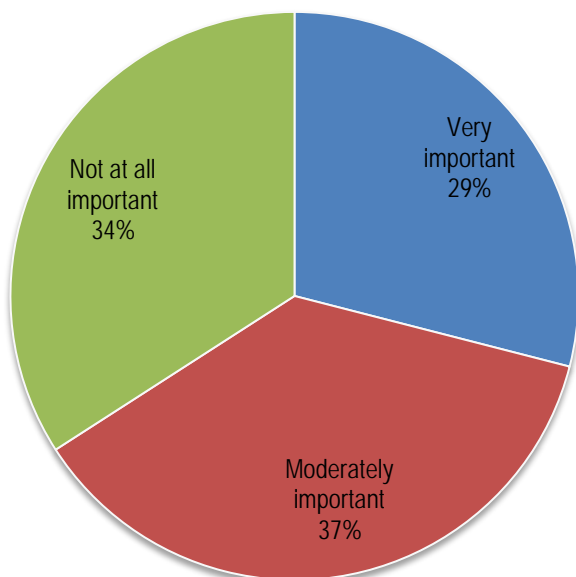
The responses to this question were split between those who would prefer to see no change in density and those who would welcome increased density on vacant land. Most of the commenters that expressed an interest in higher density development noted that high density development should occur close to campus or at major intersections to respect the character of the neighborhoods. Other recurring themes included preserving open space, ensuring housing affordability, the provision of adequate parking, and continued enforcement of U+2 with new development.

Q4. How important is the preservation of historically significant structures (>50 years in age with special historic features) within the West Central Area?



The prevailing sentiment regarding the preservation of historic homes in the West Central area is that there need to be strict criteria on what qualifies for preservation beyond the age of the structure. Commenters noted that many structures in the area will become eligible for historic designation due to their age but might not contribute to the area in a meaningful way, and the criteria for historic designation should be based on the significance of the structure. Most agreed that historically significant structures should be preserved and that these structures make Fort Collins unique and appealing. Some commenters did not see the need to protect historic structures in the area.

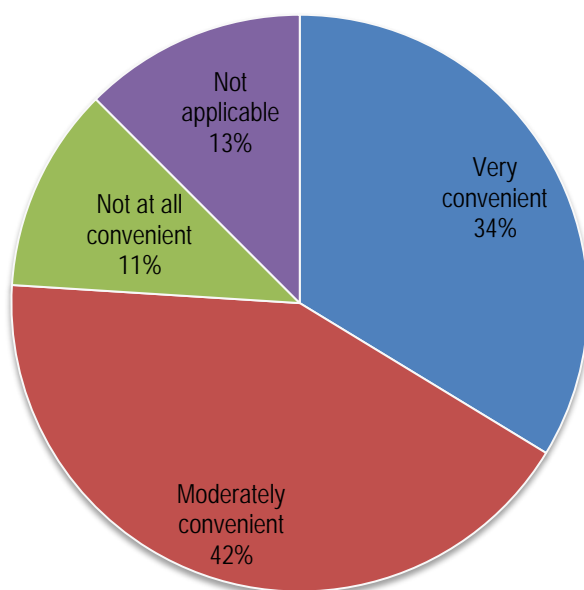
Q5. While there are grocery stores near the West Central Area, there are currently no full-service grocery stores contained within the area. How important is it to provide a neighborhood commercial center with a grocery store, retail stores, and other services within the West Central Area?



Most commenters agreed that a full-service grocer like King Soopers and Safeway is not needed due to the presence of full-service grocers abutting the plan area. Many felt that the grocers adjacent to the plan area provided ample service to residents in the West Central area. Other commenters felt that despite the presence of full-service grocers on the edge of the planning area, a small, neighborhood grocer like Beaver's Market would be welcome. Some noted that if there were to be a new neighborhood-scale grocer, it should occupy vacant commercial space as opposed to building a new structure.

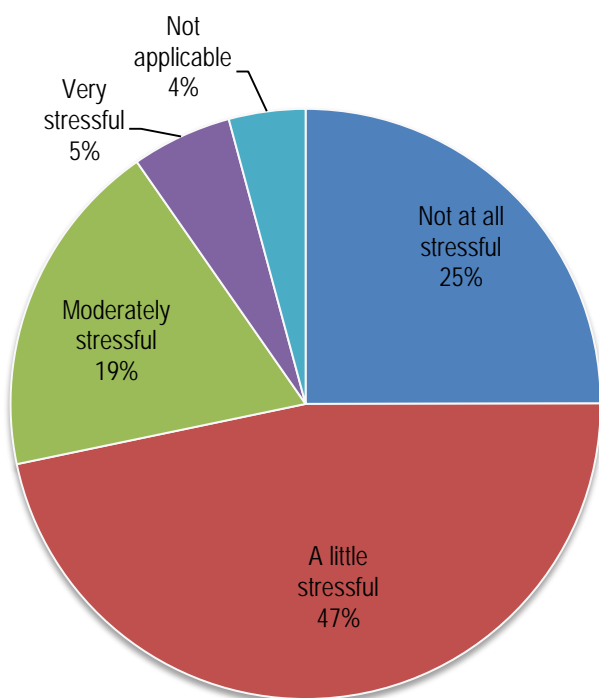
SECTION C. TRANSPORTATION & MOBILITY

Q6. Which of the following statements best describes how you would rate the convenience of parking where you live, work, or attend school in the West Central Area?



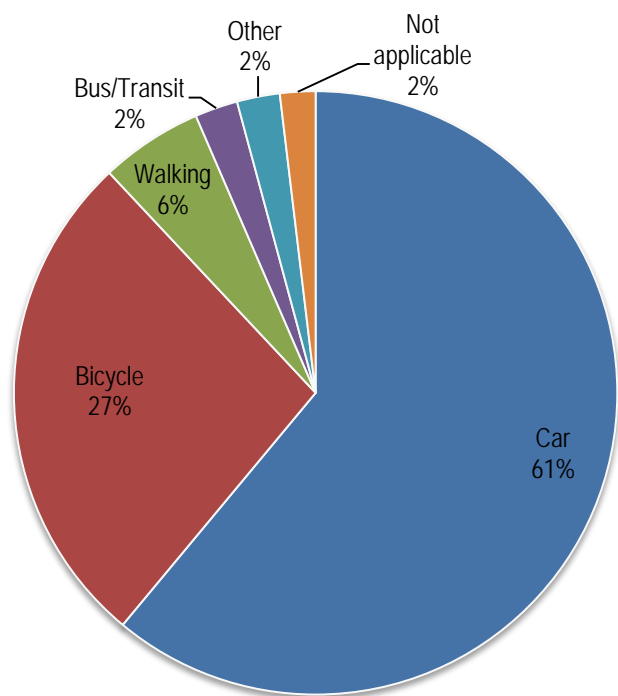
According to commenters, parking is a hot button issue in and around the CSU campus and in areas frequented by students. While parking is an issue for those who use cars, many of the commenters noted that their primary mode of transportation is biking or walking and that parking issues do not generally affect them. Others commented that while parking can be a challenge around campus at peak hours, they can still usually find a parking spot.

Q7. Which statement best describes your daily trips (e.g., to work or school) through or within the West Central Area?



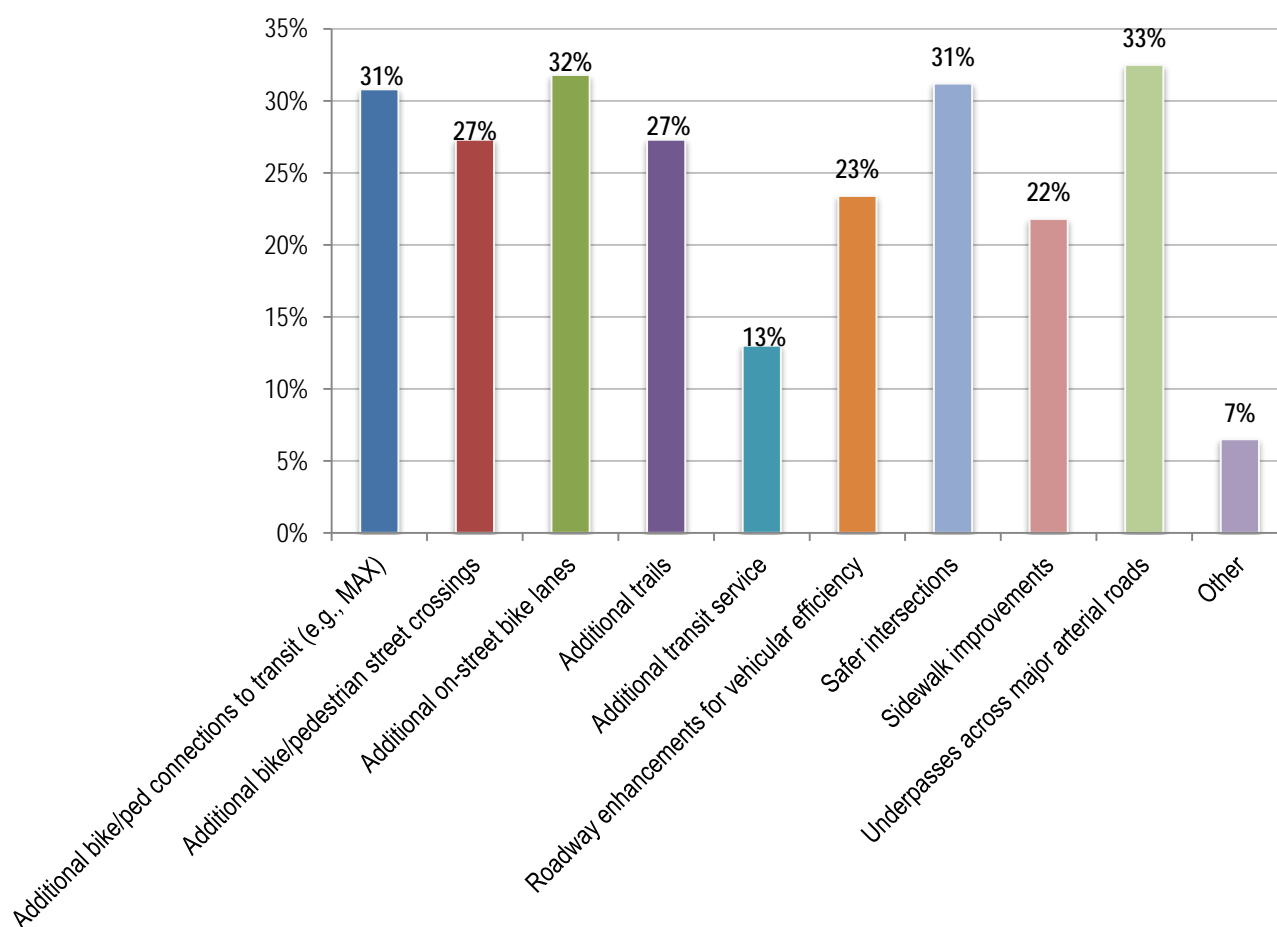
The consensus among commenters was that commute-related stress levels are highest during peak hours and when CSU is in session. Peak hours in the West Central Area include rush hour and in the late afternoon when school lets out at local high schools, middle schools, and CSU. Many commenters indicated their stress levels are highest when using Prospect or Shields. The challenges on Prospect and Shields were wide-ranging and depended on the mode of transportation being used.

Q8. What is the primary mode you use for your daily trips through or within the West Central Area?



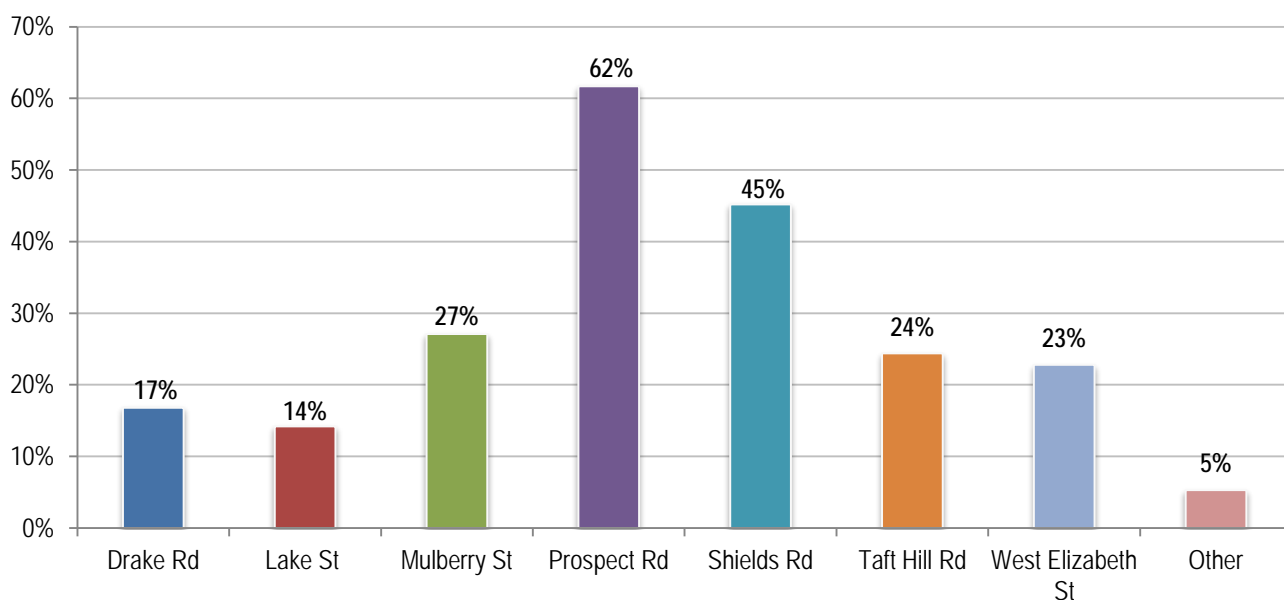
Many commenters noted that they use multiple forms of transportation, depending on various factors. Many noted that they bike more frequently during the summer months and less so during the winter.

Q9. If you could re-envision your commute within the West Central Area, which of the following improvements would reduce your stress level most significantly? (Select up to 3.)



Commenters were evenly divided among options for re-envisioning their commute in the West Central Area. Most of the comments dealt with alleviating congestion, but the methods for relieving congestion varied. Some thought enhanced public transportation should be emphasized. Others thought that providing more bike/pedestrian infrastructure would help reduce conflicts between cars and improve their commute. There was also a group of commenters that felt a renewed focus on cars would benefit the area most. Another group called for traffic calming measures on arterial roads to enhance safety.

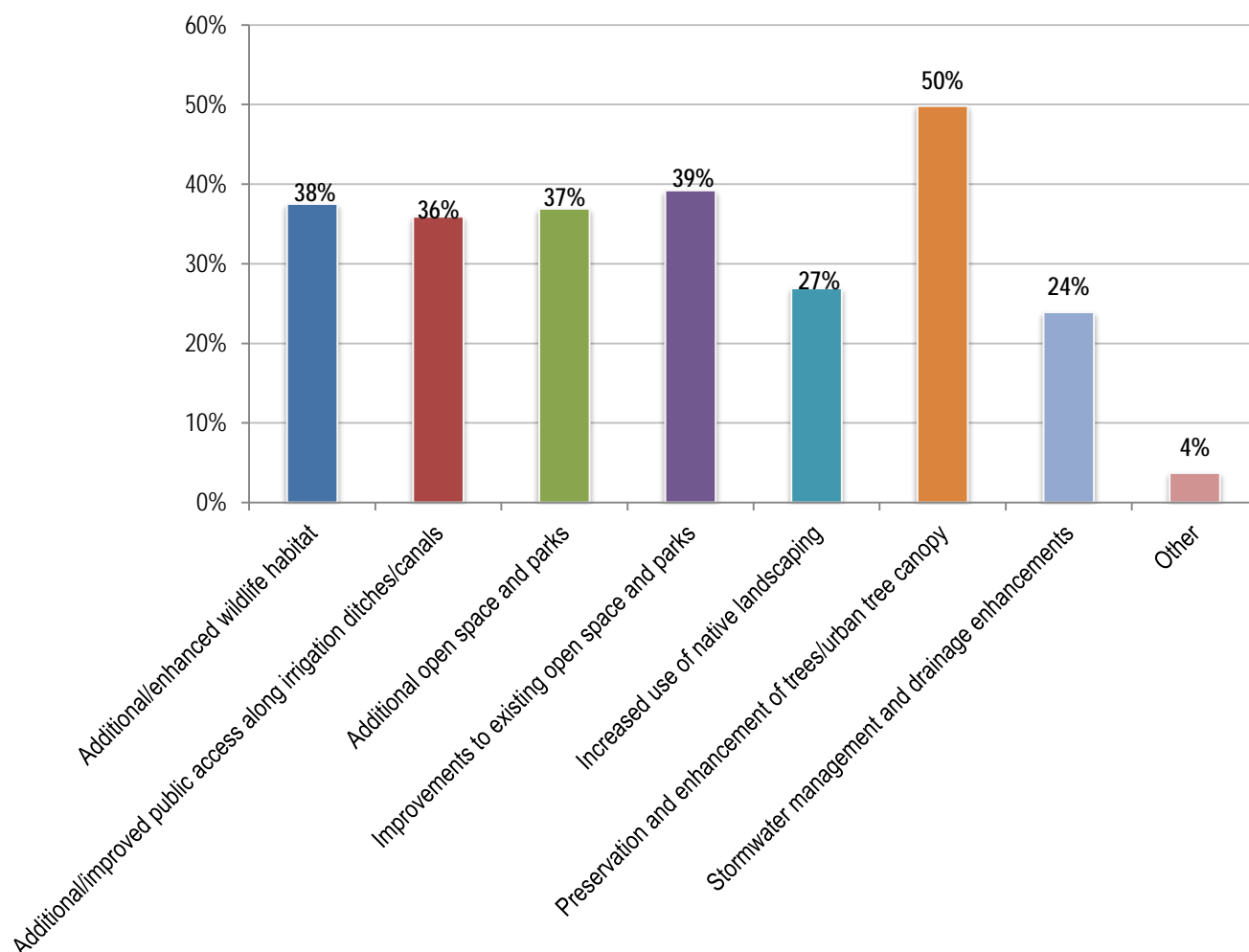
Q10. Which of the following areas have the greatest need for pedestrian/bike facilities within the West Central Area? (Select up to 3.)



Most commenters mentioned that Prospect is the road in greatest need for pedestrian/bike facilities. Bicyclists, pedestrians and drivers all agreed that Prospect needs modifications to make it a safer and more comfortable corridor for all modes of transportation. The methods to achieve safer conditions on Prospect ranged widely. Some commenters want additional bike and pedestrian infrastructure on Prospect. Others want more bike and pedestrian infrastructure on parallel streets to make Prospect a more auto-centric corridor. Shields and Mulberry were also referenced as being dangerous roads that need additional pedestrian and bike facilities.

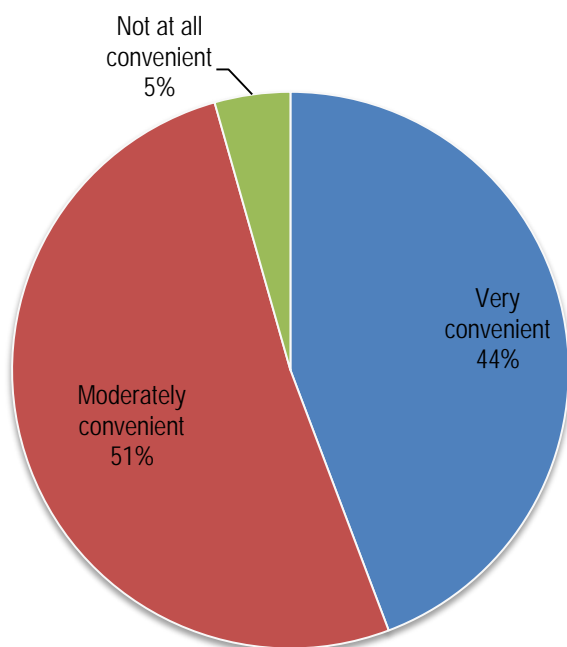
SECTION D. OPEN SPACE NETWORKS

Q11. Natural systems within the West Central Area include the network of parks, open space, floodways, urban tree canopy, wildlife habitat, and other natural features. If you could re-envision natural systems within the West Central Area, which of the following do you see as most important? (Select up to 3.)



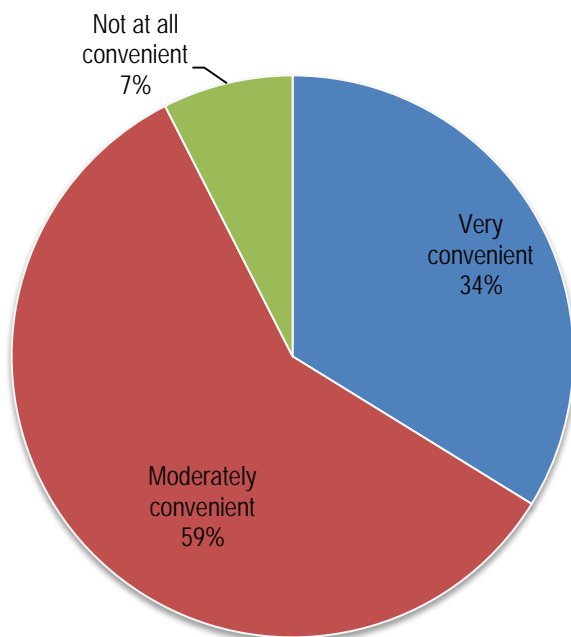
The general sentiment in the comments was that the existing natural systems in the West Central Area are satisfactory. Many commenters applauded the City's efforts thus far in preserving the natural systems in the West Central Area. Some commenters asked for expanding and enhancing these natural systems. For those who saw room for improvement, many commenters asked for more trees. Others asked for more trails throughout the area.

Q12. Which of the following statements best describes how you would rate the convenience of access to parks and recreation facilities in the West Central Area?



Comments ranged depending on the proximity of the commenter to parks and natural areas. Commenters tended to note how close they are to their closest neighborhood park or natural area.

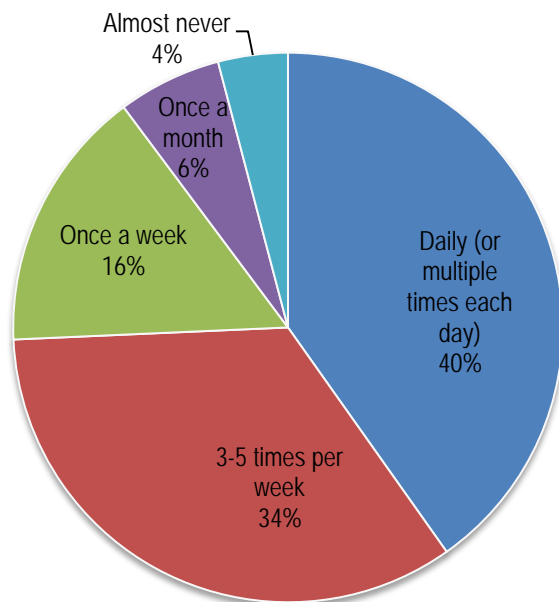
Q13. Which of the following statements best describes how you would rate the convenience of access to natural areas and open space in the West Central Area?



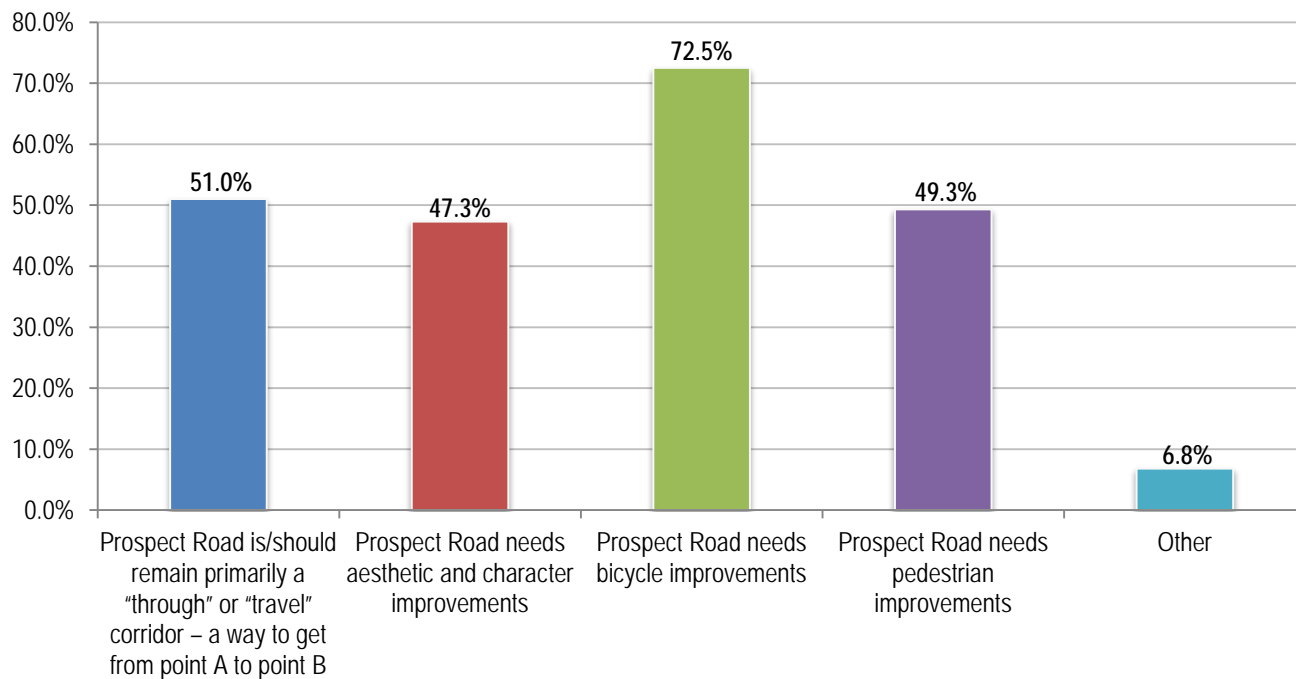
Comments ranged depending on the proximity of the commenter to parks and natural areas. Commenters tended to note how close they are to their closest neighborhood park or natural area.

SECTION E. PROSPECT CORRIDOR

Q14. On average, how often do you travel on Prospect Road through or within the West Central Area?

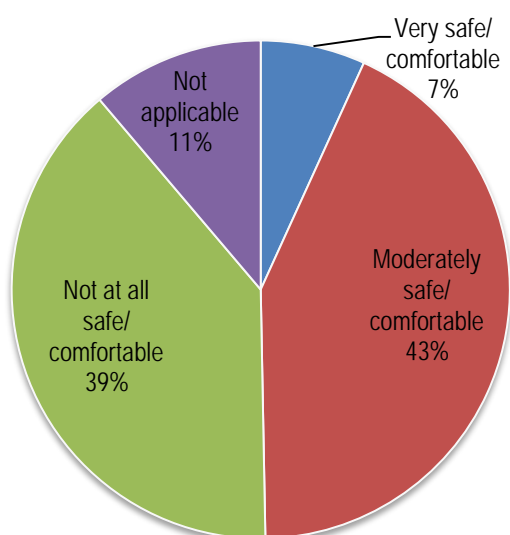


Q15. Which of the following statements describes how you feel about Prospect Road? (Select all that apply.)



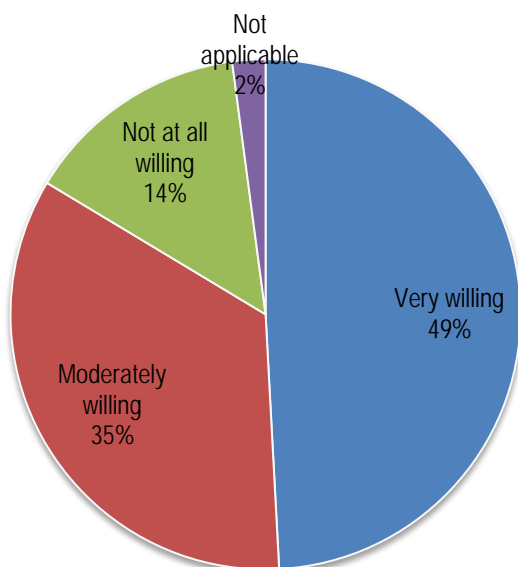
Some commenters thought that pedestrian and bicycle improvements would be the most beneficial, and others called for adding bike lanes and/or widening sidewalks. Others felt that improving connectivity across Prospect to enhance north-south travel would be best. Some thought that moving bikes and pedestrians to parallel streets would make more sense than expanding the infrastructure on Prospect itself. Others opined that they see Prospect as an auto travel corridor and that enhancements should be focused on vehicular travel. Some commenters proposed widening Prospect to add more travel lanes, and others want to see the speed limit raised to encourage quicker travel through the city. Another group suggested making no alterations to Prospect but also not adding significant population to the area to prevent further congestion of the corridor.

Q16. How safe/comfortable do you feel when walking along or crossing Prospect Road?



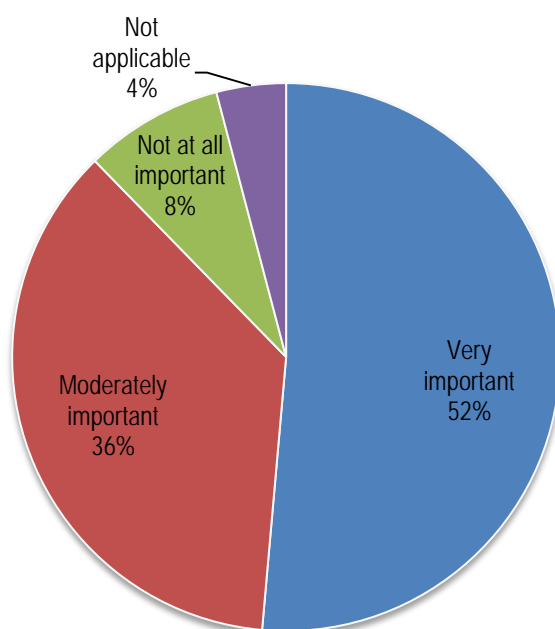
The majority of commenters agreed that Prospect is a dangerous corridor for pedestrians. Many commenters did note that they feel safer on certain sections of Prospect than others. Other commenters said they avoid Prospect entirely because they perceive it as unsafe. The solutions proposed by commenters to the safety issues of Prospect varied.

Q17. How willing would you be to spend 2 additional minutes driving through Prospect Road in order to improve pedestrian comfort and safety?



Many commenters wanted more explanation of the question and wondered how this result could be achieved. Some were skeptical a two-minute delay could be achieved and felt that it might balloon to a longer delay or create delays and congestion elsewhere. Those that were in favor of safety improvements had many ideas, including moving bikes and pedestrians to Lake Street, improving crossings, the addition of bike lanes, or building over/underpasses to alleviate congestion on Prospect.

Q18. How important is it to provide additional north/south pedestrian and bike access to Prospect Road and north/south pedestrian and bike crossings along Prospect Road?



Commenters were split amongst three different outlooks on north/south bike and pedestrian connections across Prospect. One group of commenters did not feel north/south bike and pedestrian connections were the most pressing issue in the West Central Area. Others felt that east/west connectivity deserves more attention. The proposed improvements varied, but many dealt with new over or underpasses to prevent creating further vehicular congestion on Prospect.

SECTION F. GENERAL COMMENTS

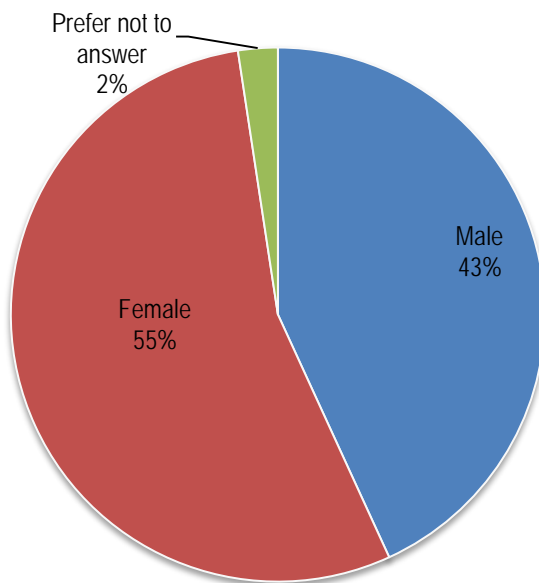
Q19. Do you have any additional comments or thoughts for the West Central Area Plan and/or Prospect Corridor Design?

Comments for this question 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 continued enforcement of the ordinance.

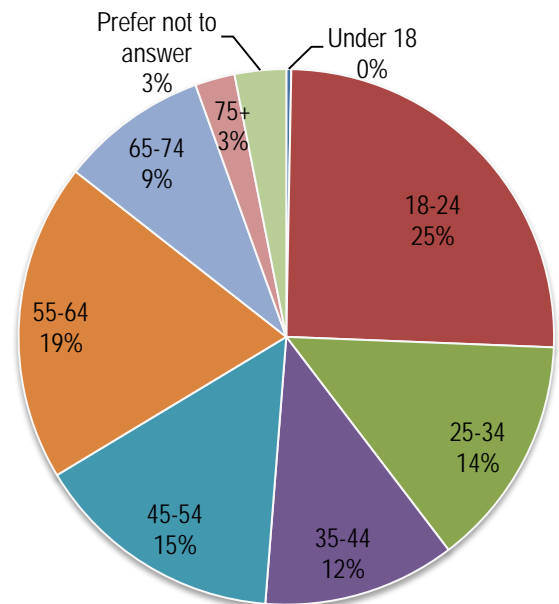
Pedestrian and bike connections were another major theme among commenters. Similar to the comments on other survey questions, many commenters asked for better pedestrian/bike connectivity. The lack of north/south connections was mentioned in numerous comments. Many other commenters advocated for more over/underpasses to enhance pedestrian and bike connectivity. A number of commenters also asked for improved connectivity to trails and other areas of Fort Collins.

SECTION G. DEMOGRAPHICS

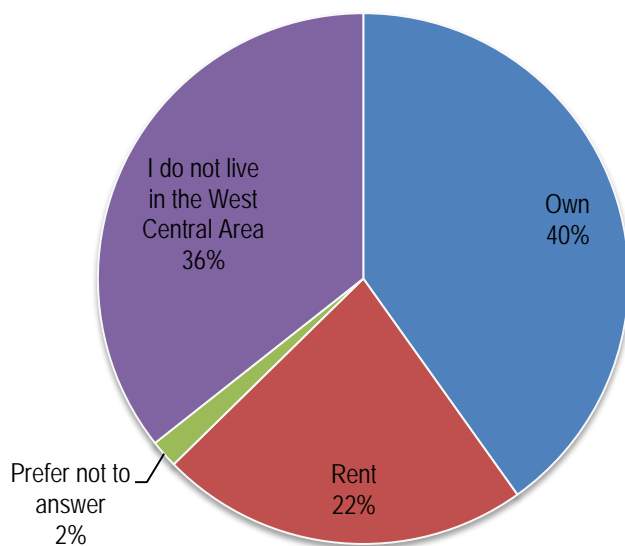
Q20. What is your gender?



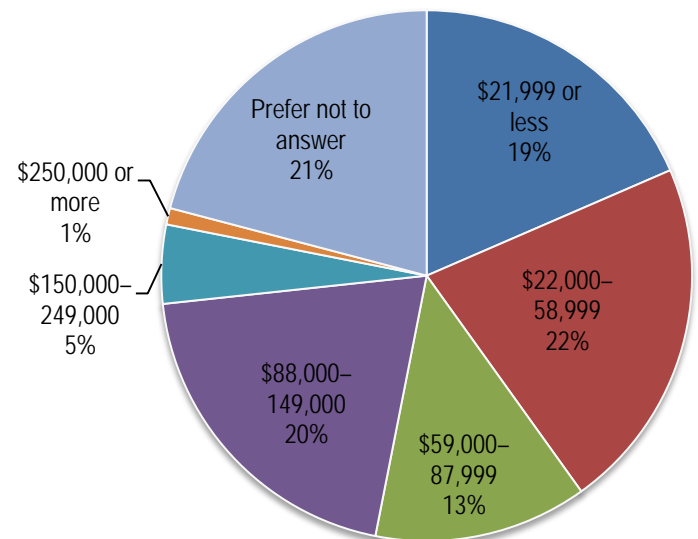
Q21. What is your age?



Q22. If you live in the West Central Area, do you own or rent your residence?



Q23. What is your annual household income?



APPENDIX A – VISIONING SURVEY

1. Using the map to the right, which of the following apply to you? (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 could re-envision land use and neighborhood character within the West Central Area, which of the following is most important to you? (Select up to 3.)

- ☐ Access to cultural and recreational amenities—(e.g., parks, pools, senior center)
- ☐ Access to retail and services
- ☐ Additional employment opportunities
- ☐ Height and architectural compatibility of new buildings
- ☐ Streetscape enhancements – (e.g., sidewalks, street trees, bike lanes)
- ☐ Variety of housing types
- ☐ Other _____

3. The map to the right shows the land within the West Central Area that is currently vacant or may be considered for redevelopment in the near future. Which statement best describes your vision for future housing density (# of housing units or square feet of commercial space per acre) for the areas in yellow and orange?

- ☐ Little or no future change in density
- ☐ Medium density, some new mixed use & multi-family buildings
- ☐ Higher density overall, more mixed use & multi-family buildings

Comments: _____

4. How important is the preservation of historically significant structures (>50 years in age with special historic features) within the West Central Area?

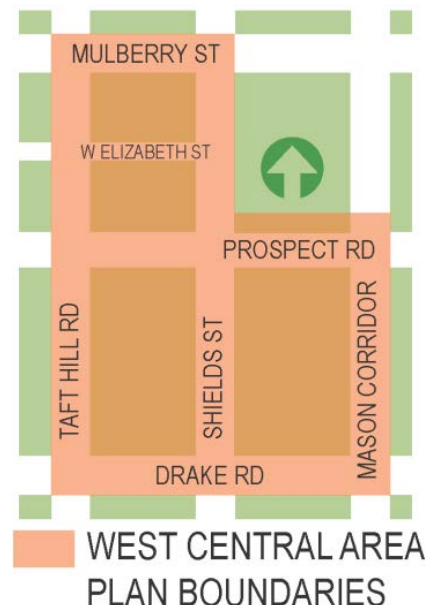
- ☐ Very important
- ☐ Moderately important
- ☐ Not at all important

Comments: _____

5. While there are grocery stores near the West Central Area, there are currently no full-service grocery stores contained within the area. How important is it to provide a neighborhood commercial center with a grocery store, retail stores, and other services within the West Central Area?

- ☐ Very Important
- ☐ Moderately important
- ☐ Not at all important

Comments: _____



Vacant Land & Potential Redevelopment Areas



6. Which of the following statements best describes how you would rate the convenience of parking where you live, work, or attend school in the West Central Area?

- ☐ Very convenient
- ☐ Moderately convenient
- ☐ Not at all convenient
- ☐ Not applicable

Comments:

7. Which statement best describes your daily trips (e.g., to work or school) through or within the West Central Area?

- ☐ Not at all stressful
- ☐ A little stressful
- ☐ Moderately stressful
- ☐ Very stressful
- ☐ Not applicable

Comments:

8. What is the primary mode you use for your daily trips through or within the West Central Area?

- ☐ Bicycle
- ☐ Bus/Transit
- ☐ Car
- ☐ Walking
- ☐ Other _____
- ☐ Not applicable

Comments:

9. If you could re-envision your commute within the West Central Area, which of the following improvements would reduce your stress level most significantly? (Select up to 3.)

- ☐ Additional bike/pedestrian connections to MAX and other transit options
- ☐ Additional bike/pedestrian street crossings—(e.g., marked crosswalk, push button signal)
- ☐ Additional on-street bike lanes
- ☐ Additional trails
- ☐ Additional transit service
- ☐ Roadway enhancements for vehicular efficiency
- ☐ Safer intersections
- ☐ Sidewalk improvements
- ☐ Underpasses across major arterial roads
- ☐ Other _____

Comments:

10. Which of the following areas have the greatest need for pedestrian/bike facilities within the West Central Area? (Select up to 3.)

- ☐ Drake Road
- ☐ Lake Street (north of Prospect Road, adjacent to CSU campus)
- ☐ Mulberry Street
- ☐ Prospect Road
- ☐ Shields Road
- ☐ Taft Hill Road
- ☐ West Elizabeth Street
- ☐ Other _____

Comments:

11. Natural systems within the West Central Area include the network of parks, open space, floodways, urban tree canopy, wildlife habitat, and other natural features. If you could re-envision natural systems within the West Central Area, which of the following do you see as most important? (Select up to 3.)

- ☐ Additional/enhanced wildlife habitat
- ☐ Additional/improved public access along irrigation ditches/canals—(e.g., soft surface trails)
- ☐ Additional open space and parks
- ☐ Improvements to existing open space and parks
- ☐ Increased use of native landscaping—(e.g., xeriscape)
- ☐ Preservation and enhancement of trees and urban tree canopy
- ☐ Stormwater management and drainage enhancements
- ☐ Other _____

12. Which of the following statements best describes how you would rate the convenience of access to parks and recreation facilities in the West Central Area?

- ☐ Very convenient
- ☐ Moderately convenient
- ☐ Not at all convenient

Comments:

13. Which of the following statements best describes how you would rate the convenience of access to natural areas and open space in the West Central Area?

- ☐ Very convenient
- ☐ Moderately convenient
- ☐ Not at all convenient

Comments:

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 to this stretch of Prospect Road.

14. On average, how often do you travel on Prospect Road through or within the West Central Area?

- ☐ Daily (or multiple times each day)
- ☐ 3-5 times per week
- ☐ Once a week
- ☐ Once a month
- ☐ Almost never

15. Which of the following statements describes how you feel about Prospect Road? (Select all that apply.)

- ☐ Prospect Road is/should remain primarily a “through” or “travel” corridor – a way to get from point A to point B
- ☐ Prospect Road needs aesthetic and character improvements
- ☐ Prospect Road needs bicycle improvements
- ☐ Prospect Road needs pedestrian improvements
- ☐ Other _____

Comments:

16. How safe/comfortable do you feel when walking along or crossing Prospect Road?

- ☐ Very safe/comfortable
- ☐ Moderately safe/comfortable
- ☐ Not at all safe/comfortable
- ☐ Not applicable

Comments:

17. How willing would you be to spend 2 additional minutes driving through Prospect Road in order to improve pedestrian comfort and safety?

- ☐ Very willing
- ☐ Moderately willing
- ☐ Not at all willing
- ☐ Not applicable

Comments:

18. How important is it to provide additional north/south pedestrian and bike access to Prospect Road and north/south pedestrian and bike crossings along Prospect Road?

- ☐ Very important
- ☐ Moderately important
- ☐ Not at all important
- ☐ Not applicable

Comments:



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

DEMOGRAPHIC QUESTIONS

20. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Prefer not to answer

21. What is your age?

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

22. 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

23. What is your annual household income?

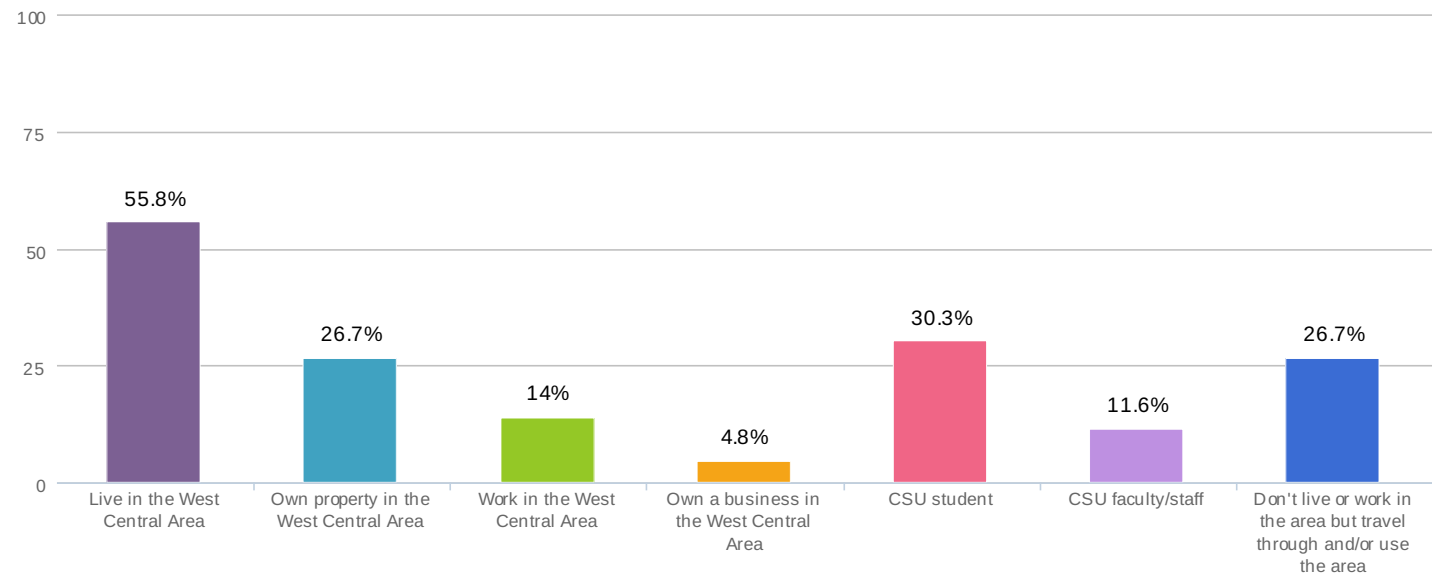
- ☐ \$21,999 or less
- ☐ \$22,000–58,999
- ☐ \$59,000–87,999
- ☐ \$88,000–149,000
- ☐ \$150,000–249,000
- ☐ \$250,000 or more
- ☐ Prefer not to answer

APPENDIX B – FULL SURVEY RESULTS

West Central Area Plan Visioning Survey

Survey: Visioning Survey

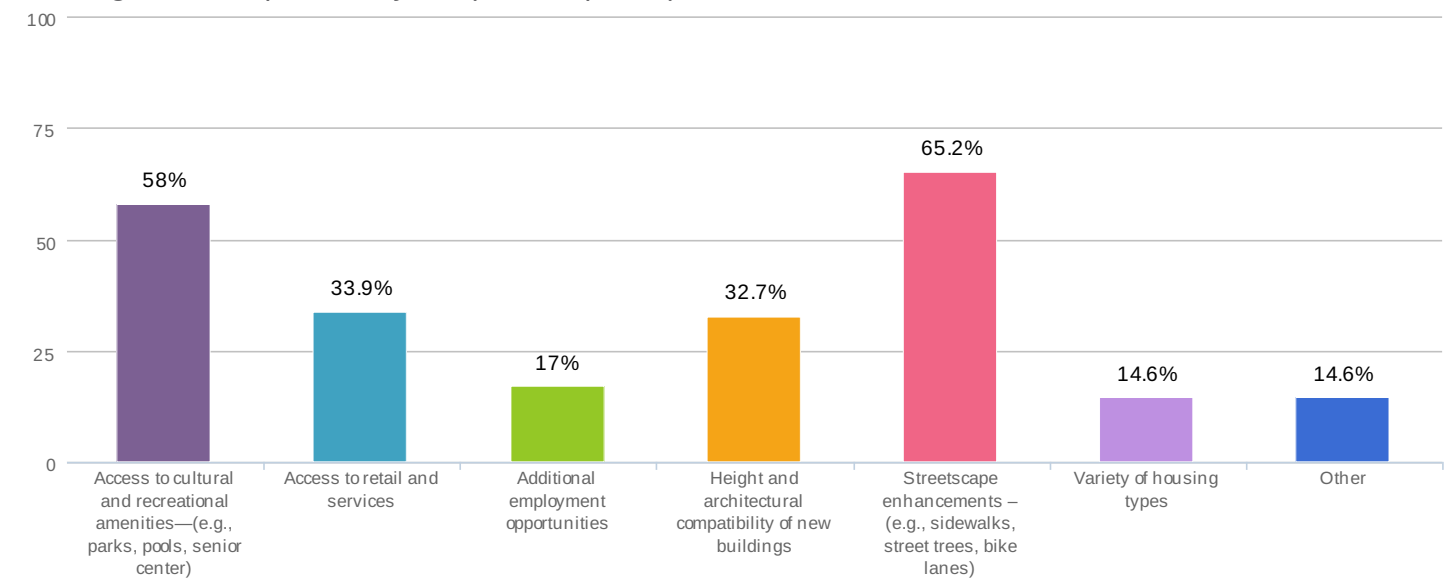
1. Using the map above, which of the following apply to you? (Please select all that apply.)










Live in the West Central Area	55.8%	<div></div>	188
Own property in the West Central Area	26.7%	<div></div>	90
Work in the West Central Area	14.0%	<div></div>	47
Own a business in the West Central Area	4.8%	<div></div>	16
CSU student	30.3%	<div></div>	102
CSU faculty/staff	11.6%	<div></div>	39
Don't live or work in the area but travel through and/or use the area	26.7%	<div></div>	90
Total			337

Statistics	
Total Responses	337
Skipped	0

2. If you could re-envision land use and neighborhood character within the West Central Area, which of the following is most important to you? (Select up to 3.)



Access to cultural and recreational amenities—(e.g., parks, pools, senior center)	58.0%		195
Access to retail and services	33.9%		114
Additional employment opportunities	17.0%		57
Height and architectural compatibility of new buildings	32.7%		110
Streetscape enhancements – (e.g., sidewalks, street trees, bike lanes)	65.2%		219
Variety of housing types	14.6%		49
Other	14.6%		49
Total			336

Statistics

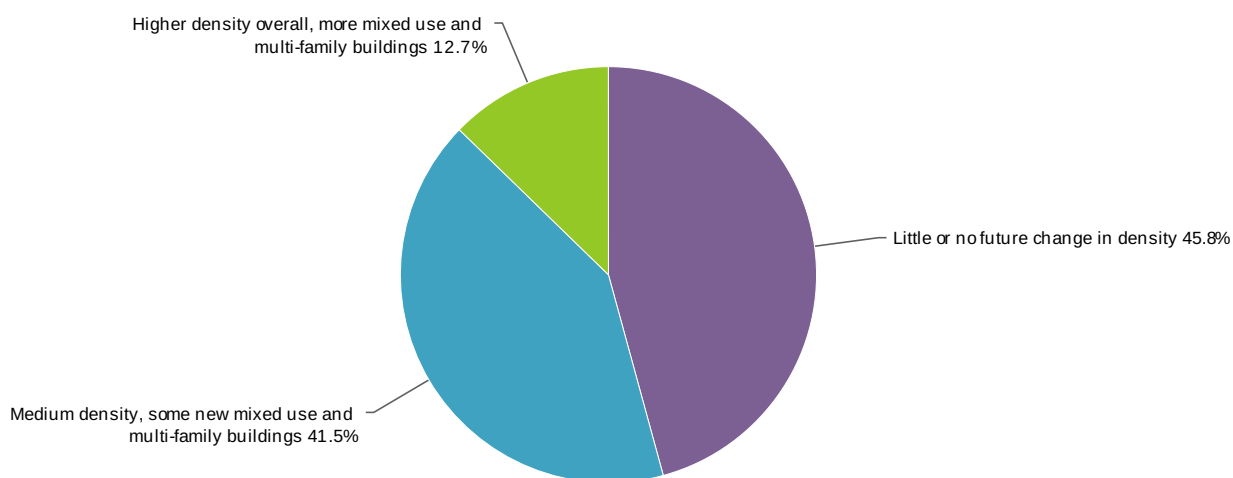
Total Responses	336
Skipped	1

Responses "Other"	Count
Left Blank	288
AFFORDABLE student housing	1
Affordable housing	1
All seem to be true	1
Cleaner roads	1
Disallowance of trailers and boats in front of people's homes	1
Diversity	1
Enforce city ordinances (yards)	1
Fix Prospect between Shields and Riverside	1
Green space though out	1

I think all these are basically fine now	1
I'm a native and Fort Collins is getting too big.	1
Just leave well enough alone. Go fix a problem somewhere. There is no problem to fix here!	1
Keep undeveloped areas undeveloped or created into natural areas/parks	1
Keeping it a family based neighborhood	1
Less traffic congestion!!!	1
Maintaining the U + 2 for neighborhoods	1
More businesses	1
More owner occupied housing	1
Natural Areas	1
Off street bike ways	1
Open space/parks	1
Parking and parking enforcement	1
Protect residential neighborhoods	1
Reserving the area for student housing	1
Sign posted street sweeping days to improve effectiveness of sweeps	1
Single-family homes would be owner occupied and not rentals.	1
THis is not a good question	1
Traffic flow enhancements	1
Variety of business--especially local!	1
access to my home	1
access to nature	1
better upkeep of outside of homes	1
change zoning for housing occupancy. increase to u+3	1
crosswalks	1
cut down on traffic by getting students as close to campus as possible	1
higher density & diversity	1
increased bike safety on Shields	1
leave Village West area alone	1
less students	1
limit the escalation of density (no more huge student housing complexes)	1
preserve single family homes	1

preserve single family housing	1
rental licensing	1
student housing projects	1
swimming pools, churches	1
traffic flow on Prospect, esp. if new stadium is built at CSU	1
update land uses (i.e. "RL" to "LMN")	1
being able to safely get out of my driveway. If cars are parked bumper to bumper, I cannot see over or through them.	1
Add park space to accomodate density growth (and not just in Rolland Moore (too far away for small children)	1

3. The map below shows the land within the West Central Area that is currently vacant or may be considered for redevelopment in the near future. Which statement best describes your vision for future housing density (number of housing units or square feet of commercial space per acre) for the areas in yellow and orange?



				Statistics	
Little or no future change in density	45.8%		151	Total Responses	330
Medium density, some new mixed use and multi-family buildings	41.5%		137	Skipped	7
Higher density overall, more mixed use and multi-family buildings	12.7%		42		
			Total	330	

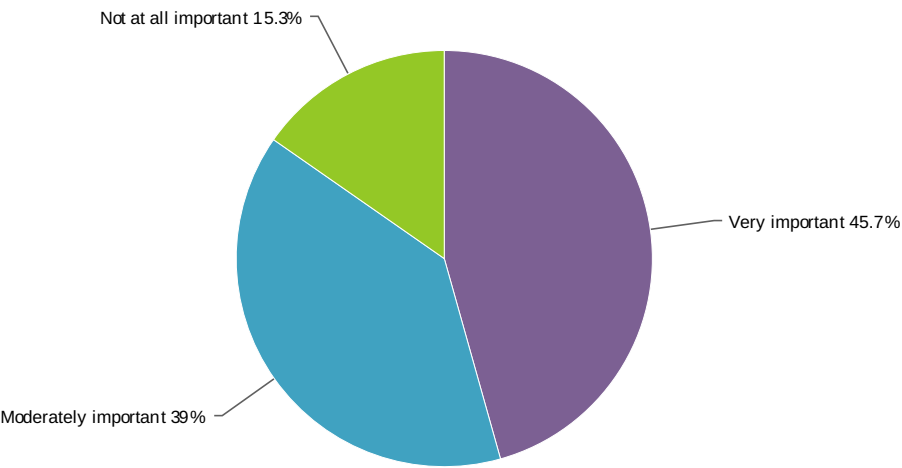
Comments

Count	Response
1	A mixture of small houses, large houses, and apartment units would be best.
1	Affordable community housing and open space
1	Close proximity to campus - apartment or condo complexes would be successful.
1	High Density housing should be limited to major thoroughfares to preserve the neighbor settings.
1	Higher density near the university. Decreasing farther away. Respecting neighborhood integrity.
1	Housing geared toward family not college
1	I can only assume the greenish-yellowish areas are vacant land. .hard to tell
1	I do not believe roads can handle any additional density.
1	I like the Natural areas that are available as parks and scenery
1	I'd like to see more mixed use, dominated by commercial and student housing.
1	Keep "you plus two" enforcement in place.
1	Keep ALL structures out of Spring Creek flood plain and flood way. including parking structures
1	Keep some open space!
1	Keep space between buildings
1	Leave as is
1	Leave some of it alone
1	Less multi-family buildings; bring more young families to this neighborhood
1	Less rentals; enforce no more than 3 unrelated
1	Look for some commercial opportunities.
1	Mixed housing in one thing, but where are all these new cars going to park?
1	No density changes in Village West and
1	Parking is already an issue! Too much open space is already being consumed.
1	Population density increases to date near CSU has had adverse impacts on residents in the area.
1	Some lots are larger and need better zoning to allow for development
1	This open area is something unique and well integrated which few cities can boast of.
1	Why aren't we building housing for people that work at CSU as well as the students?
1	With addition of student apartments, density will already be substantially increased.
1	With public transit & bike lanes.
1	have services built in so that a community emerges that doesn't rely on lots of traveling.
1	less density overall, the open fields and spaces make the area feel more welcoming

1	Leave some open area with natural area, community gardens, and architecture control. No more ugly buildings like the Summit Apt Building. That should have never been approved. It is an eye sore.
1	student and resident need lower cost living solutions. not everyone can afford today's rental rates
1	Depends on which area you're talking about. Mason Corridor and 2 blocks east higher density. The rest of the area needs to be looked at neighborhood specific; adjacency to CSU, etc. I feel like so far this survey is biasing toward overgeneralization.
1	The buy and scrape effect is what bothers me. I bought in a developed area thinking it was little or no change in sight. The developers come in with little or no feelings for anything but how much money they can make then they leave. City council seems to support this, without regard to sufficient offstreet parking.
1	Corner of Drake & Taft (north/east corner) has "outdated" land use code. Needs to be more progressive with current economic/public needs.
1	So few of these spaces left...only medium density if it might work. But little change to density best as the area is so well defined presently
1	I am very concerned with the increased density of housing and how much more will be shoe-horned into our neighborhoods with the projected growth of CSU.
1	This area is adjacent to CSU and therefore needs to accomodate the needs of students to reduce vehicle miles traveled and sprawl in FoCo
1	I would prefer mixed use buildings that slightly increase density, but offer more retail and employment opportunities in the area as well.
1	Parking is important to me and forms of housing that helps get cars off the streets and into lots is appreciated.
1	We have already pushed the density limits and are altering the previous character of the neighborhoods.
1	I believe higher density will create negative desirability for present pockets of single family homes.
1	Area of Centre may be compatible with medium density but any area that is primarily residential should remain low density.
1	The monster complex on Plum street probably increased the density of that street by 10 times or more. That is too much.
1	Current housing density promotes the appeal of Fort Collins as a whole. Being in a city that has the appeal of a smaller town while still having a variety of excellent shops and bars/restaurants is paramount in my decision to continue to live in Fort Collins.
1	Current undeveloped areas, including privately owned property, continue as undeveloped, open space, natural areas, or parks.
1	I'd like to see affordable town homes/duplexes for seniors. Good access to the Sr. Center, MAX and campus makes it desirable for older adults. Also their addition to the neighborhood creates a more diverse neighborhood and balances the younger population.
1	Avery Park is marked yellow. That should not be considered vacant land. Roland Moore Park isn't marked yellow. How could this even be a thought?
1	We've got more than enough density as it is, thank you. I'd much rather see outdoor spaces, community gardens, etc.
1	Overall density should only modestly increase' Their should be 'islands' of high density multi-family residences surrounded by zero density Parks and Natural Areas.
1	Would want low density, single family, residential use for these areas to not negatively impact this residential area.
1	It was mentioned this is already the most dense population concentration in FC-- it should not become more so.

1	Should be context sensitive since there is a great variety of of land available and each will impact its area differently
1	We bought here three decades ago for several reasons - LOW DENSITY - NO STUDENT HOUSING IN THE AREA - SEE NUMBER ONE!
1	Land use code densities already allow atrocities like Summit and Grove. Why no choice for less density on infill parcels? Bias.
1	Smaller multifamily and mixed use for mixed demographic groups (students, working people, older people); more desirable neighborhood-focused walkable services to support added density. Discourage new development in floodplains.
1	I might be inclined to say medium density if Propect and Shields and College weren't already overly congested. To increase density, you need to increase the number of people who do not drive everywhere.
1	OK with higher density student housing - but not in single family homes. Preserve some open space
1	This area of town already has some of the highest density. Development and redevelopment should consider the character of the established neighborhood that is adjacent to the property in question.
1	I don't want to see unsightly and poorly planned buildings, such as The District on Plum and City Park. It was crammed into our neighborhood like an over-sized, bee hive or ant nest. I don't want to have to contend with the lack of insight and reality (frankly) with regard to an "acceptable" amount of parking places. CSU students come to Colorado to drive up to the mountains for recreation--not to take the bus around town. As he referred to current trends in City Council decision-making; Kelly Olson was right when I heard him say, "This is is not our finest hour!"
1	If U+2 were repealed no further development would be necessary, especially something such as the expensive eyesore that is "the summit on college"
1	There are obvious corridors within the area (Elizabeth, Prospect between College & Whitcomb) that could be that high density would fit well with.
1	Increased densities are essential for transit, and to attract appropriate commercial activities. Dense, mixed use projects should be encouraged at major intersections and near the MAX.
1	I'm worried that an increase in housing may make housing prices and rent prices go up so much that students and families will have a hard time being able to afford prices.
1	Much of this area is already fairly high-density- we don't see any reason for increasing density further. Also, retain the 3-unrelated rule.

4. How important is the preservation of historically significant structures (>50 years in age with special historic features) within the West Central Area?



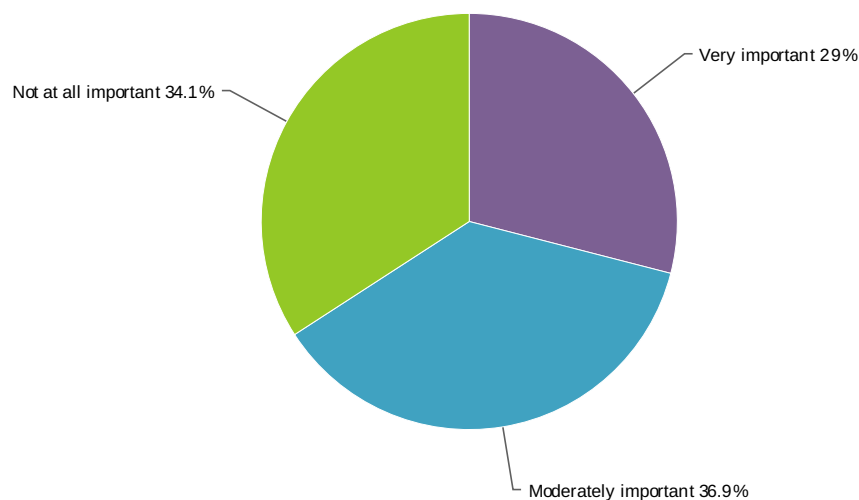
				Statistics	
Very important	45.7%	<div><div></div></div>		Total Responses	333
Moderately important	39.0%	<div><div></div></div>		Skipped	4
Not at all important	15.3%	<div><div></div></div>			
Total				333	

Comments

Count	Response
1	Affordability, safety and practicality is what is most important.
1	Although, there can't be many.
1	Are there any?
1	Each case needs to be looked at individually. Some will be very important. Some not.
1	Historical areas/neighborhoods and not just structures should be the priority.
1	I don't see any in my neighborhood, built since 1999.
1	I'm not familiar with any of these structures.
1	It is a part of our history and tells the story of Fort Collins!
1	It is critical to save older structures so we do not lose our sense of history
1	Most of west central neighborhood structures are nothing special.
1	Somewhat important, depending on the structure.
1	They're not building any new historic structures. Protect what has been.
1	What historical structures? Haven't noticed any in the last 22 years I've lived here
1	With special historic features!
1	Practically all of the homes are 1950's ranch houses which are not historically important or worth preserving
1	progress is only possible with change. I believe historical homes should only be kept if something eventful occurred there, not just determined on the age. Also, the owner of the property should have final say on property.
1	It is the older architecture in Fort Collins that makes it a non-cookie cutter community. It is one of the reasons I moved here. renovate the old before tearing it down for the new,
1	You shouldn't allow the old house on the corner of Springfield and Shields to be torn down. It's historical!
1	It is just as important to preserve the historical character of the neighborhoods in this area and CSU can build affordable housing for it's students without destroying these neighborhoods that can provide affordable housing for NON-STUDENTS.
1	There are too many regulations with historic buildings. Further, not many in this area are visually important.
1	The historic architecture of Fort Collins is a distinctive trait in the town's identity that brings an atmosphere of tradition and well established culture. Buildings of age should be restored if needed but I would be sad to see them demolished.
1	There needs to be an architecture plan and design for the city. Also roads needs to be planned and designed for growth.
1	The city needs to have a better architectural plan on the design of buildings. No more Summit Apt Buildings. What a ugly building, to tall, blocks the foothills from College Avenue. The City keeps believing that people and students are not going to drive their cars. That is ridiculous, just because you want it so does not make it reality. Build adequate parking and put lots of trees to make shade and pleasing to the eye.
1	Preservation of Historic is important. However I think it should go deeper than 50 years, frankly a home built in 1964 is not historic unless it is mid-century modern from the early 50's and back. Most are not historic.
1	Old buildings are just that old building and they dont function well for current use. I really like my first computer but it just does not work any more. There is almost nothing in the are worth saving.

1	This area may have historic structures with special features because it contains older neighborhoods. The ability to retain important historic structures is important to the character of the city and adds to historic interest that is unique to Fort Collins
1	Very important if the structure has been cared for in the past. Some of the older homes have been beat to pieces with renters.
1	There is some pretty crappy housing that may have been built in 1960 or before....clearly not worth saving.
1	but the single story retail/office spaces could definitely be built UP - not OUT (like the Rite Aid, health offices, etc.)
1	Of course this all depends on how you define "historically significant" buildings. Let's try to have the new buildings fit in better. We're not Manhattan, New York--for gosh sake!!!
1	I think it will be important to quickly evaluate the real historic significance, and not bog down development/redevelopment by assessing ALL structures that are >50 years...because a lot of the buildings will be approaching that criterion. Look to see if a historic district makes sense, rather than continually evaluating each new project on a case-by-case basis.
1	Just because a house is 50+ does not make it historic. That age criteria needs to be changed. When it was written it may have been reasonable but in 2014 many houses 50 yrs old have no historical significance nor are they worth saving.
1	Most homes in the west central area in a few years will be 50 plus so this is not really feasible...or expected.

5. While there are grocery stores near the West Central Area, there are currently no full-service grocery stores contained within the area. How important is it to provide a neighborhood commercial center with a grocery store, retail stores, and other services within the West Central Area?



Very important	29.0%	<div><div style="width: 29.0%;"></div></div>	96
Moderately important	36.9%	<div><div style="width: 36.9%;"></div></div>	122
Not at all important	34.1%	<div><div style="width: 34.1%;"></div></div>	113
Total			331

Statistics	
Total Responses	331
Skipped	6

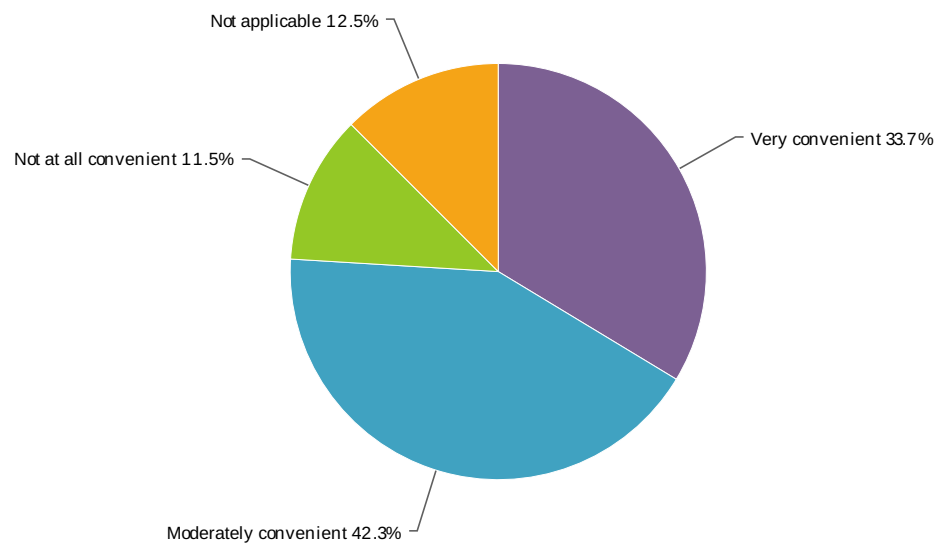
Comments

Count	Response
1	But let's make sure to include enough parking!
1	Edges should count as being in area
1	Good enough now
1	I am fine with what is available now.
1	I don't need any big boxes.
1	I live one block away from one of the grocery stores just outside the boundary.
1	It depends if you expand on current buildings or take use of vacant green land.
1	It would reduce congestion if we didn't have to drive to pick up a few groceries
1	King Soopers at Taft and Elizabeth are close enough
1	King Soopers is just down the road at Taft & Elizabeth, that's close enough
1	King Soopers on Taft Hill works well-same with the Safeway in Old Town
1	King Soopers on Taft/Elizabeth doesn't count?
1	Many close by
1	Need to consider location with the Safeway and King Soopers on Taft Hill
1	Not needed - Steele's going belly-up years ago should have proved that point.
1	On the edges there are grocery stores.. like king soopers at college and safeway at taft
1	Plenty of commercial stores within the area
1	Safeway (perhaps others) right across the street. See Drake and Taft Hill.
1	Safeway on Drake/Taft plus surrounding stores is extremely valuable.
1	That would be up to the people who live there. I have no opinion.
1	The Drake Center would benefit by reopening as an area for entertainment, food, bars, etc.
1	The old Steele's should become a community urban ag market, much like Source in Denver.
1	There are enough grocery stores!
1	There are plenty of grocery stores on the periphery of the WCN area.
1	There are some full service grocery stores bordering the area
1	There are stores very close to that area.
1	These are the features that help knit a neighborhood together.
1	They are just outside....on the other side of street so not really a valid question
1	Trail access to large stores on the perimeter is adequate.
1	We already have Drake Center--use it and don't create new buildings

1	While there are none within the area, there are plenty within easy biking distance
1	for students
1	grocery store are close enough
1	grocery stores are not that far away from any place within this area
1	People have so many ways to commute, I don't think building a full-service grocery store in this area is very practical.
1	Drake Center failed - no there there. Small neighborhood infill retail would be good. Looking at you, Otterbox.
1	It would be good, but there are several on the fringes so to improve accessibility, the center would have to be more central, along or close to Shields.
1	This is an important issue that was also addressed in the previous plan and is essential to reduce short automobile trips. Reducing parking for multifamily structures requires that grocery stores are located within walking distance.
1	We have Safeway- Taft/Drake and King Soopers @ Elizabeth/Taft. We need NO MORE GROC STORE OR GAS STATIONS>
1	King soopers and Safeway are literally just outside these boundaries. We don't need another grocery store
1	Developing a full service neighborhood will reduce vehicle miles traveled, traffic and improve livability
1	Existing grocery stores are close enough around the perimeter that adding another one doesn't seem necessary.
1	There are a number of large grocery stores w/in a reasonable distance away. The economics would not bear out that sort of investment b-cuz this city restricts density & there are not enough residents to justify another store.
1	there are plenty of grocery stores near residential area, and are easy to take a bus to as a student.
1	Safeway and KS are very close. Remember a previous Safeway failed. If one is built - it should not be a strip mall type area - but build UP with professional office spaces too
1	But not a 7-11 or convenience store. Would much prefer existing situation than another 7-11! Round-the-clock, expensive, poor food options, gas operation.
1	The King Sooper's on Elizabeth and Taft Hill is accessible. A TransFort route from the south side of CSU's campus (Pitkin St.) to the Elizabeth/Taft Hill intersection would greatly increase accessibility of the grocery store for CSU on-campus students with no vehicles.
1	the king soopers on taft hill is perfect for the area since this area is so small. Its such a short bike ride/car ride, that its great how it is
1	"Provide" is an ambiguous term: I remain neutral on a grocery store (up to businesses financial needs), but do not support government subsidies to acquire one.
1	Full service grocery stores are available on several edges of the neighborhood, within 2 miles of most residents. One commercial center within the neighborhood would make it within easier walking distance.
1	building community to that residents can shop locally rather than drive or travel all over the city for daily goods and services.
1	Currently, there is a noticeable gap in services within the area. It would be important to consider the surrounding neighborhoods, but increased access to retail etc. would limit the distance resident would have to go to use services like groceries.
1	I am in the area between Shields and College- would love to have a small grocery/natural foods market within walking distance. Right now I either drive or ride bike to the King Soopers on College or Taft. I am over 65 and there will come a time when I would rather walk that ride a bicycle to the grocery.
1	King Supers on west end of area- Taft/W. Eliz. Safeway at Drake & Taft. Farmers Market - Drake & Shields

1	Commercial centers already exist within the area that are adequate. Just on the boundaries are commercial centers that already cater to our neighborhood.
1	I would love to see a smaller local or natural foods market- similar to Natural Grocers, Beavers or Sprouts within walking distance
1	A good small neighborhood grocery store like Beaver's Market with safe bike and pedestrian access is a great asset and reduces the need for neighbors to drive every time they need something from the store.
1	There is a large Kroger immediately abutting this area. I lived in the house I still own there for nearly 7 years. Always felt grocery store was close enough.
1	Supermarkets and retail stores are all within close enough proximity. Also, public transportation and good roads are present.
1	This has always puzzled me why not - so many people live in this area and to have to drive/bike a mile or more is not to my liking
1	It may be necessary for individuals with limited mobility or potential disabilities to have closer/easier access to a grocery store, rather than having to travel down to College Ave or up to Taft Hill Rd. It is important to meet the needs of ALL Fort Collins residents.
1	How lazy are we that two miles to a store is a burden. At most consider a Beaver's style neighborhood grocer, not a KS, etc.
1	King Soopers is at Elizabeth And Taft. So a grocery isn't needed, however a fresh restaurant row would really be nice.
1	There's a safeway right there, and on the corner of elizabeth and taft there is a king scoopers. It's not bad at all the way it is.
1	Safeway and King Sooper are close enough to be considered in the West Central Area. It's important to keep these existing full-service grocers.
1	It's a huge pain to have to travel all the way to Harmony Rd and/or College Ave for any shopping needs, especially in traffic.
1	Having a grocery store at, say, Drake and Shields would be phenomenal. However, I do not want to see another large shopping complex built on currently undeveloped land.
1	Most people I know, myself included, choose our grocery store based on more factors than proximity. I do almost all my shopping at Vitamin Cottage which is almost as far as I can get from my house, so adding more groceries closer would only make a difference in my shopping if it was a new Vitamin Cottage.
1	I'd much rather travel to a commercial, retail center than have them exist in our neighborhood. I don't know what a full-service grocery store is but what we have nearby is more than adequate.
1	I don't think this area lacks services, and there are three full-service grocery stores plus Whole Foods adjacent to the plan boundary. What would be nice is a smaller-scale grocery store, like Beavers, that was centrally located and within walking distance that met a good portion of the shopping needs.

6. Which of the following statements best describes how you would rate the convenience of parking where you live, work, or attend school in the West Central Area?



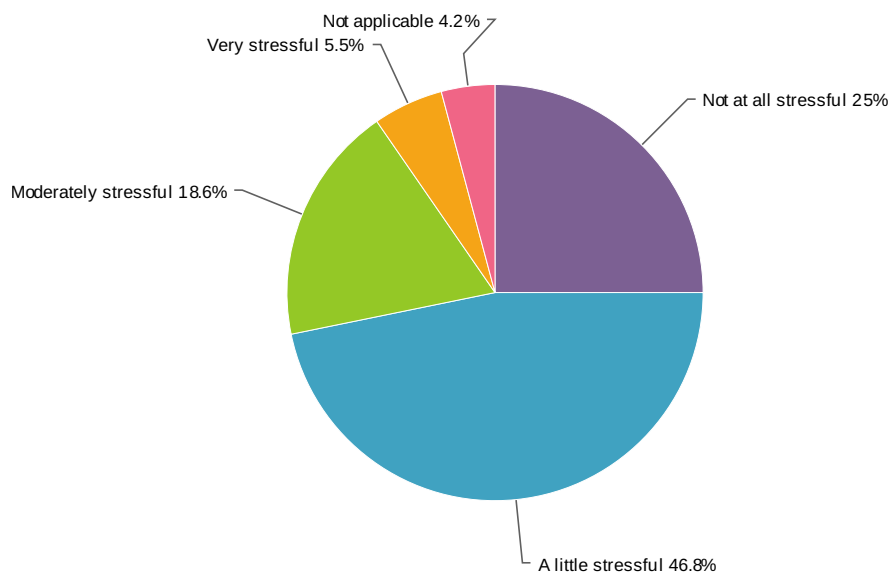
				Statistics	
Very convenient	33.7%	<div><div></div></div>	105	Total Responses	312
Moderately convenient	42.3%	<div><div></div></div>	132	Skipped	6
Not at all convenient	11.5%	<div><div></div></div>	36		
Not applicable	12.5%	<div><div></div></div>	39		
Total			312		

Comments

Count	Response
1	A city lot would go a long way, just a average size lot, not a building.
1	Although over occupancy can tax the street parking at times.
1	Church is convenient
1	I bike to work
1	I can get anywhere I need to in the area.
1	I can park my bicycle almost anywhere
1	I commute through with a few stops on the way to and from work.
1	I have a garage at my town home and walk to work
1	I live in a Multi-unit complex with good parking.
1	I live in a home with a driveway.
1	I park in my own (owned) garage, not on the street.
1	Mostly get around town by bike. Don't give parking much thought, so probably there's enough.
1	My own driveway
1	No real parking issues where I am near Red Fox Meadows
1	Not a resident No opinion
1	Student over occupancy hinders somewhat.
1	The City approved our sub-division with very little street parking available.
1	There is already closer parking on campus enough to suffice for most.
1	Too many cars and lack of space where I live, work and go to school
1	Too many college rental vehicles
1	West Stuart and Yorkshire
1	With a larger proportion of renters in the neighborhood, this could decline quickly
1	much improved since the Sheely parking zone started
1	there is plenty of parking where I live and I usually walk to work, so parking is not an issue.
1	Our neighborhood has recently established a permit parking program because of overflow parking from CSU. The student/staff parking in this area has long been a problem issue which is not easily solved when the parking permits at CSU rise in price each year.
1	Parking around campus is a joke. They are expecting to expand the size and volume of campus but they do not have enough parking to accommodate all the staff and students here at CSU.
1	Colorado State University and the immediate surrounding areas are not commuter friendly and must be updated to accommodate student parking needs in a safe and affordable way.
1	It's OK in the summer, worse during the school year, and it will be even worse once these 5000

1	I regularly park in my driveway and on the street in front of my house. I don't very often have trouble finding a spot.
1	We have a driveway & garage, so parking at home is easy. Parking at CSU is another matter. Even with an A sticker, you have to get there early to get a space.
1	Campus West in particular is a disaster; small parking lots with nowhere else to park during peak business hours
1	I would hope that a home owner in this area never loses this convenience - there are times when my drive way is blocked or almost blocked - that is my main concern.
1	Not the best question. I want to be able to park at my home and currently have that taken care of. I bike to work and my children can bike to school
1	Which translates to "just the way it should be". DO NOT keep to the assumption that there is excess capacity the a bunch of apartment houses could make use of at our neighborhoods' expense.
1	Rams village is right next to everything, I have everything I need within a short bike ride or walking distance
1	Some of the parking in the commercial areas along Elizabeth is quite constrained, but not impossible.
1	When I park in the area, it's primarily in Campus West - during the school year it can get crowded at peak times.
1	I'm less concerned about parking availability, and more concerned that the area be safe and convenient with respect to other modes of transportation.
1	Walking a short distance is good for ably-fit persons. Parking for residents will be important especially with over-crowded stadium parking, student housing, etc. Make parking part of builders' responsibilities. The 'Tenement-looking structure on College is a case in point.
1	DO NOT OPTIMIZE FOR PARKING. Ft. Collins should promote higher bicycle and mass transport use, not cars!
1	Parking at CSU is expensive and almost non-existent. If you give up your space during the day, you will not find any parking until the next morning.

7. Which statement best describes your daily trips (e.g., to work or school) through or within the West Central Area?



Not at all stressful	25.0%	<div><div style="width: 25.0%;"></div></div>	78
A little stressful	46.8%	<div><div style="width: 46.8%;"></div></div>	146
Moderately stressful	18.6%	<div><div style="width: 18.6%;"></div></div>	58
Very stressful	5.5%	<div><div style="width: 5.5%;"></div></div>	17
Not applicable	4.2%	<div><div style="width: 4.2%;"></div></div>	13
Total			312

Statistics

Total Responses	312
Skipped	6

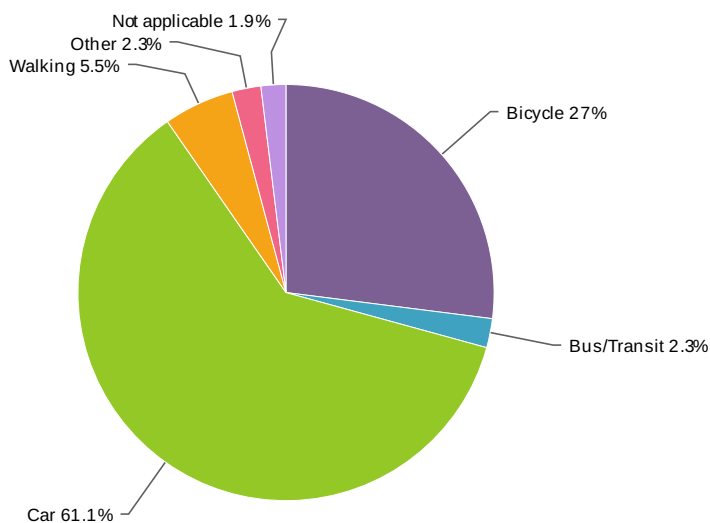
Comments

Count	Response
1	8 am
1	All of the construction makes getting to work and class more stressful
1	Because I primarily use a bicycle.
1	Bike riders often ignore stop signs
1	Biking along Shields can be a bit hectic in the morning; otherwise my commute is fine.
1	Construction tends to block a lot of the main entry/exit roads
1	Crossing major streets with bicycle stressful
1	Cycling down Shields is scary
1	Depends on time of day - peak times can be stressful.
1	Driving on Prospect is difficult when students are in session (fall/spring).
1	Getting across Shields can be rough. Too much broken glass and crud on the roads
1	I bike and some cars are not very respectful
1	I commute by bicycle.
1	I have grandchildren at Bennett and getting there off of Shields is a problem many times
1	I mostly bike
1	I walk to avoid traffic/parking.
1	It only really gets bad around rush hour during the school year.
1	Morning commute with trains!
1	Only because of the traffic caused by construction, otherwise it used to be fine.
1	Only really stressful at peak travel times.
1	People on bikes
1	Replace pavement on College
1	Retired
1	Riding in general is less stressful than driving.
1	SO LEAVE IT ALONE!
1	Some lanes are too narrow and cause traffic problems
1	The Drake/Shields intersection is the most stressful part of my bicycle commute.
1	The amount of stress of the trip has more to do with the task than the trip itself.
1	There is not a West bound bike lane on Mulberry.
1	Traffic bad during school year

1	Traffic flow along this section of Drake is poor
1	Very stressful when CSU in session; otherwise Not so.
1	Walking/biking Prospect needs improvement.
1	construction and intersection back ups at Drake/Prospect and College
1	more info on 1-way traffic management during football games [at Hughes]
1	more stressful when I bike commute than when I drive
1	ongoing major construction, random-behavior bike traffic are problematic.
1	sometimes going East on Prospect near rush our 4:45 - 6 pm can be stressful.
1	very stressful especially when CSU is in session.
1	Ft Collins needs to densify to reduce vehicle miles traveled and sprawl. This neighborhood is an ideal candidate for that worthy objective.
1	at night, many on bicycles don't have lights. Occasionally, a bicyclist will be on the wrong side of the road.
1	I live just south of Mulberry near the golf course. I try to bike commute but it is horrible. One lane going east, no lanes going west. I am fine with jumping on Magnolia for my commute to work or to Old Town, but west of City Park Ave. is a disaster for bikers.
1	I use Elizabeth frequently and often drive further down south for work and friends and find the open space and foliage very relaxing. I enjoy the wide roads and also feel very safe in the area at all times, which is very important to me
1	Mostly, not at all stressful because I primarily ride my bike and utilize spring creek trail. But turning onto and driving on Shields can be stressful.
1	I travel (currently) from Taft and Harmony up Taft to Prospect then on to campus. The traffic on Taft can be a bit crazy depending on the time of day but it's not as bad as traveling College Ave.
1	Typically very easy. On occasion some congestion. Biking on major roads is more stressful than the (generally) well connected routes off main streets. It would be nice if those were promoted a little more. Also (after reviewing #9, cross walks seem to generally be less respected when they exist alone vs at lights, which makes crossing sometimes difficult.
1	depends on if CSU is in session or not / stress caused by bike and pedestrian traffic that is not paying attention
1	It's very difficult to return to my home from work on east Prospect, between 3:30-6:30 p.m.; and it is going to get a lot worse when the District (and Scott Plaza) begin to fill up with car-driving students.
1	Having driven the freeways of California Fort Collins traffic and driver behavior is far superior.
1	Depends on the time of day. Prospect and Shields streets can be very congested and Prospect has the added issue of train traffic.
1	Between Mulberry and Prospect, accessing Shields Street from side streets is often difficult. Do not like the re-alignment of lanes on Laurel Street. The south side of Laurel should be returned to parking spaces (and the north side, too).
1	Prospect Ave. between Shields and College can be quite congested when CSU classes are in session; traffic leaving the southern part of the campus onto Prospect is dense. Other perimeter streets similarly are impacted: Laurel, Shields and College.

1	walk to sr. center, have gotten used to driving shields to go north and south. college traffic a problem sometimes.
1	Particularly during busy times - morning and evening commutes; school travel time, especially around Rocky Mountain High School and Blevins Middle School, etc.
1	The lights are poorly timed (do any sensors even work?) and add to the overall very poor traffic management in Fort Collins.
1	There is a TON of traffic around the King Soopers on Taft. It's always exhausting if I drive to the store instead of walking.
1	Prospect Street needs to be expanded. Leave open area, put in community gardens, and make it a community area and recreation center. CSU is an Agricultural Land Base College, embrace it and use the area to the south to help in defining that and add to the culture of For Collins.
1	Very little traffic enforcement, and when there is enforcement officers overlook bicyclist who brake most of the laws, instead focusing on motorists.
1	Getting out of the neighborhood turning left from Clearview onto Taft Hill is often very difficult.
1	Many turning lanes and road infrastructure cannot accommodate the volume of students arriving on the CSU campus in the morning and leaving in the late afternoon. The large volume of students causes blockages to major intersections. This increases confusion for drivers which may lead to more accidents.
1	Trying to get on and off of the CSU campus via Prospect Rd. BIG delays on Whitcomb and Prospect every day between 4-5...can't imagine how everyone is going to leave campus if they build the stadium in that area...is anyone doing any studies on the evacuation time via car to get 35,000 students plus faculty/staff off the campus for emergency or when Tony Frank calls a snow day at 10 am?
1	I experience the most stress when I need to go East on Prospect during 4:30 - 6 pm. Once it took me almost half an hour to get to the King Soopers on College from my home on Shields.
1	Driving Shields between Prospect and Mulberry during academic year is stressful because of bikers, boarders and pedestrians crossing Shields unsafely. I avoid Prospect between Shields and College as much as possible.
1	Driving on Shields between Mulberry and Drake can be stressful because of all the campus traffic, especially between 4:30-6.
1	Traffic calming is especially needed at Prospect and Shields. Max transit/Bike trail/ railroad/ traffic lights need better programming to allow cars not to back up into College Ave, and coordinate vehicle flow, especially when the bike light is triggered just after/during a Max transit or railroad crossing.

8. What is the primary mode you use for your daily trips through or within the West Central Area?



				Statistics	
Bicycle	27.0%	<div><div></div></div>	84	Total Responses	311
Bus/Transit	2.3%	<div><div></div></div>	7	Skipped	7
Car	61.1%	<div><div></div></div>	190		
Walking	5.5%	<div><div></div></div>	17		
Other	2.3%	<div><div></div></div>	7		
Not applicable	1.9%	<div><div></div></div>	6		
Total			311		

Responses "Other"	Count
Left Blank	331
Bicycle and Car 50/50	1
Mixed bike,car and walking	1
Moped	1
pickup	2
walk/bike/bus/car	1

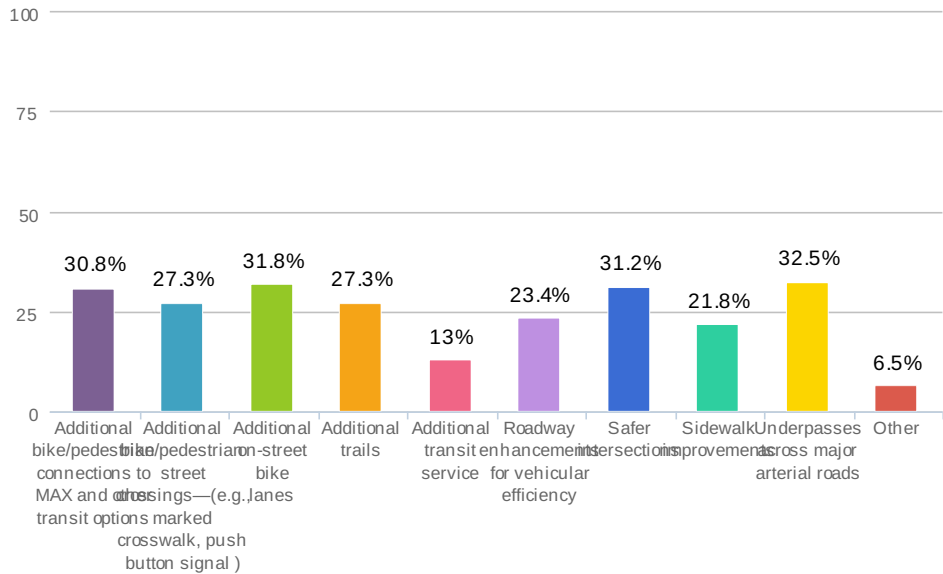
Comments

Count	Response
1	50 % car 50% bike
1	Also bike and walking.
1	Also bike when weather is nice.
1	Because bikes can't really get thru on the major thru streets
1	Bicycle 1st, Car 2nd, Walking 3rd
1	Bicycle close second, especially in summer.
1	Car as second
1	Car, walking, and unicycle
1	Depends on season
1	Especially since the overpass by Whole Foods is open I will use other means besides a car.
1	Have to be careful.
1	I also provide transportation to a neighbor who no longer drives.
1	I also use my bike and the MAX 2-3x/week
1	I also walk, use a moped, and ride a bike.
1	I bike commute exclusively.
1	I have grown tired of dealing with bike commuting, so I am driving more often these days.
1	I try to alternate- in nice weather , I walk or bike- during the winter, I drive car
1	I use all modes of transportation in this area, but bicycle is my primary mode.
1	Or bike or walk especially if "within" that area.
1	Really, I'm pretty evenly split between bike/walk/bus with occasional driving
1	Spring Creek to bike--would like to ride more
1	There is not a bus stop that goes by where I live currently.
1	Think more about mixed mode transport
1	Usually park far from campus and walk in, or increasingly bike to campus and around the area.
1	Walking is my second choice
1	We also bike and walk frequently in the area
1	Wider bike lanes along Shields
1	also bike and walking
1	just SAT's
1	Work obligations require a car several days of the week. However, I bike, walk or bus whenever

possible.

1	However, I ride a bike and walk frequently. The City of FC can take both Transfort (the original waste of money) and MAX (the most recent example of foolishness) and jam it.
1	I chose not applicable because I don't travel in the area DAILY. When I am there, less frequently than daily, it's a 50/50 split - car or bike.
1	I also bike through this area quite a bit - mostly try to stick to the Spring Creek trail if possible, but also bike along Shields or Taft Hill.
1	It depends on the activity. It is convenient to walk to CSU but to get groceries may require a car.
1	West Central is great because of low car traffic. Please keep it that way and encourage more bike and transit options.
1	I would use a bike more but don't feel safe riding on Shields or Taft Hill. I would use bus/transit more but the only route near my house doesn't conveniently go where I need to go and is too infrequent to be practical.
1	I am afraid to ride a bicycle anywhere near the Prospect and Timberline area, where I work. It's simply not set up in bike-friendly fashion.
1	I use a car and a bicycle both depending on weather. Since #8 won't allow punching both I put auto.
1	Tried the MAX and found it to be slow and will not be adequate to handle the demand. Also Sunday is an important day for public use, and I could not believe that it will not run. Not sure who is responsible for that one. Sounded like the council didn't 'to know it either. Who is running this show?
1	Use bicycle and walk a lot in our area. Closeness to bike path a premium advantage to our area.

9. If you could re-envision your commute within the West Central Area, which of the following improvements would reduce your stress level most significantly? (Select up to 3.)



Statistics

Total Responses	308
Skipped	10

Additional bike/pedestrian connections to MAX and other transit options	30.8%	<div><div></div></div>	95
Additional bike/pedestrian street crossings—(e.g., marked crosswalk, push button signal)	27.3%	<div><div></div></div>	84
Additional on-street bike lanes	31.8%	<div><div></div></div>	98
Additional trails	27.3%	<div><div></div></div>	84
Additional transit service	13.0%	<div><div></div></div>	40
Roadway enhancements for vehicular efficiency	23.4%	<div><div></div></div>	72
Safer intersections	31.2%	<div><div></div></div>	96
Sidewalk improvements	21.8%	<div><div></div></div>	67
Underpasses across major arterial roads	32.5%	<div><div></div></div>	100
Other	6.5%	<div><div></div></div>	20
Total			308

Responses "Other"	Count
Left Blank	319
Additional traffic lights	1
Ensuring traffic doesn't significantly increase	1
Get rid of speed bumps on Stuart.	1

Landscaped medians	1
More pedestrian friendly walkways	1
More public parking	1
N/A	1
Proper bus stops, 4-5 per mile.	1
Stop closing lanes on Shields EVERY summer	1
Timed Lights.	1
a vehicle recognition signal at Clearview and Taft Hill	1
calming the traffic on Prospect between Shields and Mason	1
more public transportation	1
remove ALL traffic calming stop signs and return them to cross street stops	1
see below	1
see comments	1
My commute stress would be significantly reduced if FC would leave this area well enough alone and go find something to fix where Darrin Attenbury lives. When I drive and ride through that area, there are many needs just ripe for City staff to explore.	1
we've needed overpass or underpass on for getting by the trains since 1970 when I moved here. I've heard over and over the problem is cost. I'm sure it was a problem before I moved here and there is still no solution	1

Comments

Count	Response
1	?
1	Along Prospect and by CSU along Prospect would be great
1	Bus/Max service on Sundays.
1	Efficient transit connections.
1	Expand MAX East/West
1	I don't understand the MAX and don't think it was a smart investment for the city.
1	Max and new Transfort schedules are a big improvement. Do more.
1	More roundabouts for smaller intersections. Cheap, efficient traffic handling.
1	Please do not encourage more driving in West Central. We need better bus and bike options.
1	Prospect is a bicyclist's worst nightmare.
1	Prospect street needs to be widened, sidewalks widened, and a bike lane put in....
1	Public transportation in this town is pityful
1	River Walk
1	Seriously? This area has the Spring Creek bike trail & a rider can get anywhere safely.
1	Slowing down cars
1	Speeds on Prospect are very high and lack of turn lanes and dividers make me feel unsafe.
1	The City should install an overpass at the heavily traveled W. Elizabeth + S. Shields crossing.
1	Traveling along Prospect from Shields east is main issue. Improvement here critical.
1	There are many places in this area where there are no sidewalks or where the sidewalks are inadequate
1	pedestrian crossing along Arthur's Ditch where the fence opens to the street north of Safeway on Drake, not easy to cross and fencing is a barrier
1	Pedestrian and bike routes along Prospect would be helpful to get to the Prospect MAX stop. Prospect and S. Whitcomb intersection is very difficult to cross at rush hours. Cars parked along the N-S streets close to the intersection make biking dangerous due to the narrow passageway. Lake St. is also very congested many hours of the day.
1	Under or over pass for pedestrians across Taft Hill Rd by Blevins MS and across Prospect by the Hilton.
1	Prospect is a disaster from Shields to Stover, early morning commute and from 3:30 - 6:30 p.m. nightly. Need longer light allowing Prospect traffic to flow East and West thru College and thru Shields; Need longer turn lights also on Prospect for those turning onto Prospect or onto College and again at Shields. Need a longer Light at the corner of Drake and Constitution. Lucky if 3 cars are able to get through the turn light going East off of constitution Avenue onto Drake. Suggest vehicle sensor like one at Dunbar and Drake.
1	Please do NOT decrease vehicle efficiency to add more bike lanes. (I'm a regular biker but the

available bike lanes are perfectly adequate.)

1	Anything that makes on-street biking safer, especially at major intersections. More options for underpasses would be great (like Lake and College underpass)
1	Avoid adding businesses and activities that would increase traffic, such as the proposed CSU on-campus stadium.
1	Trying to turn left onto Shields St from W Prospect Rd on a bicycle is extremely stressful because one has to cross two lanes of traffic and get into a turn lane.
1	while the bike/pedestrian bridge over the RR tracks is interestin-- , it is easier for me to ride the Mason trail and catch the Max on Prospect or Drake --would love to see an underpass under Prospect similar to the one on Shields by Stuart
1	S Taft Hill north of W Elizabeth is in need of bike lanes. The speed limits - especially on W Elizabeth - are ridiculously low, and S Taft Hill is particularly narrow.
1	While street crossings are an option, more traffic lights would keep cars from traveling at such high speeds.
1	Fix the terrible approaches / landings at the overpass - where are the curb ramps? Fix the narrow sidewalk on west side of College.
1	There are a lot of bikes/peds crossing Shields between Prospect and Elizabeth, and not at marked intersections. That area is congested enough and having to watch for the random person bolting across the street adds to it.
1	Current intersections have bike lanes mix with it, but bikes and cars should have separate turning areas.
1	Lake Street from Shields to College should become a major bike corridor (exclusive for bikes during appropriate times), getting bikes off Prospect and giving them a safe, physically seperate commute. This solution could do to Prospect what MAX is doing to College.
1	Max is a joke, it only transports a few people at a time and the trip from one end to the other is around 30 minutes. It's free now, but when the rest of the riders (outside CSU students) have to pay to ride, I think it will be primarily a CSU transport.
1	CSU Police need to educate cyclists and pedestrians about safety issues. (Remember when a cyclist crossing Lake at Shields got dragged under a truck a few years back?) Also, CSU needs to distribute low-cost bike lights to students.
1	Prospect in particular needs better bike lanes, or even just needs a bike lane for parts of it. Prospect also needs a road update as it has many holes and is narrow.
1	The near constant work on Shields nearly every year recently is a pain for me as a business owner on the street. Spread the pain somewhere else, please.
1	I would help most if the city would quit pushing bike & buses. The public is not giving up our cars. The city needs to deal with it! Parking lots are important! Please remove your agenda 21 planning hats.
1	Also improved/widened trails and trail underpasses (such as Spring Creek Trail at Shields). Intersections at Prospect/Shields and Prospect/Centre do not feel safe on a bike or on foot.
1	There should be a law where people shouldn't be permitted to use their cell phones while driving.
1	The Whitcomb / Prospect intersection is dangerous for pedestrians and cars. Please widen sidewalks, cut back vegetation, and prevent parking near the intersection.

- 1 I'm pretty good with what we have. Perhaps a better way to access campus from the south without encountering surface traffic especially early and late in the day when auto traffic is heavy.

- 1 Absolutely nothing about the MAX is convenient. Vehicular (roadway) traffic needs the greatest attention. This will alleviate all other issues with bike and foot traffic. Make some good use of roundabouts to help improve traffic flow.

- 1 Why would I re-envision success? If FC would like to FIX something, REMOVE the silly speed bumps on Stuart between Shields and Taft. The money spent on MAX would have built a couple of overpasses for vehicles over the RR tracks - guess little old backwards Loveland has kicked FC's butt on this need!

- 1 Traffic calming is especially needed at Prospect and Shields. Max transit/Bike trail/ railroad/ traffic lights need better programming to allow cars not to back up into College Ave, and coordinate vehicle flow, especially when the bike light is triggered just after/during a Max transit or railroad crossing.

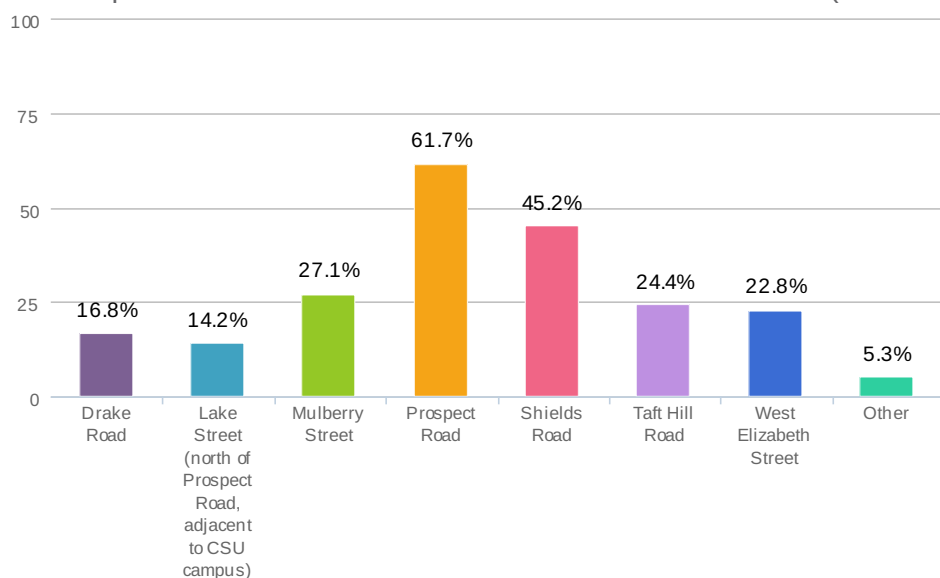
- 1 Sight distance obstructions at intersections due to trees, bushes, landscaping, etc., in sight distance triangles need to be removed.

- 1 City Park Ave really needs some work for bike quality, but it's right on next to Plum where they are doing construction.

- 1 Pedestrian/bike crossing at Prospect and Center near CSU needs to be addressed. Making Prospect the south gateway to CSU means that something has to be done to improve traffic congestion on Prospect.

- 1 I bike through the Drake/Shields intersection daily. Drake is the most dangerous road on my route.

10. Using the map above, which of the following areas have the greatest need for pedestrian/bike facilities within the West Central Area? (Select up to 3.)



				Statistics	
Drake Road	16.8%	<div><div></div></div>	51	Total Responses	303
Lake Street (north of Prospect Road, adjacent to CSU campus)	14.2%	<div><div></div></div>	43	Skipped	15
Mulberry Street	27.1%	<div><div></div></div>	82		
Prospect Road	61.7%	<div><div></div></div>	187		
Shields Road	45.2%	<div><div></div></div>	137		
Taft Hill Road	24.4%	<div><div></div></div>	74		
West Elizabeth Street	22.8%	<div><div></div></div>	69		
Other	5.3%	<div><div></div></div>	16		
Total			303		

Responses "Other"	Count
Left Blank	325
A cross walk that would go across shields from University to the IM fields	1
Crossing Shields between Elizabeth and West Lake	1
Mason corridor	1
Mulberry to Prospect ped & bike short cuts	1
No opinion. Don't use these modes in the area.	1
Plum	1
Plum and Shields	1
Shields street, Prospect to Mulberry. Fix Shields and Elizabeth intersection	1

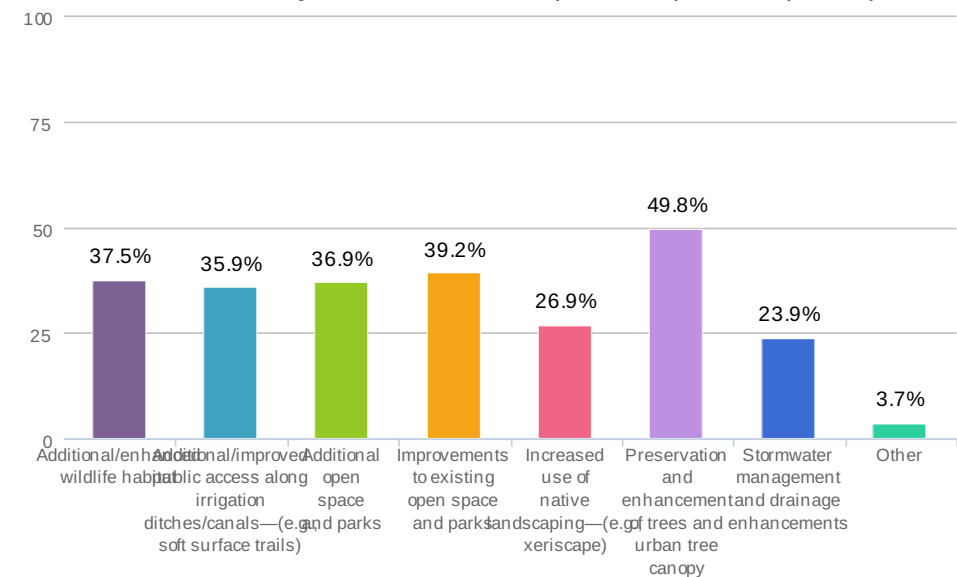
Springfield from Taft Hill to Shields	1
bike routes to avoid getting on Taft Hill	1
springfield drive	1
Address the vehicular congestion on the Arterials and you will fix all of the bike/ped locations mentioned above.	1

Comments

Count	Response
1	?
1	A pedestrian bike overpass to campus on Elizabeth would be the best bang for the buck.
1	Better controlled pedestrian/bike facilities are needed
1	Connecting trails East/West and North/South for bikes/peds. Connections for transit
1	Especially north Taft
1	None are needed in the Village West area.
1	Prospect is a bicycling nightmare, but I'm not sure how much this could be changed.
1	See #9 What ever it takes to improve Prospect.
1	This really isn't rocket science, so quit making it out to be.
1	not sure on this one??
1	Shields north of Laurel should be narrowed to one motor vehicle lane in order to add a bicycle lane and turn lanes. This would hopefully prevent or reduce cut-through traffic (people in cars who are turning east onto Mulberry from northbound Shields for example) in the Mantz neighborhood (just adjacent to the West Central area) while also making this arterial more useful for ALL modes of transportation.
1	Walking up to Elizabeth to cross shields is a little annoying especially living right on University and having classes mostly on the south side of campus
1	Prospect is the worst street for biking in town. It needs a bike lane or to not be bike friendly at all.
1	Consider Lake as bike alternative to Prospect. Drake already good; can ride sidewalk if not comfortable in bike lane. Mulberry is not good, but there are parallel alternatives.
1	Keep bikes off of Prospect! It is so narrow for the vehicles the way it is now. I would be afraid how many more vehicle/bike accidents there could be if this had bike lanes regularly used. It is so dangerous just for vehicles now. The way Prospect slopes towards the sidewalks on the outside lanes, makes one think you might hit a curb at any time. Leave Constitution Avenue and Stuart Street alone, we have enough bike and pedestrian lanes along with wide enough streets to safely accomodate all traffic.
1	I don't understand. What facilities are you proposing? I believe they all have bike lanes and sidewalks, which are necessary.
1	Scooter electric plug-in at senior center. Bike route along Clydesdale to Fuque, past school, to get to King Soopers.
1	I live between Drake/Prospect & Shields/Taft. We don't need any more pedestrian/bike facilities here (Again, I walk and bike often.) Closer to CSU may have a different need.
1	Taft needs sidewalks completed south of Prospect, and improvements north of Prospect. For bikes, the eastbound lanes of Drake are unreasonably dangerous especially during winter.
1	On Prospect Road from Shields to College no bike lanes are possible. I believe that needs to have correct signage and enforced.
1	I was recently in Vancouver and they have some bike lanes that are separated from traffic by curbing and these streets are designated on the street name sign with an added bicycle logo.

1	Mulberry and Prospect are not too bad for bikes in West Central. It's when you go east and closer to College that they become quite dangerous for bikes. Anything you can do to fix that would be quite welcome.
1	The portion of W Elizabeth Street west of Constitution has very narrow sidewalks and would benefit from having them widened to increase the distance between vehicles in the road and pedestrians
1	Bikes are everywhere...including up on sidewalks endangering pedestrians. More biker education needed on rules of the road
1	Sidewalks and bike lanes on Taft Hill from Prospect to Mulberry seem inadequate. Both are often covered in snow/ice in the winter.
1	No bike lanes on Prospect; sidewalk width is sub-standard. Bike lines on Taft Hill disappear around intersections (e.g., Elizabeth St.)
1	It seems that the bike box--at Plum and Shields is necessary, as was the right of way. Please quit rolling over for developers (Scott Plaza)!!! Your responsibility is to the safety of students and residents of our town!!
1	Lake would be a great E-W avenue, but we need ways to get to it safely from the Sheely Neighborhood.
1	It is easier to wlk/ bike going East to the college Ave stores-- would like to see a bike trail that goes towards the King Soopers shopping center on Taft

11. Natural systems within the West Central Area include the network of parks, open space, floodways, urban tree canopy, wildlife habitat, and other natural features. If you could re-envision natural systems within the West Central Area, which of the following do you see as most important? (Select up to 3.)



				Statistics	
Additional/enhanced wildlife habitat	37.5%	<div></div>	113	Total Responses	301
Additional/improved public access along irrigation ditches/canals—(e.g., soft surface trails)	35.9%	<div></div>	108	Skipped	3
Additional open space and parks	36.9%	<div></div>	111		
Improvements to existing open space and parks	39.2%	<div></div>	118		
Increased use of native landscaping—(e.g., xeriscape)	26.9%	<div></div>	81		
Preservation and enhancement of trees and urban tree canopy	49.8%	<div></div>	150		
Stormwater management and drainage enhancements	23.9%	<div></div>	72		
Other	3.7%	<div></div>	11		
Total			301		

Responses "Other"	Count
Left Blank	328
Canal Trails	1
Do NOT support additional open space - we need the land for development purposes!	1
Honestly I don't think we need anything additional or improved, just maintained.	1
No lawns	1

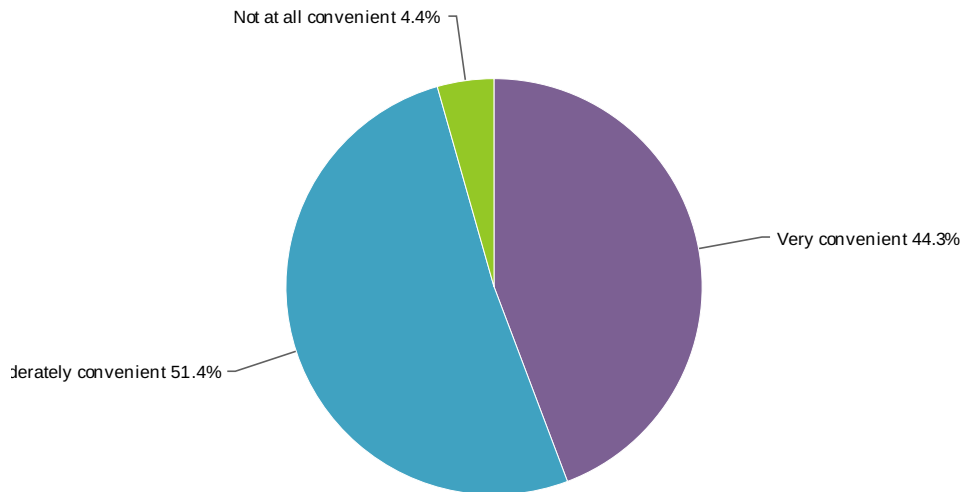
None of the above	1
What?	1
Widen Spring Creek Trail	1
dog park	1
none	1

Comments

Count	Response
1	Avery Park needs lighting at West end. Trees need additional trimming.
1	Drainage at Shields & West Elizabeth is a joke when it storms
1	Honestly I don't think we need anything additional or improved, just maintained.
1	I think what is there is fine now, and should just be maintained.
1	It all seems pretty good the way it is.
1	The deer, foxes and raptors I see along the spring creek corridor are very important to me.
1	Would love to see a park between the Sheely Addition and Shields St.
1	Doing a pretty good job. Paths along ditches would be a good improvement. More trees. Can't go wrong with more trees.
1	Let's preserve existing wetlands and natural areas connecting to Spring Creek. Downstream of Red Fox Meadows, for example.
1	I would love to see a portion of the otter box property near Shields and Stuart purchased as a park / open space.
1	Tree protection and additional trees are most important. Need a better explanation of why the bills for stormwater are so high.
1	I enjoy the that the natural areas keep portions of the area open. I would like to see these areas expanded, if not enhanced and preserved.
1	Too much mindless development has disturbed wildlife habitat in my neighborhood & adjacent- the Grove, Summit plus other developments under review
1	Can lose lots of carbon-eating trees with new development. How can biomass be preserved/replaced? Ensure development doesn't increase flood risk.
1	It appears to me that someone is trying to make up a problem to solve. Maybe the City of FC just has too much money on its hands.
1	The West Central area contains the Gardens on Spring Creek--continue to make this an important enhancement to the City!
1	I'm always for more open space and parks, too. I also have a question: why, on your map with vacant land listed, is there vacant land shown on the south side of Avery Park? It' looks like it is IN the park.
1	The city has done a wonderful job w/r natural systems. Please put the money someplace else where it's needed.
1	WATER FOR RUNNERS!!! Try to figure out how to have this feature during the cooler months too (not the dead of winter, but I went running in late March or early April, VERY warm day, and NONE of the park fountains were on...)
1	More trails, ESPECIALLY soft surface ones, would be amazing. Currently all trails in the area are concrete.
1	We need another baseball complex. Something like Greeley or Longmont Sandstone project. With a park and open natural area. Community gardens, something honoring our agricultural heritage, and art.

- 1 As always, Fort Collins lacks canal and rail-trails all over the city. It's about time the city made a trip to Denver to visit the Highline Canal Trail. Canal and rail-trails are needed though the whole city from the Budweiser Plant to Spring Creek Park. Time to wake up. These diagonal trails across the city will never be cheaper to build than now.

12. Which of the following statements best describes how you would rate the convenience of access to parks and recreation facilities in the West Central Area?



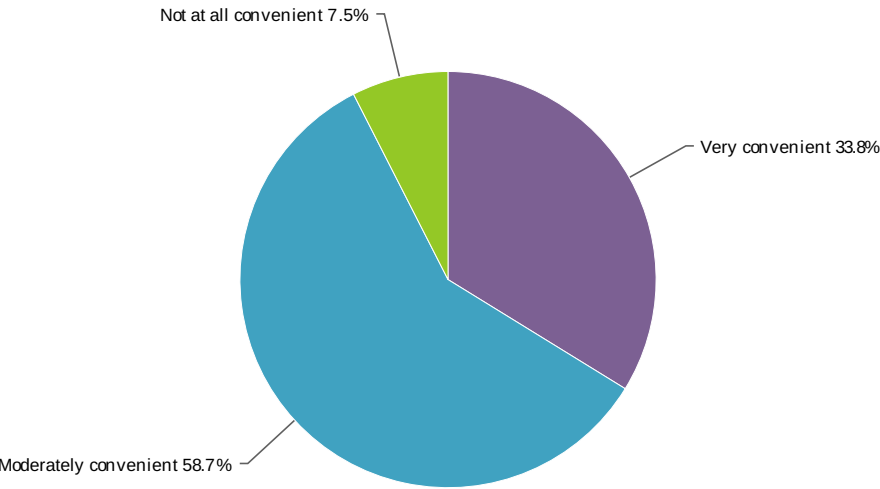
Statistics				
Very convenient	44.3%	<div></div>		131
Moderately convenient	51.4%	<div></div>		152
Not at all convenient	4.4%	<div></div>		13
Total				296

Total Responses	296
Skipped	8

Comments

Count	Response
1	Depends, some access is great, others are poor (e.g., crossing Prospect).
1	Driving west is miserable
1	Fox Meadow, Rolland Moore, etc. are wonderful and easy to get to either by bike, walking or car.
1	I am near Spring Creek trail.
1	I live right next to a park.
1	I primarily use Roland Moore so I have a very narrow scope on which to base my opinion.
1	I'm a long way from city park and the pocket park for our area.
1	If Mulberry had bike lanes, getting to City Park would be easier.
1	Leave it alone.
1	Not applicable
1	Other than City Park, where are the parks?
1	Ped/bike enhanced trails
1	Rolland Moore is nice.
1	Thefts at SW CSU stadium at parking lot north of Pineridge
1	Again, route promotion off major streets would be helpful for me for less stressful commute to recreational areas.
1	Access to trails very convenient and valued; parks are not (none in square mile SE of Prospect/Shields), despite increasing population. Nor is there a school in the square mile, which would offer play space and playground. Gardens on Spring Creek is not open evenings and is not equivalent to a park (and is moving toward a fee model).
1	I can easily walk or bike to Rolland Moore & Senior Center. Can also take the 19 bus when it is running.
1	It's nice to be able to reach Rolland Moore on the Spring Creek trail, but it's not very close. It's almost a mile to the playground.
1	Paved/marked bike path that connects roughly Fairbrooke pond to Spring Creek trail along Red Fox meadows would greatly improve access to the city's bike network for this neighborhood.
1	Avery Park is very convenient (again, please don't consider that open land for development). Pedestrian/bike crossing on Prospect can be dangerous to get to Rolland Moore.
1	If the Senior Center is considered, then this area has a nearby city park and indoor recreation facilities as well.
1	It would be great to have access from the south east corner of the Sheely addition to the spring creek bike trail.

13. Which of the following statements best describes how you would rate the convenience of access to natural areas and open space in the West Central Area?



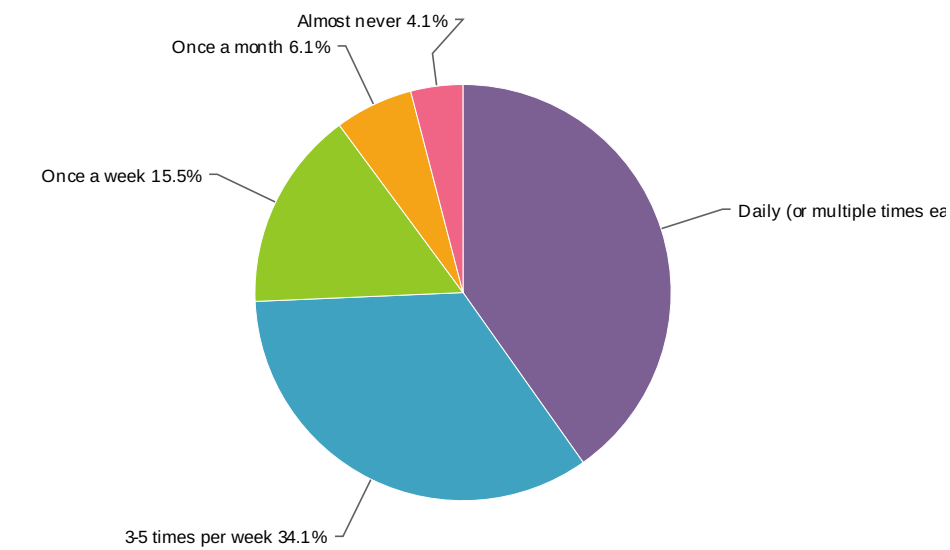
Very convenient	33.8%	<div><div></div></div>		99
Moderately convenient	58.7%	<div><div></div></div>		172
Not at all convenient	7.5%	<div><div></div></div>		22
Total				293

Statistics	
Total Responses	293
Skipped	6

Comments

Count	Response
1	Access on Underhill to the bike trails would be great!
1	Best area of town to live for access to open space.
1	Depends, some access is great, others are poor (e.g., crossing Prospect).
1	Driving west is miserable
1	Leave it alone.
1	Ped/bike enhanced trails
1	Pedestrian/bike crossing on Prospect can be dangerous to get to Red Fox Meadows.
1	Same as above.
1	Spring Creek, Mason and Poudre trails give good access.
1	Trails are sometimes closed even though they're dry
1	What natural areas?
1	not applicable
1	Really need to post "no motor vehicles" signs at entry to Spring Creek Trail near Rolland Moore Park and natural area immediately south. I see too many scooters and even motorcycles using this space.
1	Right out my back door! Nice running trail and bike trail too. (Fisher and other natural areas that Spring Creek Trail goes through)
1	If the area at Taft and Prospect is a Natural Areas then at that particular point it seems very easy.
1	I have excellent access to Spring Creek Trail and it is currently still a nice habitat for wildlife-- certain areas have been affected by development
1	Soft trails in the eastern part of Red Fox meadows don't connect. It should be possible to walk a loop without using improvised trails. Also, Fairbrooke pond is not easily accessible from Red Fox meadows.

14. On average, how often do you travel on Prospect Road through or within the West Central Area? (See map above.)

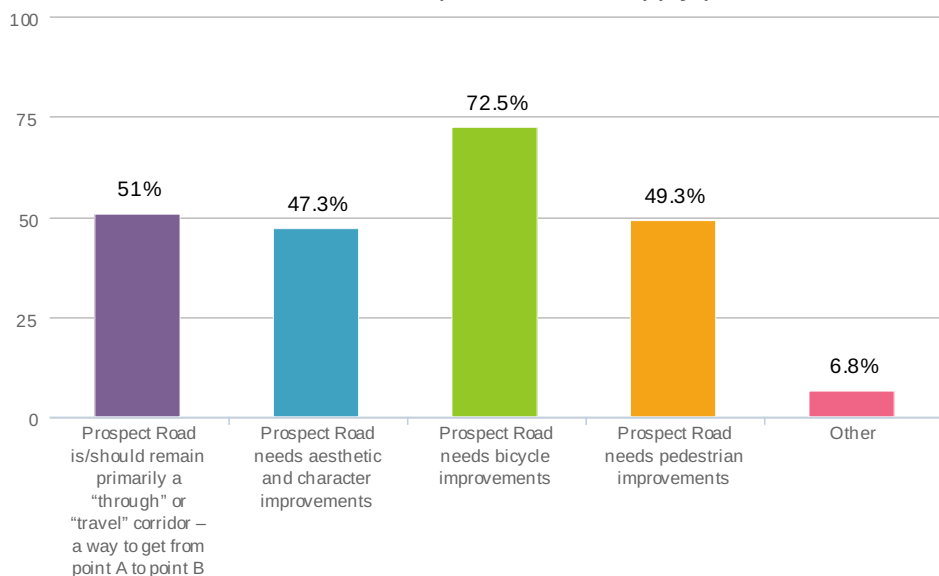


Daily (or multiple times each day)	40.2%	<div></div>	119
3-5 times per week	34.1%	<div></div>	101
Once a week	15.5%	<div></div>	46
Once a month	6.1%	<div></div>	18
Almost never	4.1%	<div></div>	12
Total			296

Statistics

Total Responses	296
Skipped	2

15. Which of the following statements describes how you feel about Prospect Road?
(Select all that apply.)



Statistics		
Prospect Road is/should remain primarily a "through" or "travel" corridor – a way to get from point A to point B	51.0%	150
Prospect Road needs aesthetic and character improvements	47.3%	139
Prospect Road needs bicycle improvements	72.5%	213
Prospect Road needs pedestrian improvements	49.3%	145
Other	6.8%	20
Total		294

Total Responses	294
Skipped	4

Responses "Other"	Count
Left Blank	319
All of the above	1
Better maintenance. There are a lot of large pot holes.	1
Crossing improvements	1
Lane improvements as well and safer intersections.	1
Prospect Road lanes need to be widened	1
The W. Prospect bus routes need to connect to the #18.	1
There needs to be improvement in the pavement	1
Turn lane!	1
Wider road	1

car improvement	1
do not make Prospect wider	1
lanes are narrow	1
more lanes	1
need to fix congestion problems	1
reduce traffic	1
There should be an overpass to carry Prospect Road over the RR tracks and MAX. Now, there's a problem to be fixed!	1
Depending on CSU establishing Prospect Rd. as the southern gateway to campus, this corridor might need more enhancements than previously thought.	1
It should either be motor vehicle only route w/ peds & bikes on lake or you have to take more land for the road.	1

Comments

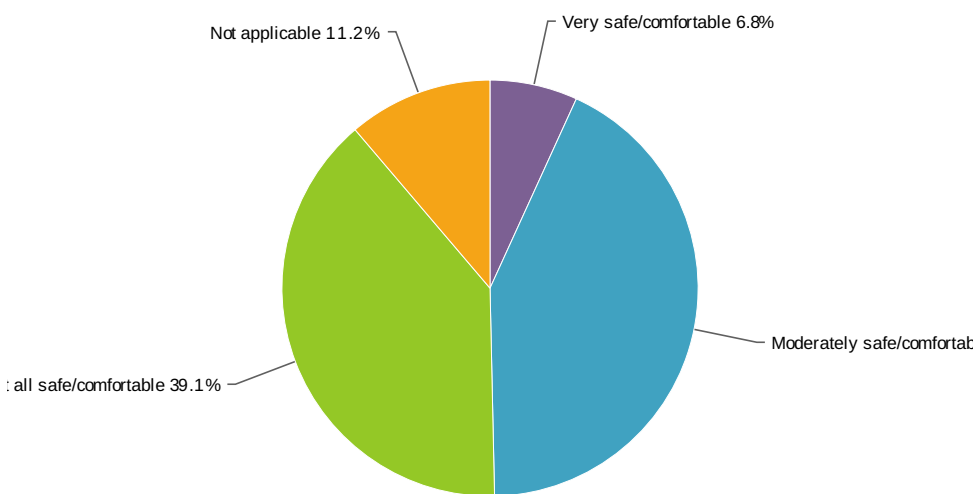
Count	Response
1	Prospect road is the most dangerous street in Fort Collins to ride on.
1	?
1	Bike lane
1	Bikes/peds can use Prospect as a way to get from point A to point B if improvements are made.
1	Biking not so much.
1	Consider Lake instead of Prospect for bike improvements.
1	Get 929 West Prospect to deed additional frontage to City for widening of street/ sidewalk.
1	I avoid Prospect
1	I avoid this street whenever possible. Traffic crawls and it is hazardous for bikes and peds.
1	I hate this road! It's overly congested, ugly, and inconvenient
1	I think Prospect between Mason and Shields represents the largest potential for improvement
1	If bikes were to be redirected to Lake Street, Prospect would be a great place for a Boulevard
1	It's very busy and crowded, tend to use Mulberry Street
1	Make it 40 mph like Drake, should be bigger and faster to I-25
1	More car lanes and wider sidewalks.
1	Need bike lanes and over or under passes to access CSU campus
1	No aesthetic improvements
1	No u turn on college at prospect and help south turnlane into chuckle cheese center
1	Ped/bike improvements are needed for CROSSING prospect
1	Prospect is a mess: tiny sidewalks, no bike lanes, car lanes are far too narrow
1	Prospect is so narrow more so than other major roads in Ft. Collins
1	See "Other" above.....
1	See earlier comments.
1	The aesthetic, bicycle and pedestrian improvements need to extend all the way to Taft Hill.
1	Those tiny sidewalks are horrible. It would be great to widen them and/or add a bike lane.
1	What it doesn't need is a new CSU stadium located nearby
1	Widen with more lanes. Prospect is always congested.
1	shift the bikes to lake street
1	traffic back-up at railroad and stoplights is a worsening problem!
1	Prospect in this area is too narrow for four lanes - could be one lane in either direction, with a

middle 'turn lane' available for both west- and eastbound traffic, and add bike lanes with extra space.

-
- 1 I often will drive further and use Drake Rd to get to points East since Prospect can be a mess with traffic.
-
- 1 Projects such as the proposed CSU on-campus stadium should be avoided as it would greatly increase traffic on Prospect
-
- 1 Prospect Rd is a mess. It's far too narrow, the speed limit is too low, and during rush hour it's an absolute nightmare. In addition, it is nearly impossible to make left turns onto it from businesses.
-
- 1 Prospect between Shields and Mason usually need better bicycle room to side, in much need of improvement
-
- 1 Why no west/east bus routes down major thoroughfares in this city? To get from one end of Prospect to the other you need to go through both the CSU and the Downtown transit centers. A bus down Prospect ends up taking about 1.5 hours!
-
- 1 Prospect Road from Shields and on past College is an unbelievable disaster in every respect. ALWAYS a WAIT through 2-3 signal changes at College going east or west. The Taco Bell corner going west gets a big F-.
-
- 1 This is by far my strongest input to this survey. More students, higher density means more people using cars. Bad weather, disabilities, elderly -- all mean we need more efficient access on Prospect. Again, I'm a regular walker and biker in the area, but anyone who believes additions here alone will enhance the quality of living in this are unrealistic.
-
- 1 I could pick "primarily a through or travel corridor" but would have to understand what the alternatives would be for active transportation and how it would be communicated that these options exist.
-
- 1 very narrow road and little buffer zone between road and walkway, pedestrians and even drivers can feel unsafe
-
- 1 Prospect needs to remain auto/truck friendly corridor. Minimum 35mph. All other options need fit into that model.
-
- 1 Prospect Rd. is a travel corridor. That's why Prospect Rd has an exit on I-25, it's a vehicle corridor not a residential street! I'm sure those who own homes on Prospect would love to change that fact to increase their property values. That is why they paid less for homes on Prospect than homes on side streets. Sure home owners want to change Prospect, their property value will soar. That would hurt the city.
-
- 1 Prospect is a travel corridor, but I wouldn't encourage higher density traffic due to the fact that there are so many residences that are on Prospect. This is one reason I object to the on-campus stadium proposal. The infrastructure to handle the additional traffic doesn't exist and would be difficult to implement.
-
- 1 Checked that Prospect need bicycle improvements....but that might mean getting bikes off of Prospect...or providing better options along Lake. Adding any width if possible.
-
- 1 Biking and walking on Prospect is not pleasant--- some of Prospect looks like a "war zone" the big cement platform from an unsuccessful development. City needs to prevent things like this from happening again.
-
- 1 Prospect Road needs a wider ROW to accommodate pedestrian and bicycle improvements. Good luck with that.
-
- 1 The Prospect/Mason intersection would be a great place to add more entertainment, food, bar scenes for campus residents.

1	A new stadium nearby would be disastrous for this corridor and should be resisted with every effort possible.
1	it's hard to cross. and people drive very fast. Mason crossing made it better, but west of that it's still hard.
1	Prospect can not handle any other/or more traffic than the current vehicle traffic. Two times a day, Prospect is a parking lot for the early morning commute through 9 am and then again from 3:30 - 6:30 p.m. each evening.
1	It doesn't need aesthetic improvement, but some areas do need to be repaired for better road safety.
1	While Prospect is important for vehicles moving east-west, it is also a main route for bicycles -- EXCEPT you would have a death wish if traveling on Prospect on a bike. Keep in mind CSU is a major blockade to east-west/north-side direct/convenient movement on a bicycle, which makes Prospect potentially very important.
1	between Mason and Shields, Prospect is unsafe for bicyclists. It could use some enhancement in this area.
1	If you are considering enhancing vehicular "efficiency" on Prospect, consider adding a physically separated bike lane for the shoulder. That way, both cars and bikes can enjoy the arterial safely.
1	Medians should be added on prospect just west of Shields to prevent dangerous driving in this area (and for aesthetic reasons

16. How safe/comfortable do you feel when walking along or crossing Prospect Road?



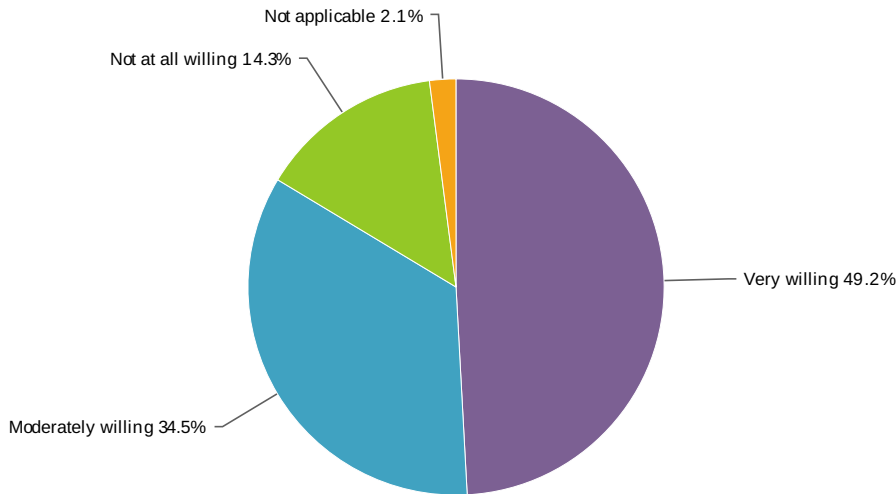
				Statistics	
Very safe/comfortable	6.8%	<div><div></div></div>	20	Total Responses	294
Moderately safe/comfortable	42.9%	<div><div></div></div>	126		
Not at all safe/comfortable	39.1%	<div><div></div></div>	115	Skipped	4
Not applicable	11.2%	<div><div></div></div>	33		
			Total	294	

Comments

Count	Response
1	Between "not safe" and "moderately safe"
1	Biking on the busy roads is always scary. Bike lanes should be painted bright colors.
1	Could be better.
1	Depends on the time of day
1	Have never done that.
1	I get the hell off Prospect as quickly as possible.
1	I never ride Prospect because it's dangerous.
1	If considering Prospect between Shields and Taft, it's not very safe or comfortable.
1	Low moderate, in my opinion
1	Need ADA-compliant sidewalks and curb cuts.
1	Prospect is a death trap. Avoid.
1	Safe crossing needs to be at intersections or a dedicated pedestrian crossing with light.
1	Sidewalks are too narrow in some areas
1	Speed of traffic is probably too high
1	The sidewalks are too narrow and they stop and start in places.
1	Traffic blazing past when you're 2 feet away from Prospect
1	make it 40 mph
1	You take your life in your hands walking on Prospect especially with texter and cell phone drivers. Soon some people are going to die.
1	The street is too narrow, there is a lot of car traffic, a lot of driveways, and barely any separation between the road & sidewalk.
1	I recently took the Max with my family and we decided to walk home- we began to walk along Prospect--but decided it would be safer to take the Mason trail and walk the longer way home. The noise level on Prospect is very unpleasant and I did not feel safe walking with children along Prospect.
1	Heavy bike and pedestrian traffic need to make it safer. Also plan for heavy vehicle traffic. Needs to be expandable for future growth. It is a main road in For Collins, it will only get worse.
1	Light and crossing at MAX stop is OK due to the wide area, however other crossings have shorter lights and left turning vehicles making them feel more dangerous.
1	I do not walk or ride a bike on that road and never would because of traffic and very narrow feel to the road and sidewalks
1	It's better now with the crosswalk to get across Prospect via the Mason trail, but it's a very busy street and although heavily used by bikes in the area, Prospect is not a pedestrian- or bike-friendly street! Crossing at Centre Avenue needs to be improved as well - perhaps a dedicated bike lane that goes straight across to CSU or a bike box, etc.

1	Sidewalks are too small and not kept looking nice. I live on prospect road between Whitcomb and Shields and I use the neighborhoods because Prospect isn't bike friendly enough
1	East of Shields, prospect is almost unusable to pedestrians. This area needs major improvements for both pedestrians and bikes.
1	In places the sidewalk is too narrow and close to the traffic lanes to feel comfortable when walking there.
1	Prospect is noisy and not good for walking or biking- sidewalks are too narrow. Needs a pedestrian underpass or small overpass (not like the one over the RR tracks)
1	This is not necessarily for ALL of Prospect that's in the area, but the sections that are bad are BAD.
1	Walking along and crossing are two very different activities with different comfort levels. This is a poor question.
1	I almost get hit on my bicycle by a motorist more times on Prospect road than on any other surface in the City of Fort Collins. The crossing lights I ignore because they take too long when there is no approaching traffic. An underpass or overpass would be appreciated.

17. How willing would you be to spend 2 additional minutes driving through Prospect Road in order to improve pedestrian comfort and safety?



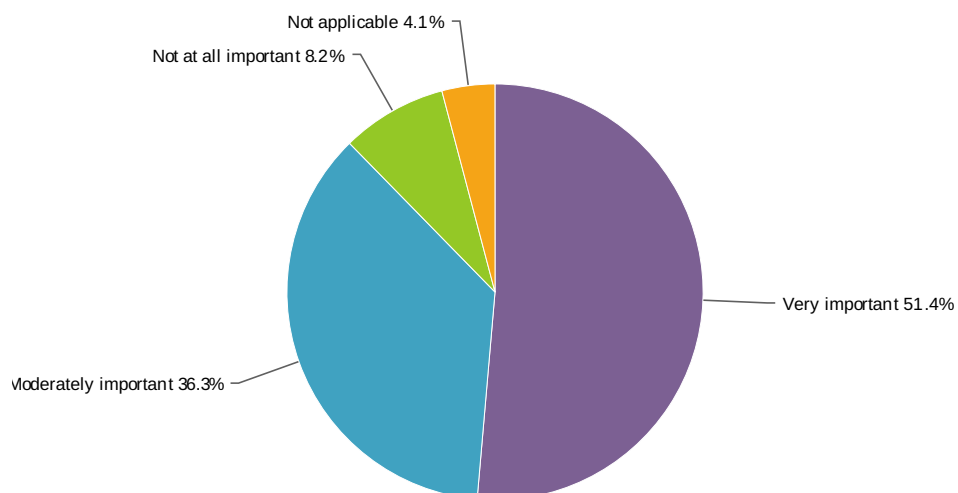
				Statistics	
Very willing	49.2%	<div><div style="width: 49.2%;"></div></div>	144	Total Responses	293
Moderately willing	34.5%	<div><div style="width: 34.5%;"></div></div>	101	Skipped	5
Not at all willing	14.3%	<div><div style="width: 14.3%;"></div></div>	42		
Not applicable	2.1%	<div><div style="width: 2.1%;"></div></div>	6		
Total			293		

Comments

Count	Response
1	A sharrow or dedicated bike lane on Prospect would help connect bike routes across Fort Collins.
1	Automobiles are reality, we all need our cars. I Do Not Support Road Diets!
1	Build an overpass and I'll spend LESS time driving!
1	Depends on why it will be an extra two minutes
1	Don't understand?
1	Driving a bike?
1	I already spend 10 additional minutes sitting in my car at lights.
1	I don't drive on Prospect unless absolutely necessary
1	I don't drive that often so this wouldn't bother me
1	I usually avoid Prospect anyway
1	I would spend 5 extra minutes. Just don't let the morning traffic get much worse
1	If it got slower than currently I would take another route
1	If this did not include longer waiting at traffic lights at Shields or College
1	It is already pretty jammed or though.
1	It would be nice if you explained where the two minutes were going (e.g., road diet)
1	Keep the speed limit the same.
1	Make new pedestrian crossing lights coordinate with nearby traffic lights instead of on-demand.
1	Not a good solution.
1	Pedestrian needs should be given much more more attention on Prospect.
1	Somewhat willing.
1	We need to do both. This means some adjustments to property adjacent to the road itself.
1	make it 40 mph
1	more likely to take drake. but thats because of my location
1	pedestrian's have enough room on sidewalk. the road needs to be more efficient for vehicle. too many congestion issues
1	I feel as though if I'm walking, I am in less of a hurry to get to my destination than I am when I am driving.
1	But I don't believe 2 minutes would take you very far on Prospect, especially at busy times of the day.
1	Prospect road already creates bottlenecks with lights that do not promote traffic flow or are capable of handling the traffic coming to and from campus. 2 minutes as you say here will easily translate to 10 when all is said and done.

- 1 Not sure what you have in mind to cause this delay. You don't really see many pedestrians along Prospect anyway. Get them across Prospect to Lake street.
- 1 This depends a lot on what changes are proposed. Some changes, for example mucking with traffic patterns by way of the traffic lights, snowball in high traffic times which makes the road more dangerous for everyone.
- 1 If you are talking about pedestrian crossings, consider over- or under-passes which do not affect traffic.
- 1 However, there is already huge periods of congestion in the morning and evening when CSU is in session--how will this be additionally impacted by specified improvements?
- 1 Pedestrians and bikes should be moved off Prospect - maybe to Lake which could remove all auto traffic to accommodate them.
- 1 Most of prospect (west) isn't a problem - but it's when you get to Mason street that it becomes backed up with traffic and frustrating. The train, MAX, bicycles, pedestrians are all at that intersection. Slow to get through and dangerous to try to watch for every possible situation.

18. How important is it to provide additional north/south pedestrian and bike access to Prospect Road and north/south pedestrian and bike crossings along Prospect Road?



				Statistics	
Very important	51.4%	<div><div style="width: 51.4%;"></div></div>	150	Total Responses	292
Moderately important	36.3%	<div><div style="width: 36.3%;"></div></div>	106	Skipped	6
Not at all important	8.2%	<div><div style="width: 8.2%;"></div></div>	24		
Not applicable	4.1%	<div><div style="width: 4.1%;"></div></div>	12		
Total			292		

Comments

Count	Response
1	?
1	Again, perhaps the largest area for improvements to be made
1	BIKE...LICENSES....MORE...ENFORCEMENT..
1	Don't understand the question
1	I don't know why there are not more injuries.
1	I don't think that it's as important as improving the intersections for vehicle crossings.
1	I don't understand the question.
1	I really don't know.
1	I think the bigger issue is east/west travel
1	It does not seem to be a issue.
1	No opinion. I don't use it that way.
1	Underpasses will facilitate crossings and traffic flow.
1	Very important to add bike lanes
1	We need a way to get non-auto traffic safely across Prospect and onto Lake.
1	Works as is with crossing areas spread out.
1	Would be nice, seeing as it's so close to campus.
1	make underpass or overpass for pedestrians
1	only center really works at all - can this be auto-bike sensing?
1	I don't think that is the immediate issue. Prospect Street is a main east and west access, but it needs to be able to handle bike and pedestrian traffic (students need to be safe).
1	Again, not to ride on Prospect, but to cross Prospect in order to access Lake Street and points north.
1	Crossing is not difficult. Traveling on Prospect in a non-car is dangerous because of high vehicle speed and lack of physically separated bike lane.
1	This is critical for me! I cross Prospect every day. I cross prospect in several places on weekdays and weekends.
1	I'm not sure about additional crossings at Prospect. I think enhancing the ones that are there to be safer would make better sense than adding. An under/overpass would be great near CSU.
1	Make new pedestrian crossing lights coordinate with nearby traffic lights instead of on-demand, unless under/over roadway.
1	This is the main problem with Prospect. E/W bike lanes would be nice, but the N/S crossing is much more of a PITA!
1	this came up today at a bike to work station - Fort Collins has really poor east-west facilities (bus, bike and car)

1	Students on foot and bikes make a dangerous crossing N-S just east of Shields on Prospect toward Plymouth Church. An underpass might be a good, though expensive, solution.
1	If you are talking about pedestrian crossings, consider over- or under-passes which do not affect traffic.
1	Direct extension of Mason trail through the CSU campus (on the west side of the tracks) would be phenomenal. The new Max/Mason Trail/Prospect intersection is a bit chaotic.
1	This is a heavily used road with many wanting to travel from campus to the south-west corner of prospect and college. The traffic patterns, narrow lanes, railroad, etc make it very uncomfortable to travel here.
1	the new crossing at the Mason Corridor is really miserable for bicycles. It requires either "wrong way" sidewalk riding or riding on the street, neither of which are comfortable for me and I consider myself a fairly experienced bicycle commuter.

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

Count	Response
1	All bets are off for Prospect if CSU stadium happens.
1	Bike Lanes
1	Biking this stretch is dangerous.
1	Continued enforcement of occupancy limits in residential areas is important.
1	Don't build in every single square foot of green that we have left! Improve bicycle safety.
1	Drake Road is good for bicycles & pedestrians - can Prospect Road be upgraded to this degree?
1	Fix Prospect's driving conditions.
1	Go find another neighborhood to waste your time and my money on "improving"!
1	I would like to see an overpass or underpass across Prospect near the Hilton hotel.
1	It shouldn't impede traffic too much.
1	Let's build an underpass for bikes/peds at Whitcomb St.
1	Maxfield subdivision fort collins; should have higher density!
1	N/A
1	NO
1	Need improved transit, more bike paths & crossings and better landscaping along streets
1	No more huge student housing/massive apartments (let CSU house their own students)
1	No stadium!
1	No.
1	Overpass for the train crossing.
1	Pocket parks less development
1	Prospect is the main element that needs improvement.
1	Put bike lanes on Prospect east of Shields
1	Rental lawn care is terrible as is snow removal.
1	Sidewalks on prospect are very narrow in critical areas
1	The limited availability of parking during school year can lead to some unsafe parking practices
1	The residential areas need improvements to the streetscapes. Little things can mean a lot.
1	Very few north/south bike trails. My #1 problem living here.
1	Walk ways over train tracks
1	Whatever is done needs to be incorporated with the MAX

1	more bike lanes!!!
1	more cheap food, good food, Burger King bad
2	no
1	no.
1	not at this time
1	not now.
1	prospect need to be 3 lanes in each direction
1	wait until the stadium decision is made - no need to do it over
1	This area shouldn't only be about student housing. West Central Fort Collins will only survive if there is a mixture of students, families, renters, and home owners in the area.
1	Please hold landlords accountable for the increasingly low standards (breaking city ordinances) of rental properties.
1	I believe this is a very important planning document and care should be taken that items included in the plan be carefully thought out and have a high degree of possibility of occurring. Don't include words without meaning or promised items that are unlikely to be possible.
1	Rather than additional open space being purchased, allow City of Fort Collins to purchase more property on Prospect to make the commute on Prospect safer and have a better flow of traffic. All the way from Stover to Taft on Prospect Road.
1	NWC of Prospect and Shields neighbors would like to redevelop with higher density than current LMN zones
1	Fix the intersection at prospect and center. Your passes or overpasses there. The same with the Mason Trail. Slow speed limits on prospect down to 25 mph.
1	Paint/repaint curbs along Prospect--aesthetics are major issue in some neighborhoods for new home buyers
1	Please oppose the new stadium plans!! This is bad for the west central area in many ways. The transportation difficulties seen now will magnify many times over with this disastrous project. I live just Southwest of Drake and Shields and I work on campus (but am not an employee of CSU). Please, --this affects me greatly!
1	I hope you're not putting much stock in this on-line survey because I really believe any results from it could be mis-leading as the questions are for the most part leading and require too many undeclared assumptions to be valid. I think your public outreach campaign would provide much better data.
1	Prospect seems to cut off friendly bike or pedestrian access to commercial and retail areas. Either more access North and South or more retail North of Prospect can be beneficial.
1	I am a cyclist, and a bike is my primary method of transportation within town. My primary desire for any new development is to make cycling safer (reduce auto/bike incidents), and secondary desire is to connect bike routes across town.
1	I live adjacent to the West Central area, next to some of the undeveloped land (owned by CSURF on the 600 block of S. Shields). I am very concerned about how these parcels (and other open lands) are developed. I do not want to see the density increased 15-fold as it has been on Plum Street. This is an inappropriately large increase. The goal of increasing density needs to be done with sensitivity to the surrounding single-family neighborhoods.

1	Prospect Street is a main entrance to CSU and must handle all types of traffic (people and cars). We have an opportunity to fix the problem and do it right . With forethought and vision from the community I hope you listen and make It Fort Collins. AND NO STADIUM! I don't want to have it in town and ruin this area. Nor do I want to pay one cent for a stadium that does not belong in town or on campus . It belongs where it is and with great forethought of our elders it works! Students have the opportunity to get to the stadium if they wanted, but they choose not too.
1	If the stadium is being built, the remaining home owners in the area will sell or rent their houses and the city will have to deal with even more student-related trouble in this area. I suggest to make the area more attractive for young families again. Don't close schools in the area just to open up new ones in the rich south. This area has been so neglected I wouldn't even know where to begin.
1	Forget about that CSU football stadium emptying out onto Prospect. And, if possible, forget about the stadium totally! It's a boondoggle.
1	A lot of students live in this area; I hope the WC area remains compatible for families, students and seniors. I do not want it to became student housing
1	The Lexington Green and Village West areas south of Stuart Street do not have the many of the issues which exist in the rest of the subject area. I believe that the vast majority of families that live in this portion of the "West Central Area" do not want major charges made to our area.
1	As always, I like improvements, if they do not involve lowering standards for motor vehicles. We have a huge growing number of baby boomers in Fort Collins, most will be using their cars to get around, it wrong to expect this growing number of seniors to ride a bike or walk everywhere. It's just not realistic.
1	Traffic going east-west across prospect is very congested between Shields and College. If prospect can be widened to allow more lanes of traffic, it should be done.
1	I hate the idea of an on campus stadium--Hughes is in the perfect location. I am a CSU alum as well!
1	Keep the natural feel/non-high density urban feel as much as possible in the neighborhoods and along Spring Creek Yrail corridor to the Poudre Trail.
1	Widen the sidewalks and improve the sidewalks/curbs at intersections as have been done in many other places in the area - but not the West Central Area.
1	I think having a pedestrian/wildlife tunnel would be the best solution. The cheaper lights are just going to cause more problems like it does on drake near timberline.
1	This area seems perfect for a mix of single family housing, multifamily and mixed use buildings to enhance an urban setting with distinct neighborhood identities.
1	Daily I ride my bike from the SW corner of this region to CSU. I take the Spring Creek trail because I can not easily get on N Taft Hill from the west side of the street, and SCT is much quieter. The bottle neck is crossing Prospect to get to CSU, Regardless where I get off SCT, unless I cross college and back track, Crossing Prospect is the most inconvenient part of my daily commute. I have begun ignoring the traffic controls for N/S crossing on prospect due to their inconvenience. E/W travel on prospect is impossible and a good means of suicide by vehicular homicide. At minimum, bicycle responsive signaling for N/S crossing of prospect to access CSU should be strongly considered.
1	Mulberry is a main artery into PHS and for Lab/Polaris it is dangerous for bikes to ride west bound on Mulberry. There should be improvement for safer bike riding.
1	There should be a high focus on lowering the albedo of the area (more plants, less asphalt/cement/traditional rooftops) to be environmentally conscious and do out part to combat climate change.
1	There's probably nothing you can do about this, but I feel like all the single family housing for sale in

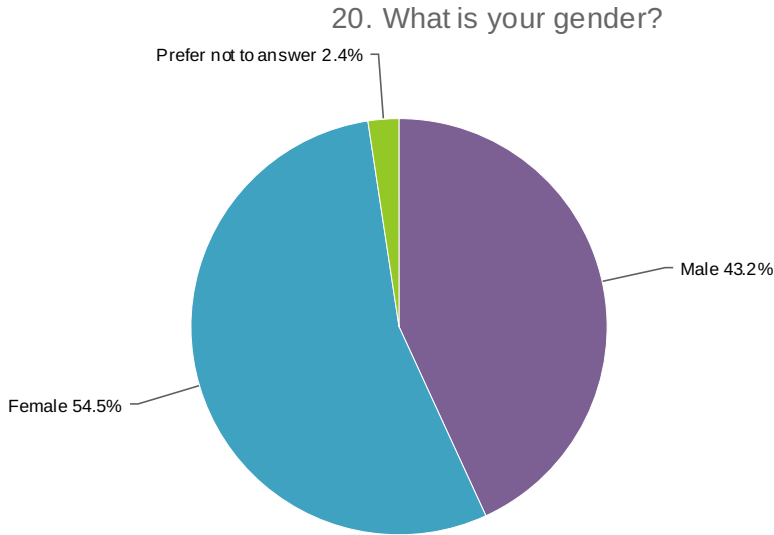
my neighborhood is being bought up by rental companies. People who want to buy into and live in the area have a hard time beating them to available housing. As a result, yards are not cared for, loud parties are more frequent, etc. How can more owner occupation be encouraged?

-
- 1 I really appreciate this survey and your attention to this area of the city. I would very much appreciate the removal of vegetation and parked vehicles from the whitcomb / prospect intersection. :)
-
- 1 If you should decide to improve/ create/ modify the housing situation, please, PLEASE keep in mind that students are having a hard enough time trying to afford tuition and that rent prices should not be something crazy (like \$645 before utilities).
-
- 1 I attended the meeting at the Presbyterian Church a few months ago and comments were well received. I hope you can find a way to please most of the residents. Thanks for listening.
-
- 1 Remove all traffic calming stop signs Only improve walking along Prospect Limit all structures to three stories or less
-
- 1 Definitely. Attending two of the earlier meetings I was definitely disappointed in that the only voices listened to and reinforced by the city facilitators were those advocating for more bike and pedestrian access. We have bad weather; we have elderly in this area; we have people unable to ride a bike or walk long distances -- they need reasonable auto access.
-
- 1 I'm worried about population density in the area. I would hate to see the rule about number of unrelated individuals being allowed in one house ever relaxed. There are a lot of cars parked on the streets impeding bicycles...even though most houses have garages and driveways
-
- 1 The lack of a MAX stop closer to the Summit appts. Seems like a mistake. I oppose a parking garage near there. The current "troublesome" parking situation there is most consistent with the vision for that corridor. To fulfill that vision those units will need to be occupied by people who have less need for autos.
-
- 1 Aesthetics should be a major consideration as well as safety concerns for walkers and bikers going East to College or crossing north.
-
- 1 Get business like zip car to partner with new housing in the West Central Area, and encourage places like The Summit (which does not have adequate parking for residents) offer discounts for residents who do not own a private vehicle or charge for parking. Tighten parking restrictions in surrounding neighborhoods and bring in small neighborhood groceries (not 7-11, but something with real food and partnerships with local farms for fresh produce like Mtn Ave Beavers).
-
- 1 The huge impact will be the CSU Stadium, if it is built. This will totally foul traffic in this area, especially Prospect.
-
- 1 I am VERY happy with the revised and updated Mason Corridor Trail north of Prospect; it would be GREAT if there was something more like that along Shields and/or Taft - something more of a dedicated bike/pedestrian path that runs north/south on the west side of town that connects to other trails. I also feel like there is good potential for re-development or use for both commercial and mixed-housing in the highly-abandoned area (where the Cinema Saver 6 movie theater and Drake Center are located) just south of Shields and north of Drake. The farmer's market is a good start to make it feel more like a "neighborhood," but the sheer number of large and empty buildings makes it a very inaccessible and under-utilized area.
-
- 1 This plan has been used to resist development within the district that is designated for development. The city does not comply with its own plan & this effort is another attempt to curtail development in the area.
-
- 1 Make the bike lanes colorful, plant more trees, fix congestion between Prospect and Elizabeth on Taft.
-

1	Similar to Prospect, I would like to see the Mulberry corridor be a focus of the Plan, increasing options for alternative transportation, bike lanes in particular.
1	Preserve U+2 for single family homes - our neighborhoods are great for young families, with our parks, pools, etc. Student housing complexes, stores, etc. should build UP not out as much as possible to prevent sprawl. Increase professional office space (again building UP) along Centre. Keep it modern and progressive, with space for families and students and this part of town will thrive. I am also not opposed to the stadium if done right.
1	Create safe and convenient ways for bikes and walkers to get to the CSU campus...maybe over/underpasses every 2 blocks on the entire periphery?...and then build bike lockers for people to rent by the month/year to safely store their bike. I refuse to shove my \$2k plus bike into a CSU bike rack! ...but would quit driving to campus if they could assure my bike is safe while I am working...they provide car parking for me that I trust...how about bike parking, too?
1	Please include local community partners in your planning such as local congregations, community centers and other such resources that provide more than retail services.
1	Area should be served with improved access to efficient transit. Area should be laced with trail short cuts to enhance travel by bike and walking.
1	The objectives of all of Fort Collins need to be infused into any new WCAP. The anti-growth residents in the subject area refuse to acknowledge the need for City-wide planning thru their hostile approach to density and development and student housing.
1	Maintaing single family home character is most critical need. Attempts to increase per home density will be detrimental to area. This area needs to be family homes to people who work downtown and at CSU. Easy access to employment and core city attractions critical.
1	It's a beautiful area with a rural feeling, rare within an urban setting. Let's keep it that way!
1	Rental housing needs to be a licensed activity so basic standards are met. Neighborhoods are being destroyed by conversion of single family homes into multi-student housing.
1	Some more local eateries and different retail would be nice. There seems to be a lot of chains. There is more retail south on Shields and restaurants on Elizabeth, but where I live (basically the intersection of Shields and Prospect) there are not a whole lot of good shops. Also I wish there were a few more running trails. Spring Creek seems to be the main one, and since very few of the side streets actually connect anywhere, I end up running along main roads, which is not pleasant especially during high traffic. Overall I like living here though - it's much quieter than some other areas around campus and has ample parking and fairly wide streets.
1	Yes, on the housing issue we continue to ignore the likely necessity of having some kind of rental registration and/or licensing. I am not referring to some draconian system, but there is too little accountability of property owners, particularly for the safety of the tenants. Plus, this would help reduce the cost and ineffectiveness of publicizing the enforcement of city ordinances.
1	Please, please continue to introduce and enforce additional ordinances to improve status of unkempt & problem residences. It would be difficult indeed to overstate the adverse impacts of quality of life related to this issue!
1	A safe north south connection from the west central area to Old Town should be an important consideration in this plan
1	If the city is looking at U+2 changes, Me+3 then *strictly* enforcing the Me+3 rule would be fine. Most houses in my neighborhood have 5+ people living in the houses - U+2 is completely ignored in the zone bounded by Shields-West Elizabeth-Taft Hill-Prospect.
1	Any improvements to bike and foot traffic in this area needs to be considered in the perspective of the already poor traffic flow. By creating better options for traffic flow the bike and foot traffic should

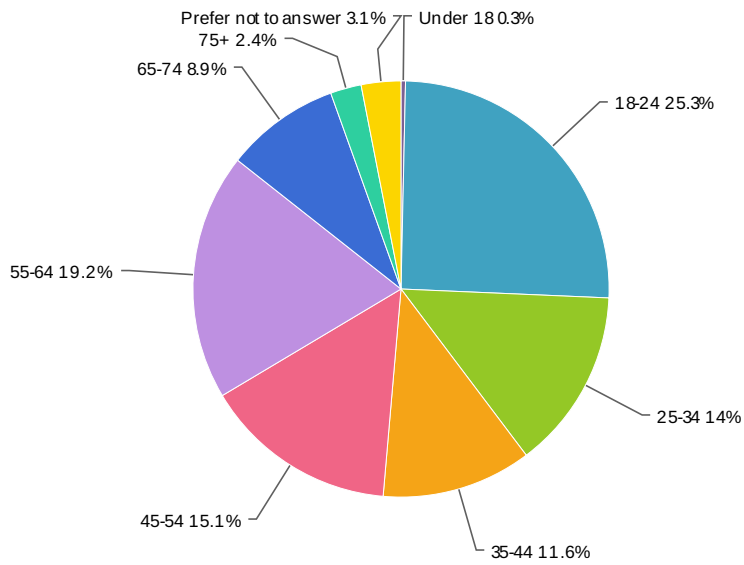
be made safer.

-
- 1 Hi Ted. The area is great and we have most what we need here. The area is a focus for CSU and we should be cognizant of the fact that that is the way it is. Complaining about living near the campus is counterproductive and those that do should vote with their feet. Anne and I have lived/worked near a university since 1980 and it is a great benefit, not the opposite. Go Rams, Build the New Stadium!
-
- 1 We are losing the family atmosphere of this section of Fort Collins & since the number of grade schools close by is significant this both frightening & unnecessary!!
-
- 1 It's pretty pointless to go very far on this process until we know about the proposed football stadium.
-



				Statistics	
Male	43.2%	<div><div></div></div>	126	Total Responses	292
Female	54.5%	<div><div></div></div>	159	Skipped	3
Prefer not to answer	2.4%	<div><div></div></div>	7		
Total			292		

21. What is your age?

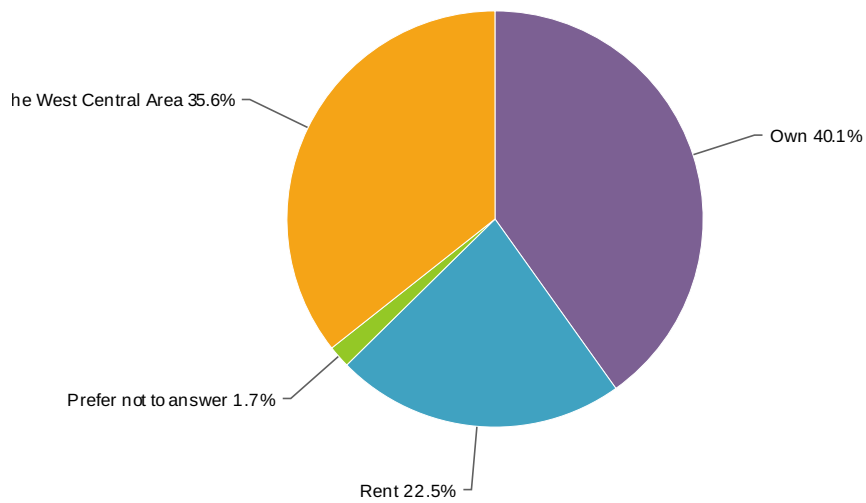


Under 18	0.3%		1
18-24	25.3%		74
25-34	14.0%		41
35-44	11.6%		34
45-54	15.1%		44
55-64	19.2%		56
65-74	8.9%		26
75+	2.4%		7
Prefer not to answer	3.1%		9
Total			292

Statistics

Total Responses	292
Skipped	3

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

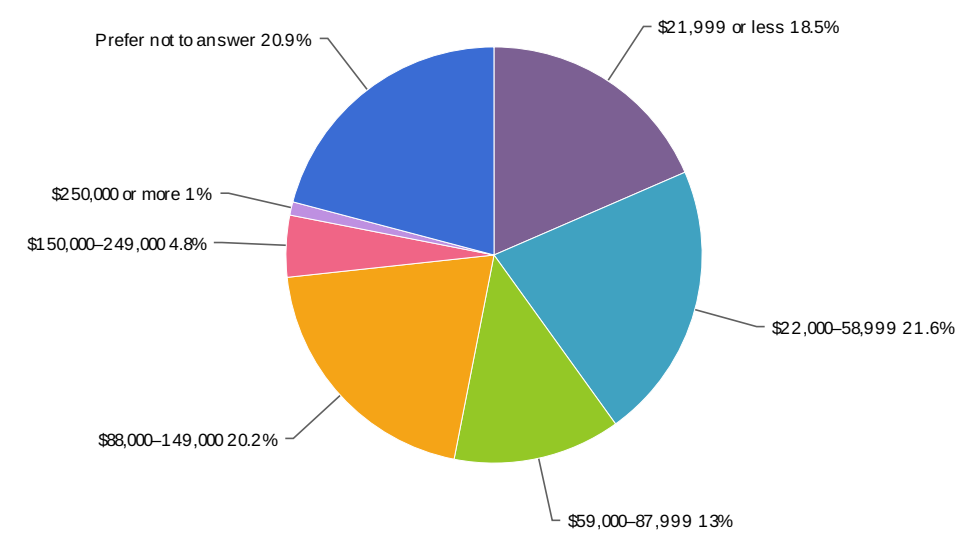


Own	40.1%	<div><div></div></div>	116
Rent	22.5%	<div><div></div></div>	65
Prefer not to answer	1.7%	<div><div></div></div>	5
I do not live in the West Central Area	35.6%	<div><div></div></div>	103
Total			289

Statistics

Total Responses	289
Skipped	6

23. What is your annual household income?



\$21,999 or less	18.5%	<div></div>	54
\$22,000–58,999	21.6%	<div></div>	63
\$59,000–87,999	13.0%	<div></div>	38
\$88,000–149,000	20.2%	<div></div>	59
\$150,000–249,000	4.8%	<div></div>	14
\$250,000 or more	1.0%	<div></div>	3
Prefer not to answer	20.9%	<div></div>	61
Total			292

Statistics	
Total Responses	292
Skipped	3