

## Visioning Survey Summaries

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### BACKGROUND

In an effort to develop a Vision for the West Elizabeth Enhanced Travel Corridor, two visioning surveys were available for public input. One survey was available online and the other was a text based survey, known as Textizen. The surveys had two different audiences in mind; the online was a bit longer requiring approximately 15-20 minutes to complete; the Textizen survey was an abbreviated version of the online survey intended for the Colorado State University audience. Survey questions were designed to gauge how the public currently uses the corridor, how they would describe their existing experience and how they would like to see change occur in the corridor.

Survey Instrument	Date	Responses
Online Survey(Survey Gizmo)	August 2015	132 complete 53 partials
Textizen Survey	Mid-August through Mid-September	411
	<b>Total</b>	<b>596</b>

#### Online Survey

The online survey consisted of 14 multiple choice questions and one ranking question. Several of the questions allowed for multiple responses as well as an “Other” option with a write-in response. In addition, four visual preference questions asked participants what they liked about specific treatments.

#### Textizen Survey

Textizen is a text based survey instrument in which participants opt to receive survey questions via text to their mobile devices. The survey consisted of nine questions: four multiple choice questions, two open ended questions, two ranking questions, and an initial “hook” question whose purpose was to attract participation in the survey.

While the content of two surveys were similar in concept, some of the questions varied due to survey instrument restrictions. All questions, including demographic information, were optional. However, most respondents did complete the entire survey, which is helpful for understanding the experience of respondents from different viewpoints.

Questions that appeared on both surveys are indicated by “Q#” the results of which are combined and presented in the “What We Heard Section” complete survey results can be found in the appendix. A comparison of the survey questions is shown in the Table 1 below. Key topic areas include:

- Background
- Travel behavior
- Prioritization for the future
- Current vs. desired future conditions
- Potential improvements
- Demographics
- Other comments

**Table 1**

Question	Online Survey	Textizen Survey
<b>BACKGROUND</b>		
<b>Q1. Which of the following apply to you? (Please select all that apply) *</b>	✓	✓
<b>TRAVEL BEHAVIOR</b>		
<b>Q2. Which travel mode do you use most often on the West Elizabeth Corridor?</b>	✓	✓
<b>Q3. On average, how often do you use active transportation (biking, walking, buses) in this corridor?</b>	✓	✓
<b>PRIORITIZATION FOR THE FUTURE</b>		
Hey Fort Collins, what about MAX on West Elizabeth Street? (Hook question for Textizen survey)		✓
<b>Q4. When planning for the futures, which travel mode(s) should be prioritized in the West Elizabeth Corridor?</b>	✓	✓
Success in the West Elizabeth Corridor should be defined by improvements in? (Select 2)	✓	

Question	Online Survey	Textizen Survey
Success in the West Elizabeth Corridor should be defined by improvements in? (Select 2)	✓	
Would you be willing to spend additional time driving in the West Elizabeth Corridor to make transit, walking, and biking safer and more efficient?	✓	
<b>CURRENT VS. DESIRED FUTURE CONDITIONS</b>		
Q5. What word describes your <u>existing</u> experience in the West Elizabeth Corridor?	✓	✓
Q6. What word describes your <u>desired</u> future experience in the West Elizabeth Corridor?	✓	✓
<b>POTENTIAL IMPROVEMENTS</b>		
Which pedestrian treatment do you prefer for the various segments of West Elizabeth Street?	✓	
Which bicycle treatment do you prefer for the various segments of West Elizabeth Street?	✓	
What type of transit do you prefer for the West Elizabeth Corridor?	✓	
<b>DEMOGRAPHICS</b>		
With what gender do you identify?	✓	
What is your age?	✓	
With what ethnicity do you identify?	✓	
<b>OTHER COMMENTS</b>		
Please share any comments or suggestions related to the West Elizabeth Corridor or the West Elizabeth ETC Plan.	✓	

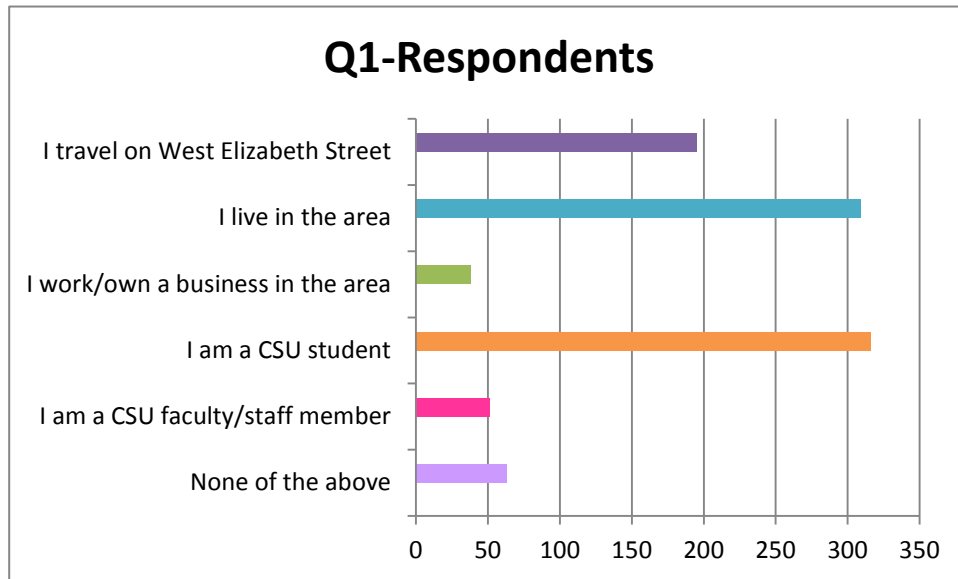
*\*This question was split into two separate questions in the Textizen survey, however, contained the same options as the online instrument.*

## WHAT WE HEARD – KEY THEMES

### Background

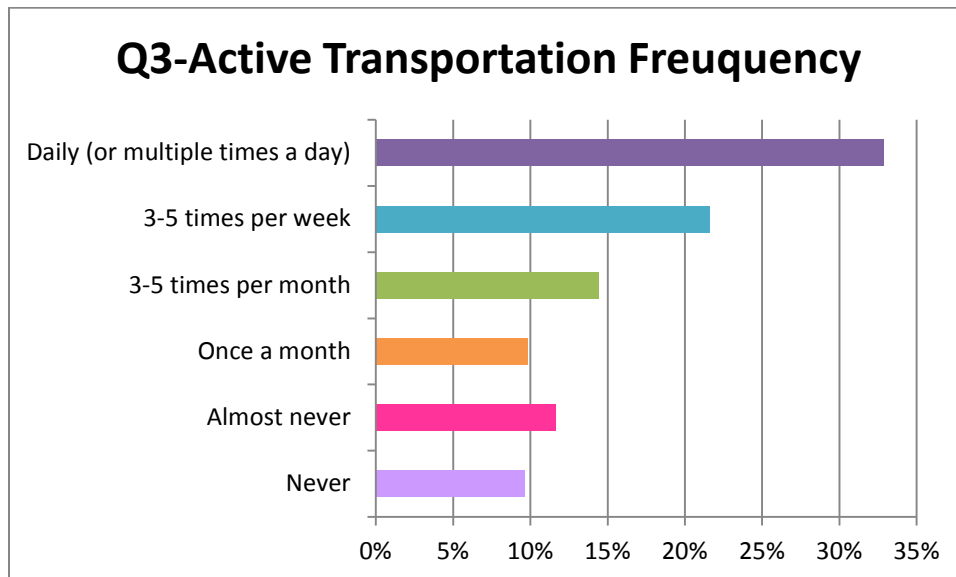
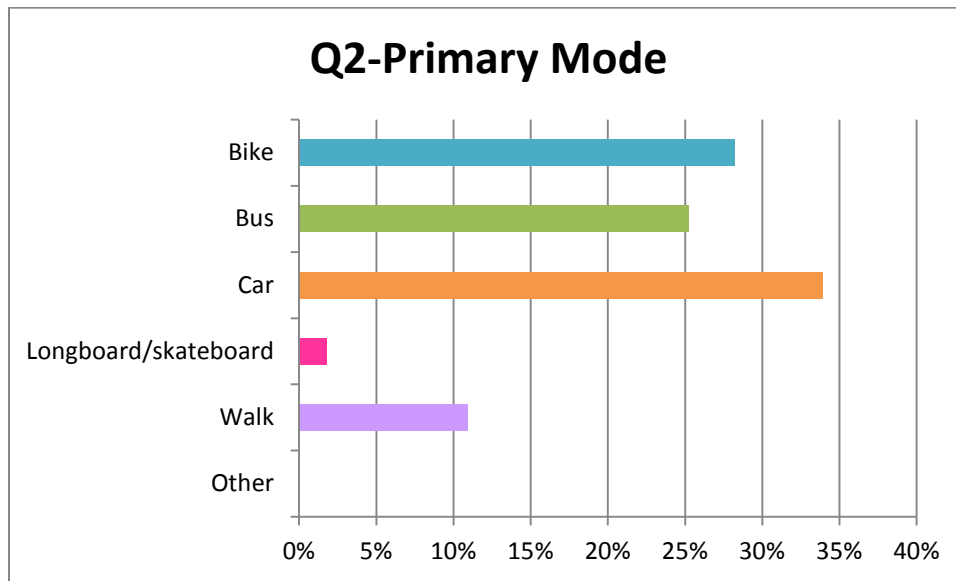
- A total of 596 people participated in the two West Elizabeth visioning surveys.
- The majority of respondents both lived in the study area and were CSU students.

- There was a particularly high number of CSU students who responded to the Textizen campaign while the majority of people who participated in the online survey traveled in the corridor.



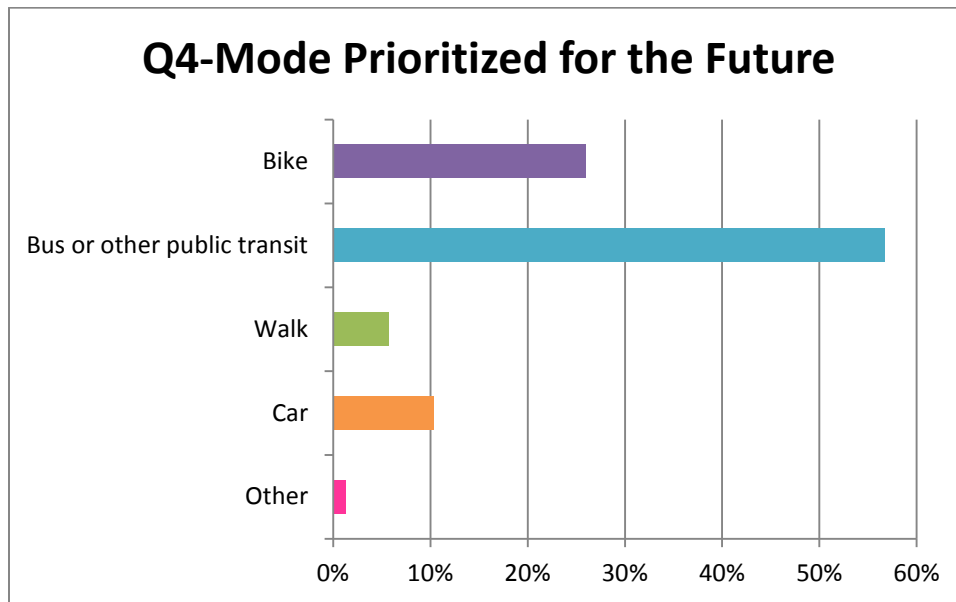
### Travel Behavior

- The primary mode of travel used in the corridor was fairly evenly split between bus (25%), biking (28%), and car (33%) with slightly more people driving.
- One-third of respondents (33%) used active transportation (biking, walking, buses) on a daily basis, while 22% of respondents never or almost never used active modes.



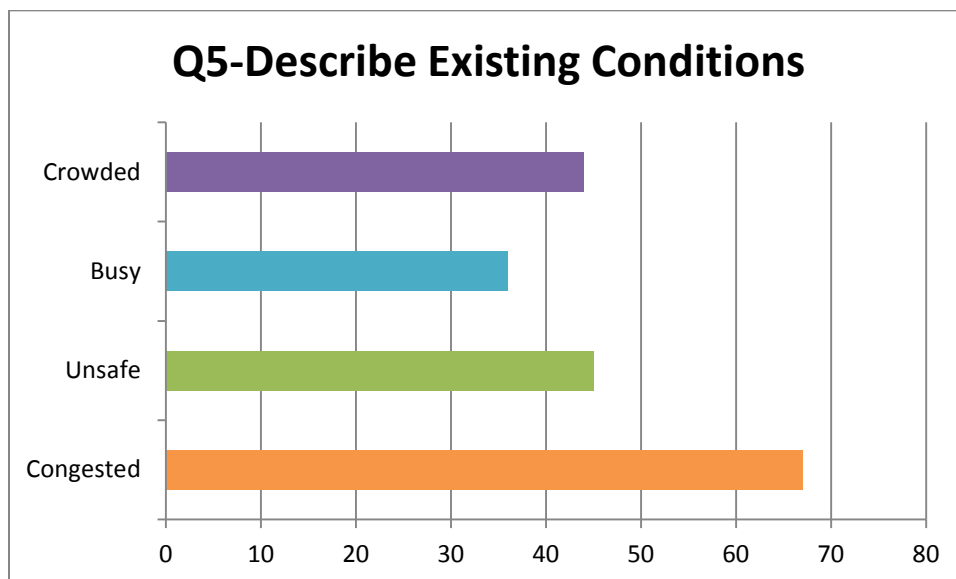
## Prioritization for the Future

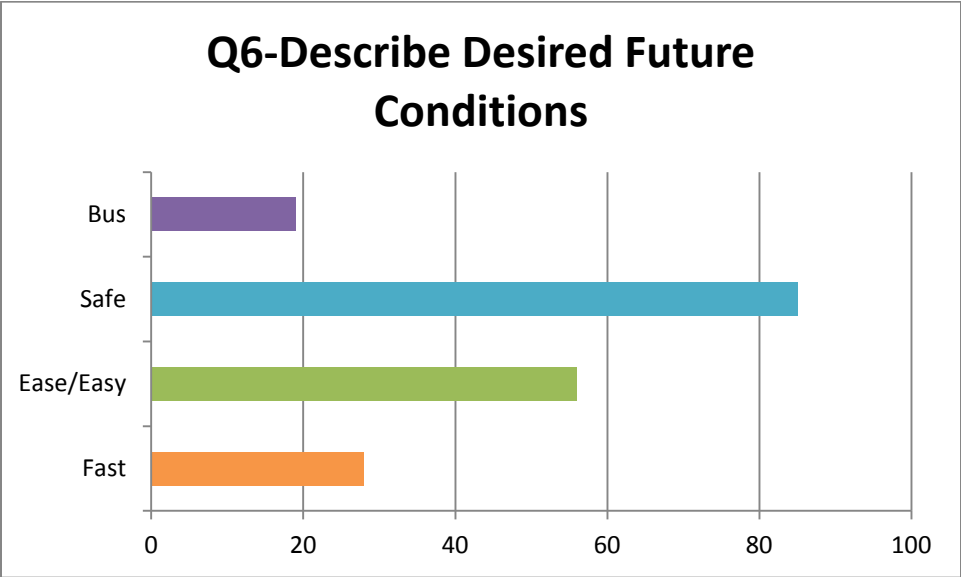
- The majority of respondents selected bus or other public transit as the travel mode that should be prioritized for the future in the corridor (57%) followed by bikes (26%).



#### Current vs. Desired Future Conditions

- Common themes for describing the corridor were congested, crowded, busy and unsafe.
- When envisioning what the corridor should be like in the future, making it safe was the top response followed by easy to use.

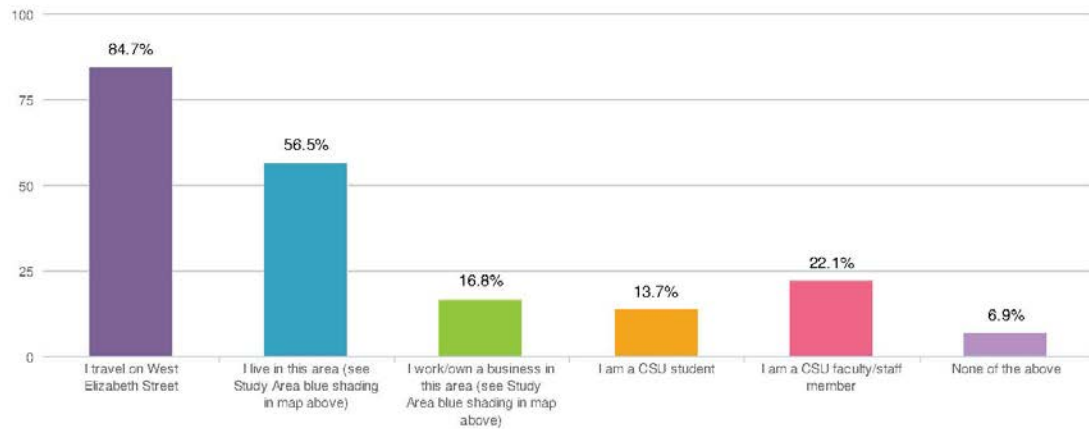










## APPENDIX

### Full Online Survey Results

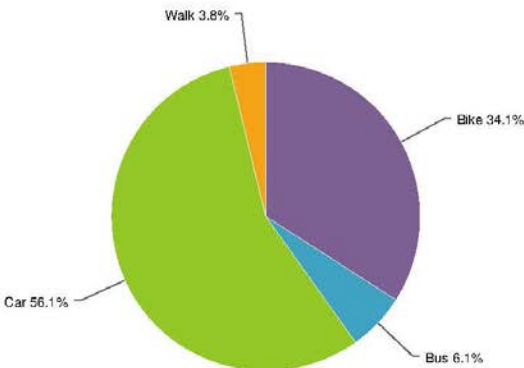
**1. Using the map above (of the West Elizabeth ETC), which of the following apply to you? (Please select all that apply.)**



I travel on West Elizabeth Street	84.7%		111
I live in this area (see Study Area blue shading in map above)	56.5%		74
I work/own a business in this area (see Study Area blue shading in map above)	16.8%		22
I am a CSU student	13.7%		18
I am a CSU faculty/staff member	22.1%		29
None of the above	6.9%		9
		Total	131



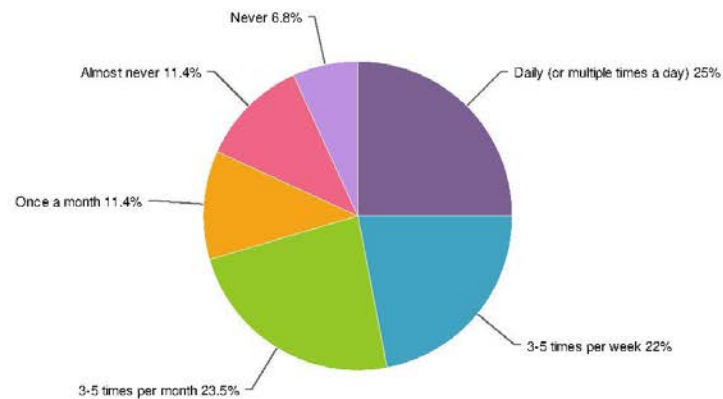
2. Which travel mode do you use most often in this corridor? (Please select one.)



Bike	34.1%	<div></div>	45
Bus	6.1%	<div></div>	8
Car	56.1%	<div></div>	74
Longboard/skateboard	0.0%	<div></div>	0
Walk	3.8%	<div></div>	5
Not applicable	0.0%	<div></div>	0
Other	0.0%	<div></div>	0
Total			132

Responses "Other"	Count
Left Blank	132

**3. On average, how often do you use active transportation (biking, walking, buses) in the corridor? (Please select one.)**



				Statistics	
Daily (or multiple times a day)	25.0%	<div><div></div></div>	33	Sum	180.0
3-5 times per week	22.0%	<div><div></div></div>	29	Average	3.0
3-5 times per month	23.5%	<div><div></div></div>	31	Max	3.0
Once a month	11.4%	<div><div></div></div>	15		
Almost never	11.4%	<div><div></div></div>	15		
Never	6.8%	<div><div></div></div>	9		
Total			132		

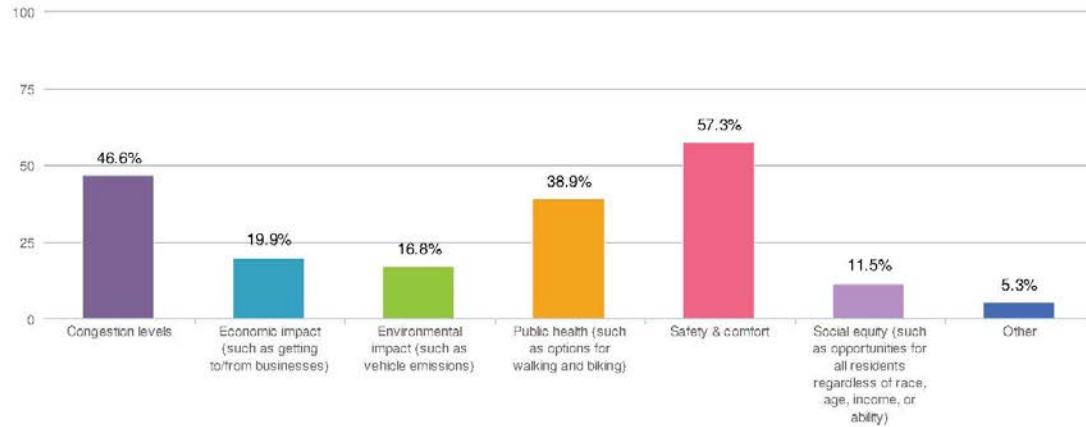
**4. When planning for the future, how should modes of transportation be prioritized in the West Elizabeth Corridor? (Please rank.)**








	Score*	Overall Rank
Bike	515	1
Bus or other public transit	479	2
Walk	407	3
Car	366	4
Other	110	5

Total Respondents 129

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

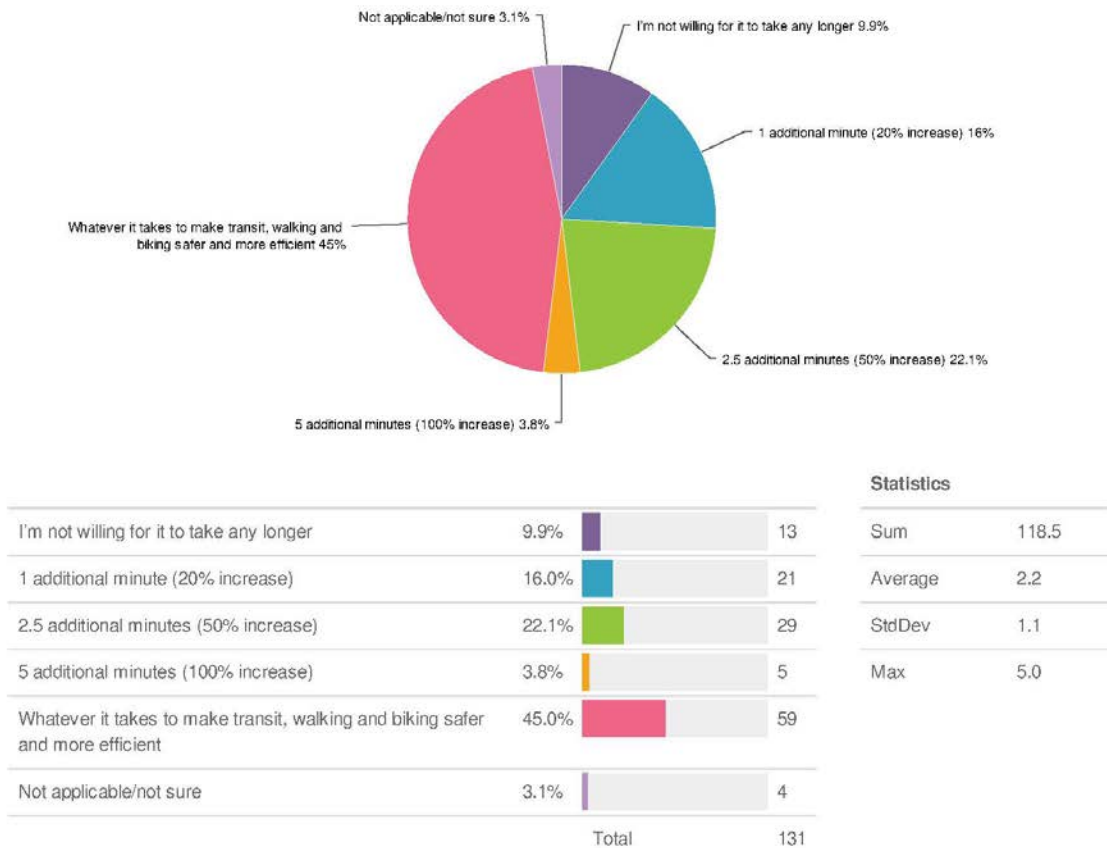
**5. Success on the West Elizabeth Corridor should be defined by improvements in: (Please select two.)**

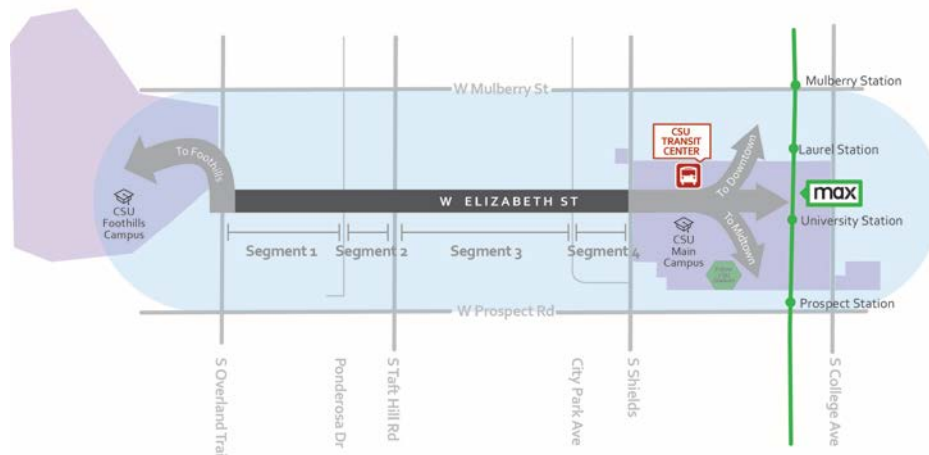


Congestion levels	46.6%		61
Economic impact (such as getting to/from businesses)	19.9%		26
Environmental impact (such as vehicle emissions)	16.8%		22
Public health (such as options for walking and biking)	38.9%		51
Safety & comfort	57.3%		75
Social equity (such as opportunities for all residents regardless of race, age, income, or ability)	11.5%		15
Other	5.3%		7
Total			131

Responses "Other"	Count
Left Blank	125
Eliminating government interference	1
convenience (more frequent busses)	1
non-car traffic to businesses	1
not leaving folks at bus stops	1
public transportation, i.e. Transfort	1
speed control	1
Efficiency- right now W. Elizabeth is very easy to bike (for commuters). Maintaining maneuverability and efficiency on the corridor is important to students like myself.	1

**6. Would you be willing to spend additional time driving in the West Elizabeth Corridor to make transit, walking and biking safer and more efficient? If so, how many additional minutes? The trip from Shields to Overland Trail is currently about 5 minutes by car.**





**7. What three words describe your existing experience in the West Elizabeth Corridor? Please indicate to what segment(s) this work applies. (Refer to the map above for segment definitions)**

**All Segments:**

Word	Occurrence
Unsafe	9
Congested	8
Dangerous	2

**Other responses:**

- **Busy (3)**
- **Inconsistent (2)**
- **Frustrating (2)**
- **Slow (2)**
- **Stressful (2)**
- **Uncomfortable (2)**
- **Car-centric (2)**
- **Speed (2)**
- Bike traffic
- Bus schedule deficient
- Clean
- Commute
- Confusing
- Crappy
- Crowded
- Dull
- Crowded
- Dark
- Disjointed
- Hazardous
- Narrow
- Nice, fast rolling pavement
- Need better shops
- Need more entertainment
- Not bike friendly
- Not enough buses
- Potential
- Precarious
- Scary
- Rundown
- Students
- Studentville
- Tailgating
- Traffic
- Unattractive
- Under-developed
- Uneven
- Unfriendly
- Unnecessary
- Unpredictable

### Segment 1: Overland Trail to Ponderosa Drive

Word	Occurrence
Unsafe	5
Under developed	3
Quite	3

Other responses:

- Congested (2)
- Loud (2)
- Dangerous (2)
- Residential (2)
- Fast (2)
- Ok (2)
- Relaxing (2)
- Anti-pedestrian
- Bare
- Beautiful trees
- Bus schedule deficient
- Busy
- Calm
- Convenient
- Comfortable
- Crowded
- Easy
- Empty
- Enjoyment
- Excellent
- Fine
- Forced speeding
- Friendlier
- Green
- Home
- Incomplete
- Inaccessible
- Inconvenience
- Motorcycle acceleration
- Need more stops
- Need extended services
- Nice
- No problem
- No sidewalks
- Non-pertinent
- Friendlier
- Out-dated
- Pedestrian unfriendly
- Peaceful
- Risky
- Roadkill
- Safe
- Satisfied
- Scary
- Sketchy
- Unfriendly for bikes
- Waiting
- Walk
- Walk too far

## Segment 2: Ponderosa Drive to Taft Hill Road

Word	Occurrence
<b>Congested</b>	<b>13</b>
<b>Unsafe</b>	<b>11</b>
<b>Busy</b>	<b>8</b>

Other responses:

- **Chaotic (5)**
- **Dangerous (4)**
- **Home (3)**
- **Scary (2)**
- **Stressful (2)**
- **No sidewalks (2)**
- **Frustrating (2)**
- **Crowded (2)**
- Adequately wide bike lanes
- Anti-pedestrian
- Bus schedule deficient
- Businesses
- Calm
- Careful
- Constricted
- Convenient
- Difficult for bikers
- Difficult exit from King Soopers
- Dodging jaywalkers
- Fast
- Fearful
- Groceries
- Hazardous
- Horrible
- Inaccessible
- Incomplete
- Inconvenience
- Frightening
- Easy
- Nervousness
- Non-pertinent
- Ok
- Out-dated
- Overcrowded
- Pedestrians
- Relaxed
- Satisfied
- Slow

### Segment 3: Taft Hill Road to City Park Avenue

Word	Occurrence
<b>Congested</b>	<b>8</b>
<b>Dangerous</b>	<b>6</b>
<b>Unsafe</b>	<b>6</b>

Other responses:

- **Chaotic (5)**
- **Crowded (6)**
- **Busy (4)**
- **Ok (3)**
- **Fast (3)**
- **Traffic (2)**
- **Safe (2)**
- Annoying
- Anti-pedestrian
- Awful
- Bike-friendly
- Bus schedule deficient
- Commercial
- Commuting
- Construction
- Constricted
- Derelict
- Efficient
- Empty
- Entertaining
- Fearful
- Forced speeding
- Frustrating
- Fun
- Home
- Lacking
- Lively
- Inaccessible
- Incomplete
- Inconvenience
- Intoxicated
- Mayhem
- Nice
- No median
- Non-pertinent
- Not great here either
- Pleasant
- Retail Center
- Safe-ish
- Safety concerns
- Shopping
- Speeding
- Squeezed
- Stressful
- Too fast
- Without options



#### Segment 4: City Park Avenue to Shields Road

Word	Occurrence
<b>Congested</b>	<b>27</b>
<b>Unsafe</b>	<b>14</b>
<b>Dangerous</b>	<b>12</b>

#### Other responses:

- **Chaotic (9)**
- **Busy (9)**
- **Crowded (6)**
- **Scary (6)**
- **Frustrating (4)**
- **Shopping (2)**
- **Slow (2)**
- **Businesses (2)**
- **Nightmare (2)**
- **Waiting (2)**
- **Nervous (2)**
- Access control
- Adequately wide bike lanes
- Annoying
- Anti-pedestrian
- Awful
- Bars
- Bikes
- Bike friendly
- Fast moving
- Bus schedule deficient
- Car-centric
- Careful
- Cluster
- Commercial
- Commuting
- Deadly
- Dodging jaywalkers
- Entitled
- Fearful
- Green
- Fun Glass
- Hard to turn
- Impossible
- King Soopers
- Lack of parking
- Lacking
- Law breakers
- Lively
- Mayhem
- No median
- No trees
- Ok
- Options
- Overwhelming
- Parking
- Pedestrians
- Poor
- Pride
- Services
- Safe
- Relaxing
- Retail Center
- Risky
- Sketchy
- Stressful
- Tight
- Traffic
- Walk

**8. What three words describe your desired future experience in the West Elizabeth Corridor? Please indicate to what segment(s) this work applies. (Refer to the map above for segment definitions)**

**All Segments:**

Word	Occurrence
Safe	51
Ease	6
Fast	5
Convenient	5
Quick	5

**Other responses:**

- Comfortable (4)
- Bike-friendly (4)
- Green (3)
- Bike-centric (3)
- Walkable (3)
- Efficient (4)
- Flow (3)
- Friendly (3)
- Consistent (3)
- Busy (3)
- Calm (3)
- Beautiful (3)
- Bikes (2)
- Accessible (2)
- Smooth (2)
- Attractive (2)
- Bike safety (2)
- Enjoyable (2)
- Developed (2)
- Relaxing (2)
- Sidewalks (2)
- Pleasant (2)
- Bus (2)
- Clean (2)
- No cars (2)
- Open (2)
- Slower (2)
- Bigger bike lane
- Bike trails
- Biking access
- Business
- Bliss Complete
- Clearly marked
- Connectivity
- Courteous
- Dutch
- Enforced
- Equitable
- Expedient
- Family adventure connected
- Frequency
- Fully Serviced
- Gentle
- Good
- Great public transit
- Healthy
- Hope
- Improved transit
- Inclusive
- Intelligently engineered
- Landscaping
- Light rail
- Lively
- Make it appealing
- Mass transit
- MAX
- Mobile
- Neighborhood
- Nice
- No construction
- Not crowded
- Pedestrian focused
- Pride
- Obey
- Obvious
- Ok
- Order
- Organized
- Parking
- Quieter
- Rapid Bus
- Renewed
- Separation from traffic
- Smart
- Snow removal
- Speed
- Streetcar
- Transit-oriented
- Trees
- Turn into entertainment district
- Uncongested
- Uncrowded
- Unique
- Vibrant
- Welcome
- Wider sidewalks
- Worthwhile

### Segment 1: Overland Trail to Ponderosa Drive

Word	Occurrence
Unchanged	3
Bike Friendly	2
Sidewalks	2
Slower	2

Other responses:

- Bike-safe
- Developed
- Excellent
- Flowing
- Fully Serviced
- Less speeding
- Light sequence
- MAX
- Mellow
- More bike lanes
- Pretty
- Relaxing
- Safer
- Speed
- Traffic Light
- Transitional
- Walkable

### Segment 2: Ponderosa Drive to Taft Hill Road

Word	Occurrence
Safe	10
Unchanged	3
Efficient	2
Pedestrian-friendly	2

Other responses:

- Active
- Bike-friendly
- Bike-safe
- Controlled
- Easy
- Fully serviced
- Home
- Less busy
- Light sequence
- More bike lanes
- Pro-pedestrian
- Quick
- Relaxing
- Sidewalk
- Slower
- Smooth
- Speed
- Structured
- Traffic control
- Transitional
- Uncongested
- Walkable
- West-town
- Wider sidewalks

### Segment 3: Taft Hill Road to City Park Avenue

Word	Occurrence
Relaxing	4
Safe	3
Smooth	2
Easy	2

#### Other responses

- Access
- Accessibility
- Active
- Bike-friendly
- Calm
- Controlled
- Efficient
- Excellent
- Faster
- Fluid
- Fully serviced
- Green
- Hipster
- Improved  
bike/pedestrian  
infrastructure
- Incubator
- Light sequence
- Maintained
- More transportation  
options
- Pedestrian friendly
- Slower
- Spacious
- Structured
- Updated
- Unchanged
- Urban
- Walkable
- Well monitored
- West-town

#### Segment 4: City Park Avenue to Shields Road

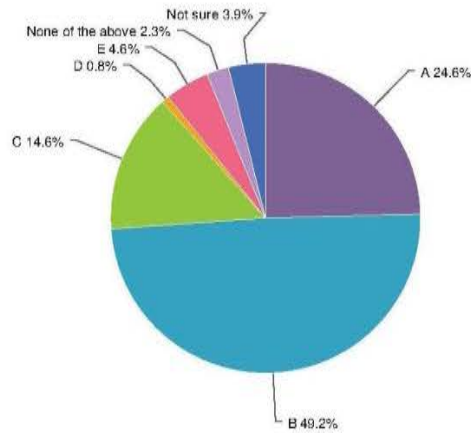
Word	Occurrence
Safe	9
Relaxing	3
Smooth	3

Other responses:

- Easy (2)
- Pedestrian-friendly (2)
- Uncongested (2)
- Urban (2)
- Walkable (2)
- Accessible
- Access
- Active
- Bike-safe
- Bikeable
- Calm
- Car-free
- Comfortable
- Controlled
- Efficient
- Family -friendly
- Faster
- Flowing
- Fluid
- Fully Serviced
- Fun
- Good
- Green
- Green painted bike lane
- Improve bicycle/pedestrian infrastructure
- Inviting
- Law-abiding
- Less busy
- Low-stress
- Mellow
- More transportation options
- Multimodal
- Parking
- Services
- Shopping
- Slower
- Structured
- Turning
- Underpass
- Well-monitored
- West-town

9. Which pedestrian treatment do you prefer for the various segments along West Elizabeth Street?

Segment 1: Overland Trail to Ponderosa Drive



A	Attached sidewalk	24.6%		32
B	Detached sidewalk with tree lawn	49.2%		64
C	Detached sidewalk with landscaping	14.6%		19
D	Narrow sidewalk with few amenities	0.8%		1
E	Wide sidewalk with many amenities	4.6%		6
	None of the above	2.3%		3
	Not sure	3.9%		5
Total				130

PEDESTRIAN TREATMENTS



A. Attached sidewalk



B. Detached sidewalk with tree lawn



C. Detached sidewalk with landscaping

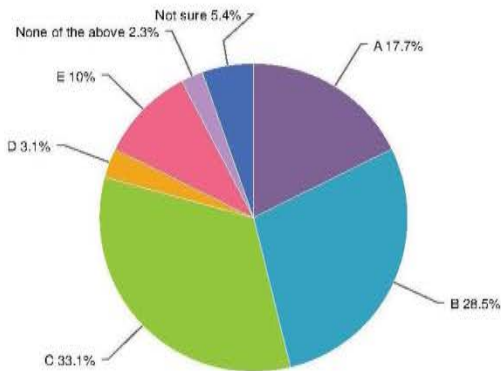


D. Narrow sidewalk with few amenities



E. Wide sidewalk with many amenities

Segment 2: Ponderosa Drive to Taft Hill Road



A	Attached sidewalk	17.7%		23
B	Detached sidewalk with tree lawn	28.5%		37
C	Detached sidewalk with landscaping	33.1%		43
D	Narrow sidewalk with few amenities	3.1%		4
E	Wide sidewalk with many amenities	10.0%		13
	None of the above	2.3%		3
	Not sure	5.4%		7
Total				130

PEDESTRIAN TREATMENTS



A. Attached sidewalk



B. Detached sidewalk with tree lawn



C. Detached sidewalk with landscaping



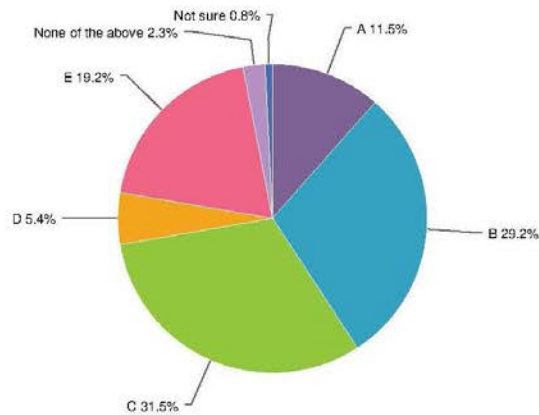
D. Narrow sidewalk with few amenities



E. Wide sidewalk with many amenities



Segment 3: Taft Hill Road to City Park Avenue



A Attached sidewalk	11.5%	<div></div>	15
B Detached sidewalk with tree lawn	29.2%	<div></div>	38
C Detached sidewalk with landscaping	31.5%	<div></div>	41
D Narrow sidewalk with few amenities	5.4%	<div></div>	7
E Wide sidewalk with many amenities	19.2%	<div></div>	25
None of the above	2.3%	<div></div>	3
Not sure	0.8%	<div></div>	1
Total			130

PEDESTRIAN TREATMENTS



A. Attached sidewalk



B. Detached sidewalk with tree lawn



C. Detached sidewalk with landscaping



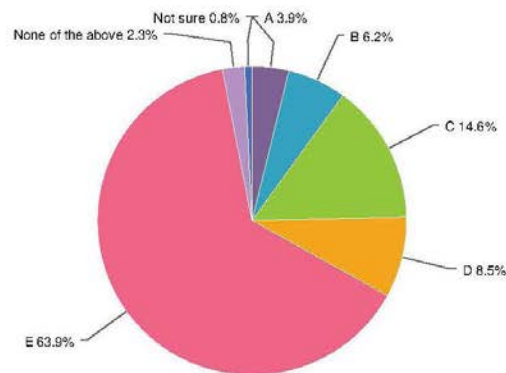
D. Narrow sidewalk with few amenities



E. Wide sidewalk with many amenities



Segment 4: City Park Avenue to Shields Road



A	Attached sidewalk	3.9%	<div><div></div></div>	5
B	Detached sidewalk with tree lawn	6.2%	<div><div></div></div>	8
C	Detached sidewalk with landscaping	14.6%	<div><div></div></div>	19
D	Narrow sidewalk with few amenities	8.5%	<div><div></div></div>	11
E	Wide sidewalk with many amenities	63.9%	<div><div></div></div>	83
	None of the above	2.3%	<div><div></div></div>	3
	Not sure	0.8%	<div><div></div></div>	1
Total				130

PEDESTRIAN TREATMENTS



A. Attached sidewalk



B. Detached sidewalk with tree lawn



C. Detached sidewalk with landscaping



D. Narrow sidewalk with few amenities



E. Wide sidewalk with many amenities



A. Attached sidewalk

**What do you like about this treatment?**



Easy to transition from the sidewalk to the bike lane. Utilitarian design.

Fits the area

Gives options for bikes to avoid traffic on a side walk people will rarely use

I think this will finish off Elizabeth making it easy for students to travel on.

It doesn't interfere with homes and property

It would be easy to put into this area

Low cost for lower traffic.

Practical

Safe and attractive

Safer for pedestrians in this segment

Saves space in low foot traffic areas

Sidewalks on both sides of the street would be great. Adding a tree lawn/landscaping is overkill

Simple

Simplicity, room for biking

There are no sidewalks there now, so anything would be an improvement

There's already a detached sidewalk with tree lawn on the south side of the road for part of this section, and attached sidewalks for the remainder. On the north side, there are only intermittent sidewalks – and those that do exist are very narrow. I feel like an attached sidewalk is probably all that is reasonable to add to the north side where sidewalks don't currently exist.

This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).

It's challenging for me to imagine a possible solution for this section. Currently, the sidewalks around King Soopers are terrible - in part because they are narrow and curb cuts are small, and in part because of the tremendous amount of vehicle/bike/wheelchair/pedestrian traffic in this small area. Navigating this area is particularly challenging for those in wheelchairs or pushing strollers. ANY improvement would be greatly appreciated, but I have no idea what that might mean beyond applying universal design concepts (widening sidewalks, larger/smoothier curb cuts.)

Easy to transition from the sidewalk to the bike lane. Utilitarian design.

It doesn't interfere with homes and property

It would work with the existing businesses
Low cost for lower traffic
I prefer a detached sidewalk but the attached sidewalk will take up less room in the crowded area.
Helps conserve space in a cramped living space with roads
Facilitate getting down the street for people who walk
Wider streets
Residential no businesses.
Simplicity, low cost
Not much change needed
Minimal space required
This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).
Helps conserve space in a cramped living space with roads
For walking
Keep what's there
Helps conserve space in a busy area with lots of smaller shops
Safer for pedestrians in this segment
Saves space in low foot traffic areas
Sidewalks on both sides of the street would be great. Adding a tree lawn/landscaping is overkill
Simple
Simplicity, room for biking
There are no sidewalks there now, so anything would be an improvement
There's already a detached sidewalk with tree lawn on the south side of the road for part of this section, and attached sidewalks for the remainder. On the north side, there are only intermittent sidewalks – and those that do exist are very narrow. I feel like an attached sidewalk is probably all that is reasonable to add to the north side where sidewalks don't currently exist.
This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).
It's challenging for me to imagine a possible solution for this section. Currently, the sidewalks around King Soopers are terrible - in part because they are narrow and curb cuts are small, and in part because of the tremendous amount of vehicle/bike/wheelchair/pedestrian traffic in this small area. Navigating this area is particularly challenging for those in wheelchairs or pushing strollers. ANY improvement would be greatly appreciated, but I have no idea what that might mean beyond applying universal design concepts (widening sidewalks, larger/smoothier curb cuts.)
Easy to transition from the sidewalk to the bike lane. Utilitarian design.
It doesn't interfere with homes and property
It would work with the existing businesses
Low cost for lower traffic
I prefer a detached sidewalk but the attached sidewalk will take up less room in the crowded area.
Helps conserve space in a cramped living space with roads
Facilitate getting down the street for people who walk
Residential no businesses.

Simplicity, low cost
Not much change needed
Minimal space required
This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).
Helps conserve space in a cramped living space with roads
For walking
Keep what's there
Helps conserve space in a busy area with lots of smaller shops
Saves space in low foot traffic areas
Sidewalks on both sides of the street would be great. Adding a tree lawn/landscaping is overkill
Simple
Simplicity, room for biking
There are no sidewalks there now, so anything would be an improvement
There's already a detached sidewalk with tree lawn on the south side of the road for part of this section, and attached sidewalks for the remainder. On the north side, there are only intermittent sidewalks – and those that do exist are very narrow. I feel like an attached sidewalk is probably all that is reasonable to add to the north side where sidewalks don't currently exist.
This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).
It's challenging for me to imagine a possible solution for this section. Currently, the sidewalks around King Soopers are terrible - in part because they are narrow and curb cuts are small, and in part because of the tremendous amount of vehicle/bike/wheelchair/pedestrian traffic in this small area. Navigating this area is particularly challenging for those in wheelchairs or pushing strollers. ANY improvement would be greatly appreciated, but I have no idea what that might mean beyond applying universal design concepts (widening sidewalks, larger/smoothier curb cuts.)
Easy to transition from the sidewalk to the bike lane. Utilitarian design.
It doesn't interfere with homes and property
It would work with the existing businesses
Low cost for lower traffic
I prefer a detached sidewalk but the attached sidewalk will take up less room in the crowded area.
Helps conserve space in a cramped living space with roads
Facilitate getting down the street for people who walk
Wider streets
Residential no businesses.
Simplicity, low cost
Not much change needed
Minimal space required
This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).
Helps conserve space in a cramped living space with roads
For walking

---

Keep what's there

---

Helps conserve space in a busy area with lots of smaller shops

---

Safer for pedestrians in this segment

---

Saves space in low foot traffic areas

---

Sidewalks on both sides of the street would be great. Adding a tree lawn/landscaping is overkill

---

Simple

---

Simplicity, room for biking

---

There are no sidewalks there now, so anything would be an improvement

---

There's already a detached sidewalk with tree lawn on the south side of the road for part of this section, and attached sidewalks for the remainder. On the north side, there are only intermittent sidewalks – and those that do exist are very narrow. I feel like an attached sidewalk is probably all that is reasonable to add to the north side where sidewalks don't currently exist.

---

This treatment allows for safer walkways down Elizabeth for pedestrians, with minimal impact to current residents (additional mowing, landscaping, or yard loss).

---

It's challenging for me to imagine a possible solution for this section. Currently, the sidewalks around King Soopers are terrible - in part because they are narrow and curb cuts are small, and in part because of the tremendous amount of vehicle/bike/wheelchair/pedestrian traffic in this small area. Navigating this area is particularly challenging for those in wheelchairs or pushing strollers. ANY improvement would be greatly appreciated, but I have no idea what that might mean beyond applying universal design concepts (widening sidewalks, larger/smoothier curb cuts.)

---

Easy to transition from the sidewalk to the bike lane. Utilitarian design.

---



B. Detached sidewalk with tree lawn

***What do you like about this treatment?***

residential  
simple  
protection  
complete-street  
trees  
buffer  
safe  
green  
separated

---

Allows cars and busses separation from walkers and bikers

---

Beatification with trees

---

Buffer between street and sidewalk, lower maintenance cost than landscaping

---

Buffer of trees

---

Buffers the street, economical

---

Complete street

---

Creates a neighborhood feel

---

distance from road

---

Easy to walk on and keeps pedestrians away from traffic on a faster speed road

---

Has residential feel

---



---

It looks like Mountain Avenue and feels safe for walking

---

It provides a buffer and green space

---

Keeps cars away from people

---

Less urban feel with tree lawn to add safety

---

Looks like a neighborhood area

---

Looks residential

---

Maintains shade options for local pedestrians walking to businesses

---

Nice walking conditions, protected from vehicles, trees are attractive

---

Pedestrian Protection

---

Pretty, separated from traffic

---

Provides necessary separation from traffic; provides a wide enough sidewalk for strollers, couples, etc; preserves greenery and existing trees

---

Reflects neighborhood area, detached walkway makes it safer

---

Safe and beautiful

---

Safe distance and aesthetically appealing

---

Safe for walking the dogs away from traffic

---

Safer for pedestrians, shady and comfortable for walking.

---

Safer, aesthetically appealing, lower impact development option would also be nice

---

Safest

---

Safety

Safety

SAFETY FROM VEHICLES

Separated, shaded sidewalk is safe

Separates from cars

Separates sidewalk from street while providing shade and greenery

Separation from traffic, ease of upkeep

Sidewalk is separated from road. It makes pedestrians feel safer.

Simple but safe

The tree/lawn gives a visual cue to drivers/bikers that there is separation to the sidewalk and street.  
Also gives a protected barrier between sidewalk commuters and street.

The trees, safety provided by the break

Works for walking dogs and people who just want to walk and keeps the heat down in summer

Noise & pollution reduction by trees

Buffer of trees

Same

Complete street

Distance from road

Has Residential Feel

It looks like Mountain Avenue and feels safe for walking

Creates a neighborhood feel

Looks residential

Ped Protection

Pretty, separated from traffic

Safer, aesthetically appealing, lower impact development option would also be nice

Safety

Safety and still neighborhood environment

Separated sidewalk encourages walking to King Soopers

Separation from traffic, ease of upkeep

Sidewalk is separated from road. It makes pedestrians feel safer.

Simple but safe

The tree/lawn gives a visual cue to drivers/bikers that there is separation to the sidewalk and street.  
Also gives a protected barrier between sidewalk commuters and street.

The trees, safety provided by the break

Once again i think it matches the land use

Provides greenery and safe travel for less-traversed areas

Fits the area

Has some character

Not a lot of destinations, so a nice uninterrupted sidewalk makes sense

This is a residential area with many pedestrians, bus traffic, and bikers. Keep it green, separate people from traffic, and limit businesses.



Reflects neighborhood area, detached walkway makes it safer
Safe and beautiful
Safer for pedestrians, shady and comfortable for walking.
Pleasant walk
More separation from cars for pedestrians in a busier stretch. Not as many businesses so grass and trees looks nice but the majority of that stretch doesn't need wow factor at this time.
That is how it is already
Fits with the residential homes already there; doesn't require as much upkeep and money to maintain as option C
It's appropriate for residential neighborhoods and looks nice.
Same
Complete street
Distance from road
It looks like Mountain Avenue and feels safe for walking
Safer, aesthetically appealing, lower impact development option would also be nice
Simple but safe
The tree/lawn gives a visual cue to drivers/bikers that there is separation to the sidewalk and street. Also gives a protected barrier between sidewalk commuters and street.
The trees, safety provided by the break
It may not work because this street is so narrow.
Cars and bikes and people don't seem to get along in this section keep them separate
It looks like Mountain Avenue and feels safe for walking
Residential, aesthetically appealing, lower impact development option would also be nice
The trees, safety provided by the break
Shade, less heat, beauty





C. Detached sidewalk with landscaping

***What do you like about this treatment?***



Aesthetics/safety

Attractive, crisp and well maintained

It fits the residential use.

It is a more residential segment. I like the idea of providing a detached sidewalk.

Landscaping can be xeriscaped

More of a residential feel

Pleasant, more natural. Easy on the eyes and the soul, feels safer and less vulnerable to walk on.

Attractive, crisp and well maintained

Ditto

Pedestrian friendly, with car buffer and visibility without loads of trees in a busy area - would expect specific bike lanes, too

Would be safer

Beautiful and environmentally sensitive

Pedestrian Protection

Sight lines are very important in this area

Appealing and easy to access businesses

Safe, looks nice, adds to landscaping of shops, prioritizes pedestrian safety over traffic in and out of businesses

Looks nice, helps attract attention to the businesses in this stretch, and encourages walking which helps attract attention to more businesses in the area. Makes people want to spend more time in the area.



D. Narrow sidewalk with few amenities

**What do you like about this treatment?**



Partially in existence already.

I think making that area have more shops will open up the campus and allow students to want to bike down Elizabeth.

Person-sized walkway may slow drivers down

Gives cars room to move in busy areas, but still allows for walking

Where there's businesses on the sidewalk, they shape the amenities, not the city. A bunch of rocks and landscape you cant walk on just takes up space. make a bigger bike lane and sidewalk normal size and let the local business, in Ponderosa's case Starbucks, local eatery's etc shape the sidewalk

Space, safety, aesthetics

The light rail in the middle of the street with space for walking and bicycles; and without any cars if preferable

Business area

The businesses would not encroach on sidewalk

This area is currently built for cars. I'd like to see it become much more pedestrian and bicycle friendly.

Lots of room

Bike parking

Feels more neighborly than a wide sidewalk, discourages using sidewalk for bikes, skateboards.

Gives cars room to move in busy areas, but still allows for walking and a good downtown feel

Looks urban

Feels more neighborly than a wide sidewalk, discourages using sidewalk for bikes, skateboards.

Gives cars room to move in busy areas, but still allows for walking

Looks urban

Many businesses make a sidewalk to the businesses and a bike lane

This seems to already exist, especially on the south side of the road.

Nothing that would eliminate parking since many people drive to this area.

Person-sized walkway may slow drivers down



E. Wide sidewalk with many amenities

*What do you like about this treatment?*



#### Opportunities

The light rail in the middle of the street with space for walking and bicycles; and without any cars if preferable

#### Business area

The businesses would not encroach on sidewalk

This area is currently built for cars. I'd like to see it become much more pedestrian and bicycle friendly.

Lots of room

Aesthetics/safety

Break this segment up into more sections since there are both residential and commercial uses. I would like the detached sidewalk with landscaping around residential and the wide sidewalk with many amenities around the commercial uses.

Lots of alternative transportation choices lends itself to this treatment.

looks like city area with on street parking

I think from Taft to Shields should open up allowing shops and other amenities to pop up.

Space, safety, aesthetics

Appropriate for increased traffic and commercial applications.

Multi-functional for business & pedestrian use

Pedestrian and bike friendly

Good walking area, separated from traffic, with easy access to shops.

I think this encourages people to check out other business

Wide sidewalk allow for more comfortable walking and human interaction. They seem safer and more humane. Plus the need for amenities close to population, and easy to get to.

Lots of businesses would benefit

Sidewalk with many amenities

Easy to access business

The businesses would not encroach on sidewalk

Makes businesses with patios more of an option- a more fun place to hang out

There are a lot of businesses here and I think the wide sidewalk would be good to draw people in.

Widening would allow pedestrians easier access to existing shops and ease of movement from one section to another

Safety, visual, commerce

Urban feel & busy campus feel but still landscaped

Plenty of room for all the college students and easy access to businesses

Lessens pedestrian congestion.

Aesthetics/safety

This area should be very pedestrians, bike, transit oriented with slow moving vehicles, a wide sidewalk with many amenities would offer this solution.

Looks like city area with on street parking

Space, safety, aesthetics

The light rail in the middle of the street with space for walking and bicycles; and without any cars if preferable

Lots of room

Appropriate for increased traffic and commercial applications.

Safer for congested pedestrian use by providing multi-purpose functions

Pedestrian and bike friendly

Good walking area, separated from traffic, with easy access to shops.

Safer, more appealing, slower

Would be nice close to campus

Reduce chaos, business area

Accommodates increased pedestrian volume near campus

I would like to see a lot of amenities there since it's such an active pedestrian zone

Allows for the enjoyment of local businesses while providing safe access and greenery.

Upgrade to urban feel

More pedestrian traffic and destinations, so a wide sidewalk makes more sense

This area is already a business corridor so doesn't need a green separation but does need a clear separation from the intense traffic.

Safe, convenient, aesthetically pleasing

Safer for pedestrians, shady, comfortable, lots of options for businesses.

Activity levels would work for Campus West

This area is a strong commercial node for the area, but it still feels like something you pass through more than a destination point.

Could increase pedestrian and bike traffic to area businesses.

This would be convenient for business and pedestrians

Fits well where the businesses need to exist with prominent sidewalk access.

It's good for commercial access.

Pedestrian friendlier

Let's bring the facades to the street, push access to the side streets for cars, and slow the speeds in this segment.

I like it how it is now

It would be encouraging for people to hang out and enjoy the businesses.

---

Handles more foot traffic safely

---

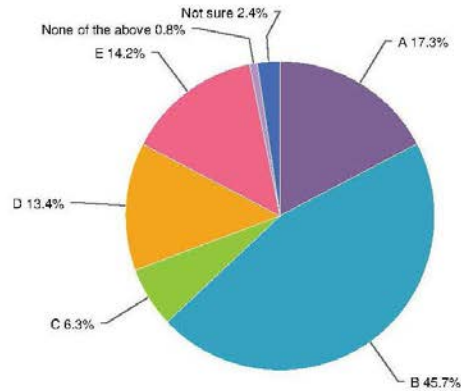
Good for business areas








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This is the most congested commuter area of the street. Wide sidewalks make space for everyone.

## 10. Which bicycle treatment do you prefer for the various segments along West Elizabeth Street?

### Segment 1: Overland Trail to Ponderosa Drive



A Standard bike lane	17.3%		22
B Buffered bike lane	45.7%		58
C One-way raised bike lane	6.3%		8
D One-way protected bike lane	13.4%		17
E Two-way protected bike lane	14.2%		18
None of the above	0.8%		1
Not sure	2.4%		3
Total			127

### BICYCLE TREATMENTS



A. Standard bike lane



B. Buffered bike lane



C. One-way raised bike lane

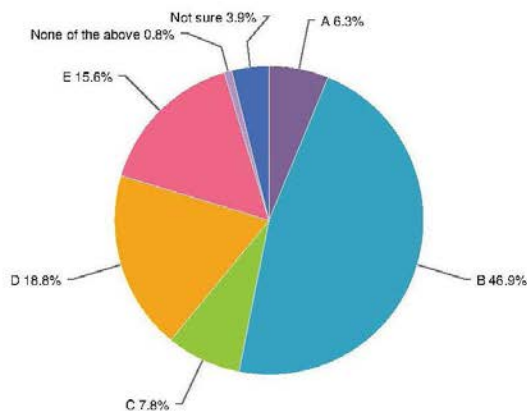


D. One-way protected bike lane



E. Two-way protected bike lane

## Segment 2: Ponderosa Drive to Taft Hill Road



A Standard bike lane	6.3%	<div></div>	8
B Buffered bike lane	46.9%	<div></div>	60
C One-way raised bike lane	7.8%	<div></div>	10
D One-way protected bike lane	18.8%	<div></div>	24
E Two-way protected bike lane	15.6%	<div></div>	20
None of the above	0.8%	<div></div>	1
Not sure	3.9%	<div></div>	5
Total			128

### BICYCLE TREATMENTS



A. Standard bike lane



B. Buffered bike lane



C. One-way raised bike lane



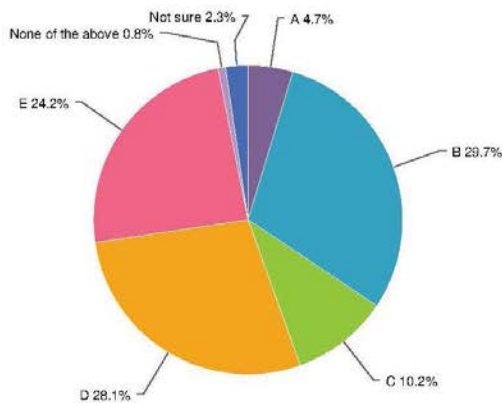
D. One-way protected bike lane



E. Two-way protected bike lane



Segment 3: Taft Hill Road to City Park Avenue



A	Standard bike lane	4.7%	<div><div></div></div>	6
B	Buffered bike lane	29.7%	<div><div></div></div>	38
C	One-way raised bike lane	10.2%	<div><div></div></div>	13
D	One-way protected bike lane	28.1%	<div><div></div></div>	36
E	Two-way protected bike lane	24.2%	<div><div></div></div>	31
	None of the above	0.8%	<div><div></div></div>	1
	Not sure	2.3%	<div><div></div></div>	3
Total				128

BICYCLE TREATMENTS



A. Standard bike lane



B. Buffered bike lane



C. One-way raised bike lane



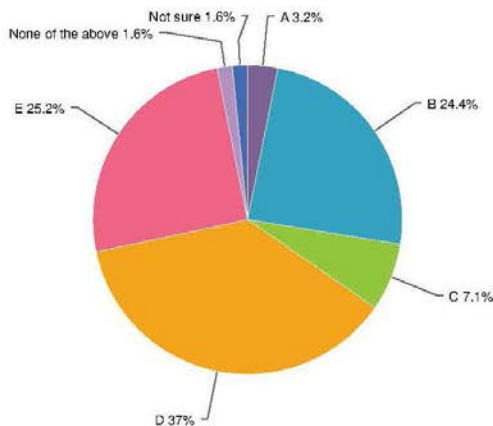
D. One-way protected bike lane



E. Two-way protected bike lane



Segment 4: City Park Avenue to Shields Street



A	Standard bike lane	3.2%	<div></div>	4
B	Buffered bike lane	24.4%	<div></div>	31
C	One-way raised bike lane	7.1%	<div></div>	9
D	One-way protected bike lane	37.0%	<div></div>	47
E	Two-way protected bike lane	25.2%	<div></div>	32
	None of the above	1.6%	<div></div>	2
	Not sure	1.6%	<div></div>	2
Total				127

BICYCLE TREATMENTS



A. Standard bike lane



B. Buffered bike lane



C. One-way raised bike lane



D. One-way protected bike lane



E. Two-way protected bike lane



A. Standard bike lane

***What do you like about this treatment?***



Easy for bikes and cars

Simplicity for simple area

This is how it exists now and it works as it is mostly residential

I provides an adequate and defined lane for bikes without having to significantly widen the road.

Safe and economical

Less economic impact in a lesser used area

light CSU student car traffic

Easy for bikes and cars

This allows for cyclists to have maximum maneuverability. Being able to access side streets on W. Elizabeth is important to many students. Protected bike lanes prevent the ability for cyclist make left handed turns or accessing the bike lane from a side street. A standard bike lane allows for cyclists to safety pass one another (essential for the morning rush hour) and commute safely. Protected bike lanes prevent the ability for cyclist make left handed turns or accessing the bike lane from a side street. A standard bike lane allows for cyclists to safety pass one another (essential for the morning rush hour) and commute safely.

Works in areas that aren't so busy.

This allows for cyclists to have maximum maneuverability. Being able to access side streets and restaurants on W. Elizabeth is important to many students. A standard bike lane allows for cyclists to merge into the turn lane to access King Soopers and other stores.

Works in areas that aren't so busy.

This allows for cyclists to have maximum maneuverability. Being able to access side streets on W. Elizabeth is important to many students. Protected bike lanes prevent the ability for cyclist make left handed turns or accessing the bike lane from a side street. A standard bike lane allows for cyclists to safety pass one another (essential for the morning rush hour) and commute safely.

Safe and economical

This allows for cyclists to have maximum maneuverability. Being able to access side streets on W. Elizabeth is important to many students. Protected bike lanes prevent the ability for cyclist make left handed turns or accessing the bike lane from a side street. A standard bike lane allows for cyclists to safety pass one another (essential for the morning rush hour) and commute safely.

Easy for bikes and cars



B. Buffered bike lane

*What do you like about this treatment?*



Would be safer

Safe

Good for low traffic

Depends on how much width you have available D if width

Keeps the bikers out of the car lane/no double riding

There isn't as much traffic on this end, but it would require increased lighting.

Openness, lower cost

Seems safer to ride bike with a buffer

Safe and practical

I like the buffer between me and traffic.

Safety

A buffered bike land would allow pedestrians to cross mid-block while offering bicyclists a more comfortable way to get out to overland.

Seems to be working already

Safe

Less traffic here, but still a buffer

Extra room

provides some buffer but still requires cyclists to follow traffic laws at intersections, etc.

Traffic volume isnt that high it feels relatively safe

Allow safe travel for less-used streets

Safer

not as much vehicle traffic so this seems adequate

I don't ride a bike so my responses do not reflect the experience of riding on this street.

My concern regarding protected or raised bike lanes revolves entirely around left hand turns.

Low volumes of traffic, but provides additional protection

safest

Good compromise between safety and cost in modest bike traffic areas

Extra space for bikers. More realistic for this street.

Helps keep bikers safe on busy roads
Added protection offered by the buffer but no barrier to prevent crossing when needed
safe and convenient
More room for bikes in busy zone
It's safe and versatile for bikes.
Safer and economical
Seems most practical
Would be safer
Safe
Depends on how much width you have available D if width
Keep the bikers out of the car lane/no double riding
In this section there are currently so many businesses I would in general have picked the one way or two way protected lanes but there is a need for access to left turn lanes. Perhaps some hybrid?
Seems safer to ride bike with a buffer
The buffer will be helpful in a high stress intersection
Safety
Seems to be working already
Less traffic here, but still a buffer
Provides some buffer but still requires cyclists to follow traffic laws at intersections, etc.
Safer
Low volumes of traffic, but provides additional protection
Good compromise between safety and cost in modest bike traffic areas
Extra space for bikers. More realistic for this street.
Helps keep bikers safe on busy roads
Added protection offered by the buffer but no barrier to prevent crossing when needed
Can easily merge with traffic for turning into businesses, etc. but still feel away from traffic
Safe
It provides some safety but does not clog up the road
Safety
Good for a busy area and economical.
Moderate CSU student car traffic and sort of protects cyclists from getting hit
It's safe and versatile for bikes.
Would be safer
Depends on how much width you have available D if width
Keep the biker out of the car lane/no double riding
Allows easy traffic
Provides some buffer but still requires cyclists to follow traffic laws at intersections, etc.
Helps keep bikers safe on busy roads
Added protection offered by the buffer but no barrier to prevent crossing when needed
Can easily merge with traffic for turning into businesses, etc. but still feel away from traffic
It provides some safety but does not clog up the road, and allows for many bikes to come and go on

both sides of the road

Good for a busy area and economical.

It's safe and versatile for bikes.

THE BUFFER ADDS EXTRA SECURITY

Delineates where bikes belong

Keep the biker out of the car lane/ no double riding

Seems to be working already

provides some buffer but still requires cyclists to follow traffic laws at intersections, etc.

Helps keep bikers safe on busy roads

Added protection offered by the buffer but no barrier to prevent crossing when needed

Safety



C. One-way raised bike lane

*What do you like about this treatment?*

convenient support  
separation sidewalks  
busiest-part direct  
bikes sufficient distance  
safer bikes  
safe convenient  
cost-effective

Gives bikes more distance from cars. People will ride in the street if they can't access the bike lane where they want to in a protected bike lane and if the bike lane is on only one side of the street (two way protected) people will ride on the sidewalks on the opposite side to avoid being inconvenienced.

safe and convenient

seems sufficient, cost effective.

safety

safety

safe and convenient

Safe and urban

Let's add some separation for bikes to support this direct route on Elizabeth.

Extra space for bikers. More realistic for this street. Higher volumes of bikers in this area.

Safety

Let's add some separation for bikes to support this direct route on Elizabeth.

Keeps bikes out of the road on the busiest part of Elizabeth St.



D. One-way protected bike lane

*What do you like about this treatment?*



Safest for cyclists and peds

safest option for all modes of transit, in my opinion

Safety

Safety!! I don't ride my bike on Elizabeth because I see cars on my daily commute that carelessly swerve in and out of bike lanes. A separated lane would be a huge improvement upon the chaotic traffic and careless driving in this area.

I know a protected lane is not possible for everything but the buffered bike lane takes up a ton of space so the rider is just in the gutter like in the new laurel protected lane, bikes are just stuck in the gutter or on a 6in strip of pavement.

Safety

It is the safest, most secure, and furthest away from being impacted by traffic.

space, safety, aesthetics

Safety

Safer for bicyclists, including children. Can be accomplished for full length of corridor, for continuity.

Safe

cars would have to respect safety of cyclists

This area needs additional protection for bicyclists and pedestrians. Pedaling through this section is very uncomfortable.

Protected bike lane with the delimiters, not planters, to allow for turning movements but prevent cars from coming into bike lane

separated bike lanes keeps bikes safe and cars where they belong, but two way bike lane is just as safe  
safest option for all modes of transit, in my opinion

Safety

Safety

With protected bike lanes, individuals feel safer and are thus more likely to choose the bike over a car.  
space, safety, aesthetics

Safety
Safer for bicyclists, including children. Can be accomplished for full length of corridor, for continuity.
Safe
Makes passing easy
This area would benefit from additional bicycle and pedestrian protection. Either a one way protected bike lane on both sides of the road or a two way protected bike lane would be beneficial.
Protected bike lane with the delimiters, not planters, to allow for turning movements but prevent cars from coming into bike lane
Seems like a cool feature for a more urban area
This is the scary dangerous part for bikers and I'm scared to go through this part since we are so close to traffic.
Safety
This design would minimize or even eliminate bicycle/car collisions and would dramatically decrease injury rates due to collisions.
space, safety, aesthetics
Safety
Seems like a cool feature for a more urban area
Tough one! I still like the idea of landscaped protected bike lanes in this area. I am more comfortable with one way lanes to keep people in that habit of riding on the correct side of the street as bicyclists and foe motors watching for bicyclists. I hope that it would calm and appropriately channel both bicycle and car traffic.
more traffic, so protected is better for all
Safer
Safer in congested conditions
Safe
safety in a congested area
Heavy CSU student car traffic and definitely protects cyclists from getting hit
Keeps cyclists close to places they may want to stop but also allows through traffic.
KEEP ONE WAY TO ALLOW LESS CONFUSION
Protected from bad student drivers
Greatly protects the significant number of cyclists and other traffic in the area. Might prevent cyclists and pedestrians from crossing in unsafe areas. Looks pretty, too.
safe, attractive, pedestrian friendly





E. Two-way protected  
bike lane

*What do you like about this treatment?*

safe  
safer  
cras  
cyclists  
car-free  
cyclists  
less-space  
traffic  
active  
protected  
same-level  
bike  
very-safe  
separate  
safest

Very safe and avoids auto traffic

Safest option

It provides an friendly feel and promotes an  
active culture

Places bikes on same level as cars

I think having a two-way protected bike lane will  
be best for the entire street to provide a  
complete feeling of the campus. It will allow for  
commuters to feel comfortable, but also allow  
students to feel that campus continues to the  
foothills.

Make Elizabeth St car free with walking, bicycling and light rail; no cars

Separate cars and other means of wheeled travel- skateboards, roller skates, scooters, etc.

Safety

It feels safe to ride a bike like this even though we are surrounded by inattentive drivers/students.

Safer for cyclists; D option would also be okay

It provides an friendly feel and promotes an active culture

Maximum traffic efficiency and safety for cyclists and cars

Very safe and avoids auto traffic

Safer maximum traffic efficiency and safety for cyclists and cars

Very safe and avoids auto traffic

Places bikes on same level as cars

Make Elizabeth St car free with walking, bicycling and light rail; no cars

Safety for congested area

It feels safe to ride a bike like this even though we are surrounded by inattentive drivers/students.

Safer for cyclists; D option would also be okay

Let's do it!

Two-way protected could make sense in this area

Seems like it would take up less space and be safer with high number of bikes and cars

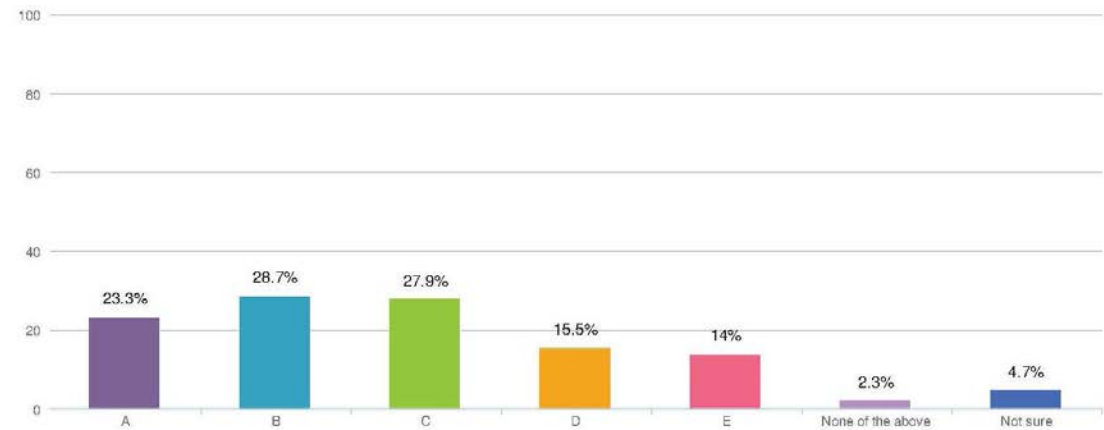
Safety - road too narrow for 2 D's

Very safe for high bicyclist areas

Would be safer for bikers and keep them out of traffic



11. What type of transit do you prefer for the West Elizabeth Corridor?



A	Standard bus	23.3%	<div></div>	30
B	Bus Rapid Transit – mixed traffic	28.7%	<div></div>	37
C	Bus Rapid Transit – dedicated lane	27.9%	<div></div>	36
D	Streetcar	15.5%	<div></div>	20
E	Light rail	14.0%	<div></div>	18
	None of the above	2.3%	<div></div>	3

TRANSIT TREATMENTS



A. Standard bus



B. Bus Rapid Transit – mixed traffic



C. Bus Rapid Transit – dedicated lane



D. Streetcar



E. Light rail



A. Standard bus

**What do you like about this treatment?**




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Low cost, no additional room necessary

---

All are great options, but realistically A) or B) will likely happen. Light rail would really be amazing for any section of Fort Collins. I wish the Mason Corridor would become something like that.

---

Anything other than a standard bus is excessive and ridiculous!

---

Flexibility

---

Cost effective as there are already bus routes in place. Just alter the routes.

---

Running the current buses more frequently would be a huge improvement. Honestly, the bus drivers are courteous and share the road well. Rails and divided /dedicated lanes make crossing Elizabeth more difficult for cyclists/pedestrians.

---

Less expense and does not interfere with traffic pattern as significantly.

---

Too narrow for BRT

---

Appropriate between neighborhoods

---

I think they are basic and do not require millions of dollars worth of new roads, like the MAX did. I also think that traditional buses provide more accommodations for individuals with disabilities because they can go directly to apartment complexes. Streetcars are quaint and provide a distinct personality to the street, along with fitting a large number of people.

---

It is the least imposing and most cost effective.

---

It moves it stops and sometimes they even go the speed limit on Elizabeth but not to often

---

Needs to run late night

---

Plenty of room for all on roadway

---

Blends best with all kinds of traffic

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B. Bus Rapid Transit – mixed traffic

*What do you like about this treatment?*



All are great options, but realistically A) or B) will likely happen. Light rail would really be amazing for any section of Fort Collins. I wish the Mason Corridor would become something like that.

It doesn't require more traffic lanes to be created but still allows the city to have a rapid bus line.

Street cars would be GREAT, but rapid bus service more realistic

I would like fast, predictable buses because I ride the bus fairly often. But I am adamantly opposed to the widening of Elizabeth. Therefore, I would prefer even the standard bus rather than any option that further widens the street, diminishing its residential qualities.

Practical

Fast and timed with traffic

I think that this may depend on the section of the corridor we are talking about. The closer to campus it gets the more there may be a need for a rapid transit dedicated lane. Space may be an issue since I would prioritize a landscaped protected bike lane.

It is a BRT, but works with other traffic needs.

I think it will fit in to the existing street the best and make it easy for the new bus to fit in the traffic.

Good enough

Streetcars are pretty darn cool, but I feel like there's too much bus traffic for them to handle. Direct routes from popular stops (City park, Ponderosa/King Soopers) might ease congestion.

Practical and would help the heavy load of student traffic

I don't want a dedicated lane for bus in lieu of dedicated lane for bicycle. There's only so much space

LOVE BRT- MAX is great and would love the convenience in this area

Rapid transit to MAX - there is no way to get from west to MAX quickly for commuters (bus system has got to accommodate more than just students!)

Fast service without the expense of better systems

Not as good as a dedicated lane, but will save money.

B: easiest to adapt to all uses. D: just for fun, draw people in (would be great if it didn't include CSU campus)

It works

Minimal construction w/ efficiency



C. Bus Rapid Transit –  
dedicated lane

***What do you like about this treatment?***



Let streamline the transit routes into one high frequency, high capacity BRT to serve Foothills to CSU in an easy, consistent way.

safer

A dedicated lane allows for faster travel with less risk to individuals using other modes of transportation. That said, I believe the focus should be on pedestrian and cyclist infrastructure development rather than the expansion of an expensive rapid transit line.

I absolutely adore the streetcar or light rail, but I think they will both be a hard sell politically and physically concerning right-of-way. I like the dedicated lane bus rapid transit because it seems like the most feasible option.

I think for BRT to work it needs to have its own lane

Fast, convenient, clear that transit is a priority. Would be great to get the buses out of the bike lane and into the center of the street.

I like this type of option best for most all bus travel--I think that MAX is too isolated and like the idea of a center-lane dedicated bus zone.

easy access for transit users, little impact to regular car traffic

Max like (max has been great!!!)

Provides efficient service because buses are protected from congestion.

Gets to destinations fast

Make it a feature! It gets used.

Easy to keep buses and bikes from hitting each other. Not as expensive as light rail. We're a smaller town and light rail seems excessive.

---

A dedicated people moving solution

---

cheaper than lightrail - which would be my first choice but unrealistic

---

Max line for sure. I live on the corner of Overland and Elizabeth. Every day there are a TON of students waiting in line, some talk about how they have to wait for another bus because there are so many students. I will not take the bus because there are too many students.

---

A dedicated lane would mean less of an impact on bike traffic and car traffic, and the busses could more efficiently travel this corridor

---

Would make sense for this area

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More inclined to use because so accessible and available

---

Fast, convenient, dedicated, safe. ensures appropriate priority on mass transportation

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D. Streetcar

***What do you like about this treatment?***

fitting  
businesses convenient cool  
inspire popular-stops quaint adapt  
ease-congestion  
fun personality ease-smaller-infrastructure  
character easiest accommodations stable  
unique attractive distinct destinations  
trolley fast

---

All are great options, but realistically A) or B) will likely happen. Light rail would really be amazing for any section of Fort Collins. I wish the Mason Corridor would become something like that.

---

Gets to destinations fast

---

A dedicated people moving solution

---

Streetcars are pretty darn cool, but I feel like there's too much bus traffic for them to handle. Direct routes from popular stops (City park, Ponderosa/King Soopers) might ease congestion.

---

B: easiest to adapt to all uses. D: just for fun, draw people in (would be great if it didn't include CSU campus)

---

I think they are basic and do not require millions of dollars worth of new roads, like the MAX did. I also think that traditional buses provide more accommodations for individuals with disabilities because they can go directly to apartment complexes. Streetcars are quaint and provide a distinct personality to the street, along with fitting a large number of people.

---

Convenience and character

---

Smaller infrastructure than light rail? More frequent than a bus? Fixed route provides stable , obvious infrastructure to citizens and businesses.

---

Would love to have streetcar, but is that really an option? Standard bus seems most likely to be feasible.

---

Ft. Collins should aggressively pursue trolley expansion whenever possible.

---

Will inspire more use and be attractive and green

---

It would mimic the trolley

---

Wow! Is this an option! It would be so cute! Must have spot for bikes!

---

Unique



E. Light rail

*What do you like about this treatment?*




---

All are great options, but realistically A) or B) will likely happen. Light rail would really be amazing for any section of Fort Collins. I wish the Mason Corridor would become something like that.

---

Gets to destinations fast

---

A dedicated people moving solution

---

MAKE IT A FEATURE! IT GETS USED

---

Max line for sure. I live on the corner of Overland and Elizabeth. Every day there are a TON of students waiting in line, some talk about how they have to wait for another bus because there are so many students. I will not take the bus because there are too many students.

---

Fast, safe, clean and protected, modern

---

Cleanest

---

It's fastest and most efficient. A street car is like an old slow light rail. A bus we already have and a dedicated bus in a lane is like a slower light rail anyway.

---

Safety, speed

---

Keep light rail, bicycle lanes and walking; no cars on Elizabeth St

---

I would like light rail in all of Fort Collins

---

Desirable wave of the future

---

Light rail is the best kind of transit

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**12. Please share any other comments or suggestions related to the West Elizabeth Corridor or the West Elizabeth ETC plan.**

Count	Response
1	Ft. Collins should aggressively pursue trolley expansion whenever possible.
1	Gets to destinations fast
1	Good enough
1	I think for brt to work it needs to have its own lane
1	I would like light rail in all of fort collins
1	It is a BRT, but works with other traffic needs.
1	It is the least imposing and most cost effective.
1	It works
1	It would mimic the trolley
1	Keep light rail, bicycle lanes and walking; no cars on Elizabeth St
1	LOVE BRT- MAX is great and would love the convenience in this area
1	Less expense and does not interfere with traffic pattern as significantly.
1	MAKE IT A FEATURE! IT GETS USED
1	Max like (max has been great!!!)
1	Minimal construction w/ efficiency
1	More inclined to use because so accessible and available
1	Not as good as a dedicated lane, but will save money.
1	Provides efficient service because buses are protected from congestion.
1	Too narrow for BRT
1	Unique
1	Will inspire more use and be attractive and green
1	Would make sense for this area
1	Wow! Is this an option! It would be so cute! Must have spot for bikes!
1	appropriate between neighborhoods
1	blends best with all kinds of traffic
1	cheaper than lightrail - which would be my first choice but unrealistic
1	cleanest
1	desirable wave of the future
1	easy access for transit users, little impact to regular car traffic
1	fast and timed with traffic
1	fast, convenient, dedicated, safe. ensures appropriate priority on mass transportation

Count	Response
1	fast, safe, clean and protected, modern
1	flexibility
1	it moves it stops and sometimes they even go the speed limit on Elizabeth but not to often
1	light rail is the best kind of transite
1	low cost, no additional room necessary
1	needs to run late night
1	plenty of room for all on roadway
1	practical
1	practical and would help the heavy load of student traffic
1	safer
1	safety, speed
1	street cars would be GREAT, but rapid bus service more realistic
1	I absolutely adore the streetcar or light rail, but I think they will both be a hard sell politically and physically concerning right-of-way. I like the dedicated lane bus rapid transit because it seems like the most feasible option.
1	Fast, convenient, clear that transit is a priority. Would be great to get the buses out of the bike lane and into the center of the street.
1	I like this type of option best for most all bus travel--I think that MAX is too isolated and like the idea of a center-lane dedicated bus zone.
1	A dedicated lane would mean less of an impact on bike traffic and car traffic, and the busses could more efficiently travel this corridor
1	easy to keep buses and bikes from hitting each other. Not as expensive as light rail. We're a smaller town and light rail seems excessive.
1	All are great options, but realistically A) or B) will likely happen. Light rail would really be amazing for any section of Fort Collins. I wish the Mason Corridor would become something like that.
1	I don't want a dedicated lane for bus in lieu of dedicated lane for bicycle. There's only so much space
1	I think that this may depend on the section of the corridor we are talking about. The closer to campus it gets the more there may be a need for a rapid transit dedicated lane. Spavce may be an issue since I would prioritize a landscaped protected bike lane.
1	I would like fast, predictable buses because I ride the bus fairly often. But I am adamantly opposed to the widening of Elizabeth. Therefore, I would prefer even the standard bus rather than any option that further widens the street, diminishing its residential qualities.
1	its fastest and most efficient. A street car is like an old slow light rail. A bus we already have and a dedicated bus in a lane is like a slower light rail anyway.
1	Running the current buses more frequently would be a huge improvement. Honestly, the bus drivers are courteous and share the road well. Rails and divided /dedicated lanes make crossing Elizabeth more difficult for cyclists/pedestrians.



Count	Response
1	Streetcars are pretty darn cool, but I feel like there's too much bus traffic for them to handle. Direct routes from popular stops (City park, Ponderosa/King Soopers) might ease congestion.
1	Max line for sure. I live on the corner of Overland and Elizabeth. Every day there are a TON of students waiting in line, some talk about how they have to wait for another bus because there are so many students. I will not take the bus because there are too many students.
1	Would love to have streetcar, but is that really an option? Standard bus seems most likely to be feasible.
1	I'm not sure what the difference is between A and B, but "Rapid Transit" sounds cooler than "Standard."
1	I think they are basic and do not require millions of dollars worth of new roads, like the MAX did. I also think that traditional buses provide more accommodations for individuals with disabilities because they can go directly to apartment complexes. Streetcars are quaint and provide a distinct personality to the street, along with fitting a large number of people.
1	Smaller infrastructure than light rail? More frequent than a bus? Fixed route provides stable , obvious infrastructure to citizens and businesses.
1	Dedicated lanes allow for mixed travel and less tension amongst drivers, pedestrians, public transit...but a dedicated bike line would be more effective in mitigating these issues, and less costly.
1	not sure what B is, really.... but light rail seems overkill and streetcar seems impractical/cutesie/seasonal
1	I think it will fit in to the existing street the best and make it easy for the new bus to fit in the traffic.
1	Let streamline the transit routes into one high frequency, high capacity BRT to serve Foothills to CSU in an easy, consistent way.
1	B: easiest to adapt to all uses. D: just for fun, draw people in (would be great if it didn't include CSU campus)
1	Rapid transit to MAX - there is no way to get from west to MAX quickly for commuters (bus system has got to accommodate more than just students!)
1	A dedicated lane allows for faster travel with less risk to individuals using other modes of transportation. That said, I believe the focus should be on pedestrian and cyclist infrastructure development rather than the expansion of an expensive rapid transit line.

12. Please share any other comments or suggestions related to the West Elizabeth Corridor or the West Elizabeth ETC plan.

Count	Response
1	Anything done must SLOW DOWN vehicular traffic - private and public!
1	Continuous wide sidewalks all the way from King Soopers to Overland Trail.
1	Encourage high density redevelopment to support enhanced transit
1	Good to get on this. Right now the bike lane in segment is still lacking painted borders.
1	I think it should go all the way to the Hospital
1	Keep the busies off/out of the corridor
1	Late night bus service would be great.
1	Need more transportation options for students. Buses are packed in the mornings and difficult

Count	Response
1	Please keep making Fort Collins and the campus area more bike friendly.
1	Safe sidewalks and bike lanes the whole way on both sides of the street!
1	We need this upgrade, let's do it right for the future of the community!
1	blend enviromentally sensitive and highly connected
1	none
1	Would like to see prioritized alternative bike routes E/W to Elizabeth. Better crossings for Shields and Taft Hill in project area.
1	This street is interesting, because slowly but surely this area is becoming predominately students. It is amazing to see how much traffic lightens up between May-August when students are gone. I think more commuter friendly (walk, bike, bus) standards should be enlisted from Taft to Shields most definitely, but west of Taft tends to still be full time residents (even if summer renting). I will say that sidewalks NEED to be consistent west of Taft. There are multiple areas where the sidewalks disappear, and on such an active street this is not acceptable anymore. At the least, sidewalks should be incorporated throughout the entirety of the West Elizabeth strip.
1	Since it is so heavily used, I think the bus system should be switched to a rapid transit. This is especially true for the school year.
1	Coridor should be gear to transit in the Fall, Winter, and Spring, but in the Summer more for bikes and pedestrians. Traffic should be free flowing, but improving transit, bike paths, and sidewalks....it should encourage those living in the area to leave the car behind.
1	I hope the ETC does not eliminate service along Prospect; I like the current system, in which the bus routes service both Elizabeth and Prospect.
1	I think it is essential to keep in mind that many college students utilize the current route system along Elizabeth. Also, I'm often disappointed with the way transit has not fully considered accommodations and accessibility for individuals with disabilities. Also, you should do these surveys on campus during the school year! Students care a LOT about this issue.
1	I'm glad to hear of the consideration for improvements. My main concern is segment 2, ponderosa to taft, as we live nearby and use the business there often and find it scary by bike, foot, or car.
1	I would like to see at least one stop further south on Overland. I currently ride public transportation daily. I have to walk from West Stuart and Overland to Prospect and Overland to ride the bus. This is quite a walk, especially for a disabled person. Also, difficult in the winter.
1	Thanks for asking and addressing. Just rode it last evening (via bicycle). The entrance to the business area and CSU (depending on direction of travel) is an embarrassment. I feel sorry for the students (and others) who must cross at this intersection. It should be a beautiful, arms wide open, welcome. A green box, for cyclists heading east should be considered. Also it was difficult to cross from the north side (at The Bar) to get to the south side's bike lane, to head east. A bit of a crazy street scene in that area.
1	People live west of Taft Hill road and the noise of motor cycles and loud cars can be terrible. the fact that once they hit Ponderosa many bikers accelerate and fly through that area , particularly at night. It is most disconcerting.
1	The traffic on Springfield, City Park Avenue, and other side streets is ridiculously heavy. Any attempt to restrict driving on Elizabeth will make this traffic heavier and more dangerous for the family-oriented neighborhoods
1	I appreciate this focus on the West Elizabeth corridor. This is a heavily-traveled area, and for cyclists traveling to campus there are no alternative routes. There are numerous alternative routes for vehicles, and I'd like to see this plan encouraging alternative modes of transportation within this corridor. I rarely drive, and when I go places with my young children we use the bike trailer. I will not take them on Elizabeth. If I felt safer biking in this area, we would frequent restaurants on Elizabeth near campus rather than biking downtown.

Count	Response
1	would ride bus more if commute was direct from west to east, west to MAX - makes no sense now since it takes over 1 hour (1) to get from taft/prospect to mtn/college using existing bus system to get to Max since the system only caters to students and not commuters (we need a DIRECT bus route from west to east on Prospect) or some other way to get to the Max efficiently
1	I realize this is about West Elizabeth, but my concerns are far greater regarding City Park Ave. and the congestion it picks up FROM W Elizabeth. As a parent of small children who cycle independently, biking to and from City Park is a bit harrowing, as the road varies in width, as well as whether there is a dedicated bike lane. The bike lanes, where they do exist, are a bit narrow/unprotected. We drive far more often than we would like due to this. If the vehicular traffic on W Elizabeth was curbed by improved biking access and overall improved mass transit, that would alleviate some pressure on the City Park Ave., at least until that stretch of road becomes a top priority.
1	You need to encourage commuters to divert traffic onto Mulberry or Prospect and leave West Elizabeth for access to area businesses and residences. Too many cars use Elizabeth to get to Taft Hill or Shields to access other parts of town.
1	The Overland/W. Elizabeth is a dangerous intersection; please install a traffic light here. The exit/entrance on W. Elizabeth in/out of King Soopers is often difficult for vehicles, pedestrians, and bicycles - I don't know how to improve this but it must be addressed for all modes of transportation. Please keep these improvements as simple as possible so they can actually be funded and completed as soon as possible.
1	The King Soopers intersection on W. Elizabeth is a headache. A roundabout could be nice there but it's close proximity to the the Taft Hill intersection makes that option tricky.
1	Need safe, separate paths for walkers, bikes. Slow traffic with more four way stops by King Soopers. Better landscaping with benches and attractive access to student housing.
1	My big concern is making the intersections safer for bikes, Elizabeth and Taft, Elizabeth and Shields
1	It would be good to enhance east west non-Elizabeth Street bike routes (ie to the north and south) in order to attract bicyclists away from Elizabeth and thus reduce congestion. Similarly, incentives for using Prospect and Mulberry could get automobile traffic away from congested parts of the corridor.
1	Please help make this area safer. The college students drive SO FAST down this area, it is congested and feels unsafe.
1	No cars from shields to city park. Ever. Shields and Elizabeth is a nightmare for safety of bikers and pedestrians
1	Quit trying to make this into a socialist utopia. Bikes already have access to roads, make bikers learn the actual laws that apply. There are already sidewalks so pedestrians don't need anything else.
1	I rarely use mass transit- I would be likelier to do so if the bus routes in my area offered more frequent service
1	West Elizabeth is a challenging project. I understand the city needs to accommodate homeowners, families, renters, students, ect. I would like to see alternative routes developed. In the spring meeting, someone suggested an alternative bike route (with designated signs) through neighborhoods. I think this a wonderful option- it could start with Overland Park and connect to Avery Park, and eventually Shields. I would encourage the city to think about improving West Elizabeth, while giving individuals more options, like a less-congested path to travel east/west.
1	I think pedestrian cross walk by Road 34 is very nice. It would be nice to have another by King Soopers. That area is very chaotic.
1	Look to the Dutch infrastructure for guidance. They have successfully developed rapid transit, light rail, and cycling infrastructure in such a way that the car is no longer the IDEAL form of transportation. If they could do it in the 60's, Fort Collins can do it now. Separated and protected bike lanes should be the norm, particularly on a stretch of road where bike/car collisions are commonplace.
1	Put roundabouts in the intersection that are 3 feet across. Put a regularly changing sculpture from students there. That will slow traffic down.

Count	Response
1	I think you should be looking not just at Elizabeth but also the streets that cross it. Many, many improvements are needed for safety of pedestrians and cyclists on these cross streets!
1	Please make it safer for cyclists. When thinking of the stats that you are most likely to be killed in traffic driving a car within 10 mins from your home, I am terrified to imagine what stat it is for cyclists. I love biking to work but honestly feel like I am bound to get hit one day and that is the risk I assume. Which sucks. I quit biking when I was pregnant for this reason.
1	I'm really excited about this! I hope it reduces the number of cars on this street. This area is developing similar to old town and I want to see it be a more student friendly no car area.
1	I also have concerns about air quality for cyclists here - high vehicle exhaust emissions could create ground level ozone concerns for cyclists especially on summer afternoons (homeward commutes).
1	Make it cost effective; if you're doing mass transit for students...well, they're transients. The permanent population of Ft C would have to pay for it. Make the King Sooper plaza safer; make the campus area safer.
1	I would prioritize landscaped protected bicycle lanes. Increase rapid transit. (yeah a trolley might be fun, might add some charter calm traffic, but is it practical?) and really work on the walkability of the commercial areas with wide sidewalks and landscaping for a comfortable human scaled feel. Also work with the businesses along the corridor to provide adequate bicycle parking. I have complained at King Soopers many times about the inadequate number of bike racks. The response usually is admixture of using "corporate" as an excuse and saying they have no control over the parking lot, since it is handled by a management company, ...whose name they cannot supply.
1	Currently, the corridor suffers from a myriad of problems for each mode. Sidewalks vary in width from wide to non-existent, bicycle lanes vary and suffer from curbing/edge of pavement problems, vehicle travel lanes are too wide and encourage speeding, transit stops need sprucing up and buses leave people behind. Additionally, the corridor is a great example of a 'stroad' which tries to incorporate the best aspects of roads (mobility) and streets (access), but fails to maximize either. I would encourage ped, bike, and transit improvements over vehicle improvements.
1	You have to keep long time residents of this area happy not just the college kids that are becoming more and more entitled, and have no vested interest in the area.
1	I usually cross over Elizabeth rather than ride down it. I've found alternate paths when bicycling. So I generally only travel down it by car. As a person that "crosses over" I'd like to see improvements at intersections. I'd like lights that "see" me when I'm on my bicycle without my having to pop over to push a button. And I'd like something that lets me know I've been seen. I'm OK at most other intersections not having that kind of signal. But my travel is affected not only by my own behavior, but also the behavior of others. And I'd rather not have to worry about a cyclist merging with me as we cross the street as I travel forward in the street and they join me from the corner where they stopped to push the button. It just adds one more thing that I need to keep my eye on and do calculations over. (Are they behind me? In front of me? Who will get into the bike lane first?)
1	Please do NOT put the ugly sticks along the lane separating bikes from cars as was done on west Laurel Street. Please be cognizant of the needs of the residents and property owners who make up the essence of this part of town. Do not give an unjust and significant amount of weight to the wants of CSU or its students who are short on respect and long on ill-behavior while they live in our community for three years before moving on.
1	Following the garden city concept, with easy access to services and homes in a compact area while fostering community through accessible natural spaces is ideal.
1	The "one word" question is silly. A better way to do this would be to ask about people's actual experiences. Segment 4 is horrible for every mode of transportation. The strip mall where "Spoons" is has the most obnoxious parking ever. That should be eliminated and the sidewalk realigned to conform to the rest of the street. In Segment 2 (or maybe 1) there is a stretch where the eastbound bike lane just disappears (there is even a sign that says "bike lane ends"). There is no apparent reason for this, the street width does not change. The bike lane should be continuous. The only thing it could be is houses that face the street want parking. Too bad, you live on an arterial, park in your own driveway or around the corner.

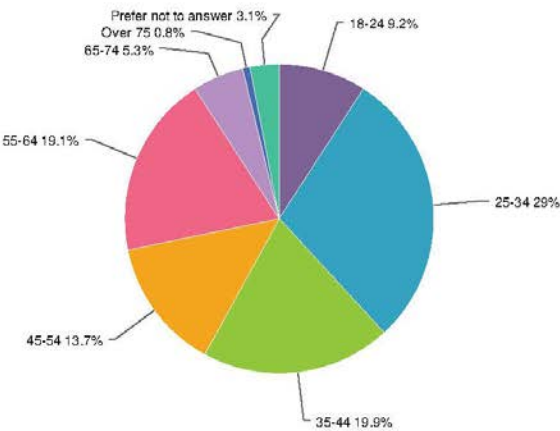


Count	Response
1	If anything I would suggest at least finishing off the sidewalks on both sides and providing a buffered bike lane. The bike lane is dangerous because drivers go too fast down Elizabeth and it is dangerous. Also it needs more lights, as a female I will not run or do anything at night on that street. So there is no way students will want to go to class at the Foothills in the evening with how dark it gets in the evening.
1	Many students live in this area. If it becomes realistically viable to live here without needing a car, many will do without, thereby improving the area for non-drivers quite dramatically.
1	it would be awesome to have a light rail. when I live in Denver that was my preferred transit use. please out in a light rail.
1	A bridge, underpass, or some other type of way to get under/over Shields (specifically) would be very helpful and safer. I am not sure about the recent construction on Taft, but previously, the light would not detect bikes at Taft and Elizabeth forcing me to run red lights in the early morning when cars would not set off the light.
1	Keep the trees--they make the street welcoming. Encourage bicyclists to obey traffic laws, signal, have lights and be courteous--the students seem to believe they are invincible and it's scary.
1	I think this is a real opportunity for Fort Collins to step up their bike focus and their public transportation ! Good luck!! Be bold!!
1	Segment 4 is ugly, stark, congested, and too commercial. Through design and vegetation this could be a real asset. Traffic too fast and congested. Reduce to two lane for vehicles and two lanes for bus, bikers and walkers.
1	If the changes made are merely cosmetic, you'll be doing a great disservice to taxpayers. Having lived in this area and traveled the "West Elizabeth Corridor" for 42 years, I can tell you that the main issues are congestion and unsafe drivers and bicyclists. Money would be better spent working on educating people in basic driving and cycling, and then actually enforcing laws (not just speeding) that would make us all safer. Eventually, the city will also likely need to negotiate with King Soopers regarding whether or not they keep the stop signs in place at their northern pedestrian crosswalk in the parking lot, as this causes incredible congestion during peak hours as cars attempt to turn off of Elizabeth and into the parking lot without room to move into the lot...But I'll stop here and hope that you provide plenty of opportunities for resident input.
1	I'll be very interested to see what changes are made. As I live in the area and commute to CSU for work, I am on Elizabeth every day, multiple times. The mix of traffic as it exists now could definitely be improved, especially the bike lanes. They often have very heavy traffic and the car lanes are narrow enough that I worry about hitting them pretty much every day.
1	I acknowledge that changes need to be made for the City Park to Shields segment for safety and business reasons, but from Overland to Taft is residential and the residences should take first priority.
1	Would love more bike boxes and protected lanes. I don't think bikes trigger the light at City Park Ave, so that would be nice. Laurel St looks fantastic now! Something similar would probably be a boon for Elizabeth.
1	Please please please include in this plan some effort to have bikes in Fort Collins USE headlights and taillights.
1	Thank you for looking at a different solution for this area. I live in this area and the congestion has become unsafe for pedestrians, bikers, and auto's.
1	Like the 3rd Street Promenade in Santa Monica make Elizabeth a no car zone; except include a light rail, walking and bicycle lanes
1	The buses are way, way too crowded when CSU is in session. Sometimes I have walked because the bus is so crowded and slow. Students are coughing and sneezing and it really is a health risk to be on buses that are so crowded and so slow. The buses run way too infrequently. Please have more buses on more frequent intervals!
1	A priority for me is the protected bike lane. It makes walking as well as biking a much more appealing option.

Count Response

- |   |   |
|---|---|
| 1 | I have lived, walked, and traveled to CSU in this neighborhood for over 20 years and have seen many of changes on Elizabeth. My first suggestion is separating pedestrians from traffic--in places, the sidewalks are about a foot wide and directly abut traffic. When snowplows go through inundating the narrow sidewalks, it is almost impossible to walk on Elizabeth. Second--the expansion of housing and King Sooper has made Taft/Elizabeth intersection a nightmare. It needs drastic revamping to reorganize traffic in and out of businesses, especially the ill-conceived exits from the King Sooper gas station onto Elizabeth. Third, please maintain the residential quality of the street to keep our neighborhood from devolving further. That means do not increase the size of Elizabeth, do not enhance speeds on Elizabeth (cars are already way too fast on the west end), and do not remove existing trees and landscaping that demarcate the neighborhood. Fourth, re-evaluate the bus schedules. Late afternoon, west-bound buses especially are packed to the gills--you can be standing so tightly packed that you are almost spooning the next person. The option of walking at that time is also disagreeable as you are directly next to fast, noisy, and smelly traffic. Fifth, as Elizabeth gets increasingly built out, please don't try to decrease congestion by simply speeding traffic through road widening. This is a residential area; keep the street narrow to slow traffic. Do not widen it to 4 lanes so that it is impossible to cross (like Overland). We have to cross this street to get to the bus and to Overland Park. Slow traffic to keep the neighborhood intact rather than splitting it. Finally, do not undertake street enhancements that will result in the destruction or degradation of existing housing, trees, or landscaping. Older neighbors should not have to pay the price for the expensive new construction and its consequent traffic. If you destroy the liveability of the older homes for families, you will turn the existing 1970s neighborhood into a student ghetto, a development that is already underway in places. |
| 1 | It would be advantageous to have a dedicated bus east-west bus route in Fort Collins, particularly if it could run every day; I think this would cut down considerably on traffic on College and busy east-west streets.  |
| 1 | As a cyclist, traffic calming and control are the biggest issues for me. Somehow controlling vehicles turning through the bike lane would help me feel much safer.  |
| 1 | I live in segment 4 of this area, adjacent to W Elizabeth St., and worry about traffic and congestion every day. There are a lot of careless, reckless drivers in this area that pay no heed to pedestrians and cyclists. The amount of parking is very poor, and the traffic in and out of businesses in this area only worsens the problem. I'd love to see, most of all, a separated bike lane, such as that being put on Laurel street near campus. That road seems to see a lot of traffic, yet driving OR biking on it, I am never too stressed or worried about my safety or that of others using the road. I'm glad to see that planning is taking place for the W.Elizabeth corridor, because it is continuing to rapidly grow. I hope to see improvements for cyclists and pedestrians that address safety, not only on Elizabeth, but on surrounding streets such as City Park Ave. (narrow sidewalks, NO bike lanes, etc.).   |

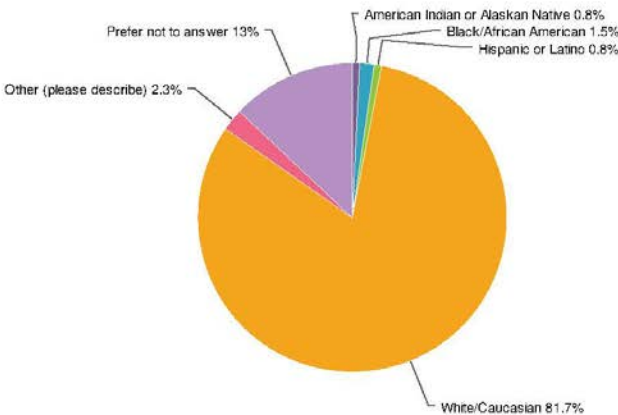
14. What is your age?



Under 18	0.0%		0
18-24	9.2%		12
25-34	29.0%		38
35-44	19.9%		26
45-54	13.7%		18
55-64	19.1%		25
65-74	5.3%		7
Over 75	0.8%		1
Prefer not to answer	3.1%		4
Total			131

Statistics	
Sum	4,716.0
Average	37.4
StdDev	14.0
Max	65.0

15. With what ethnicity do you identify?



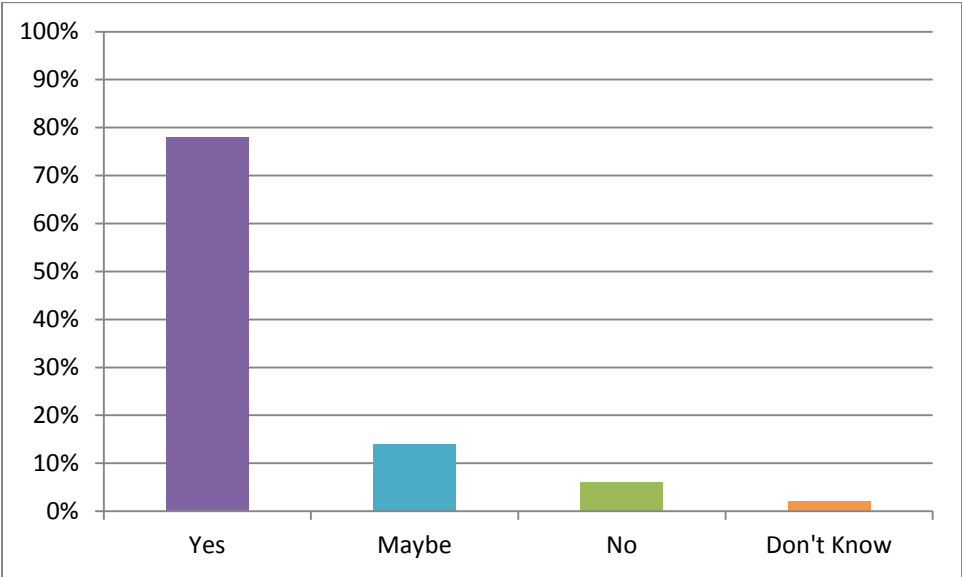
American Indian or Alaskan Native	0.8%	1
Asian or Other Pacific Islander	0.0%	0
Black/African American	1.5%	2
Hispanic or Latino	0.8%	1
White/Caucasian	81.7%	107
Other (please describe)	2.3%	3
Prefer not to answer	13.0%	17
Total		131

Responses "Other (please describe)"	Count
Left Blank	130
Asian/White	1
Mixed	1

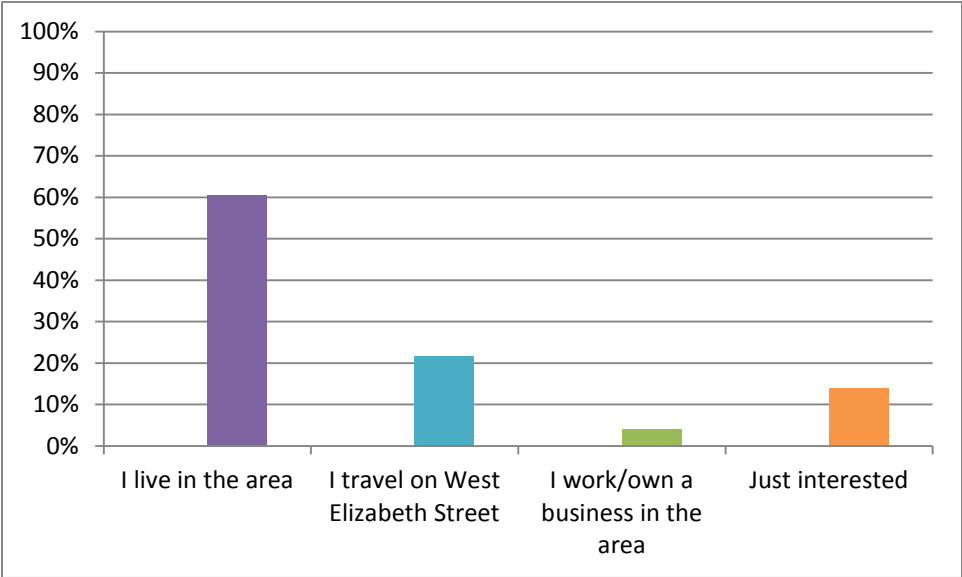


Full Textizen Survey Results

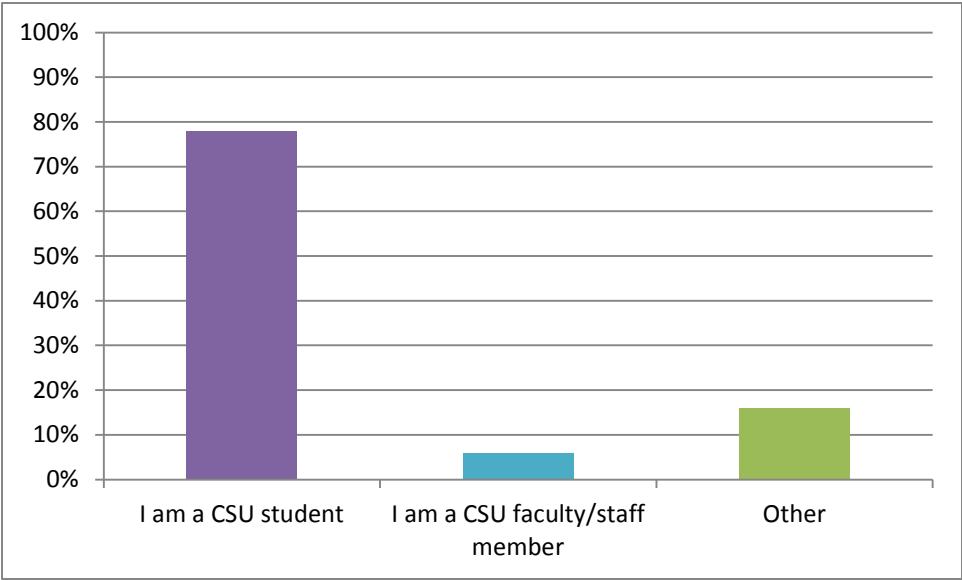
1. How about MAX on West Elizabeth Street? (Multiple Choice)



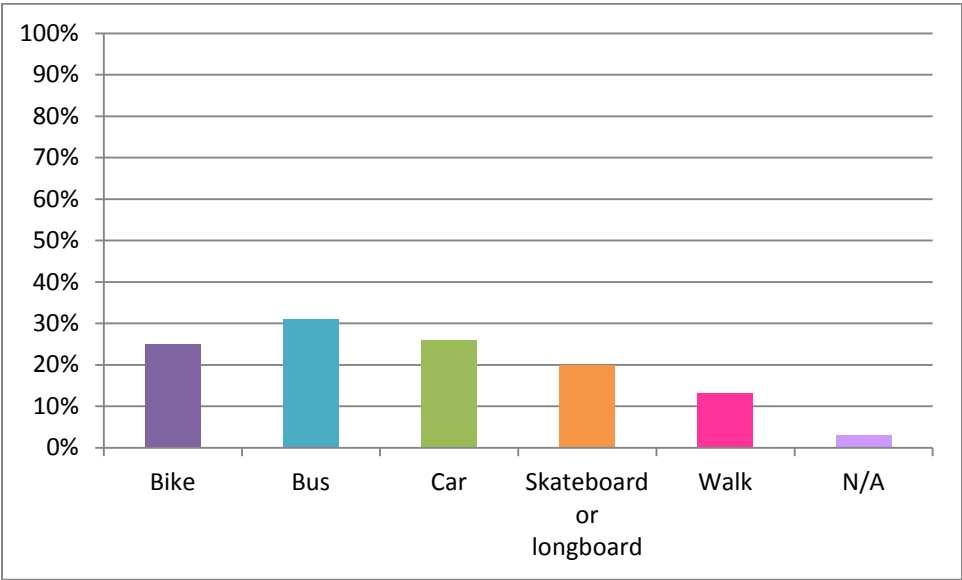
2. What BEST describes your use of West Elizabeth Street? (Multiple Choice)



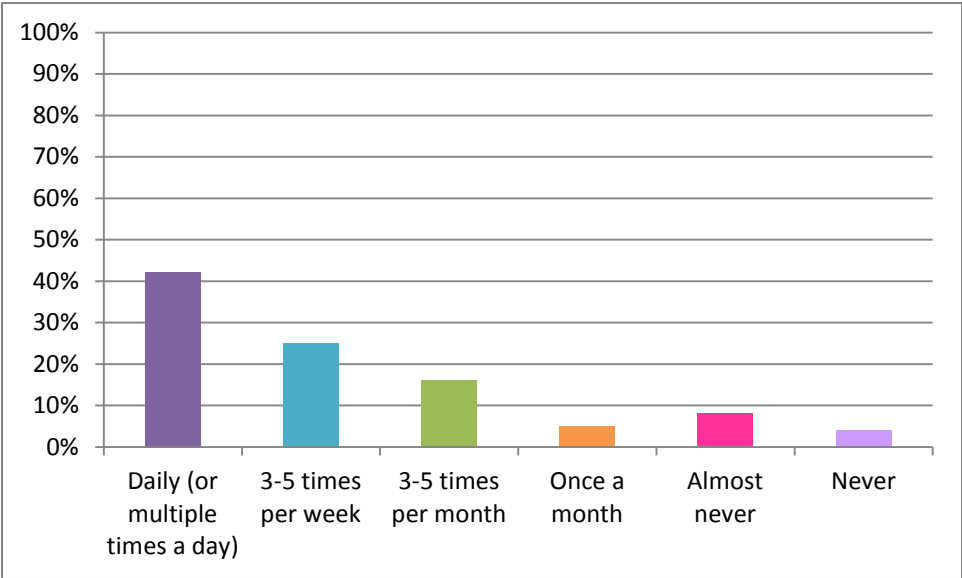
3. Which applies to you? (Multiple Choice)



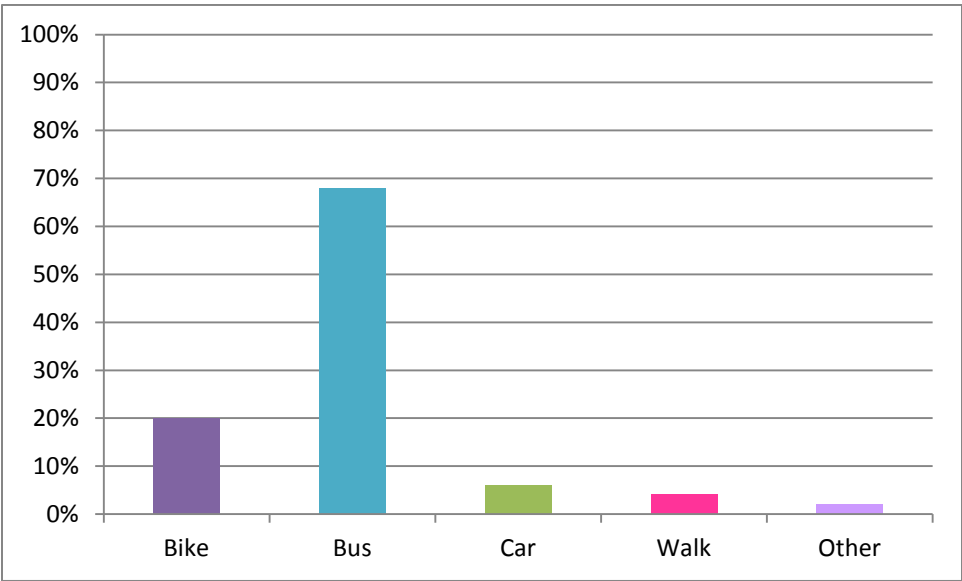
4. What travel mode do you use most often on West Elizabeth? (Multiple Choice)



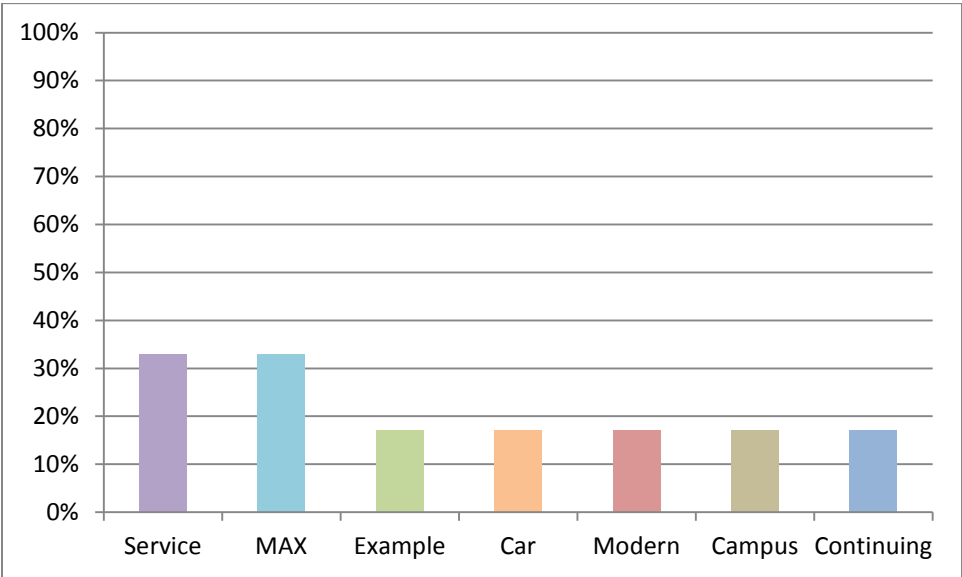
5. How often do you bike, walk, or use the bus on West Elizabeth? (Multiple Choice)



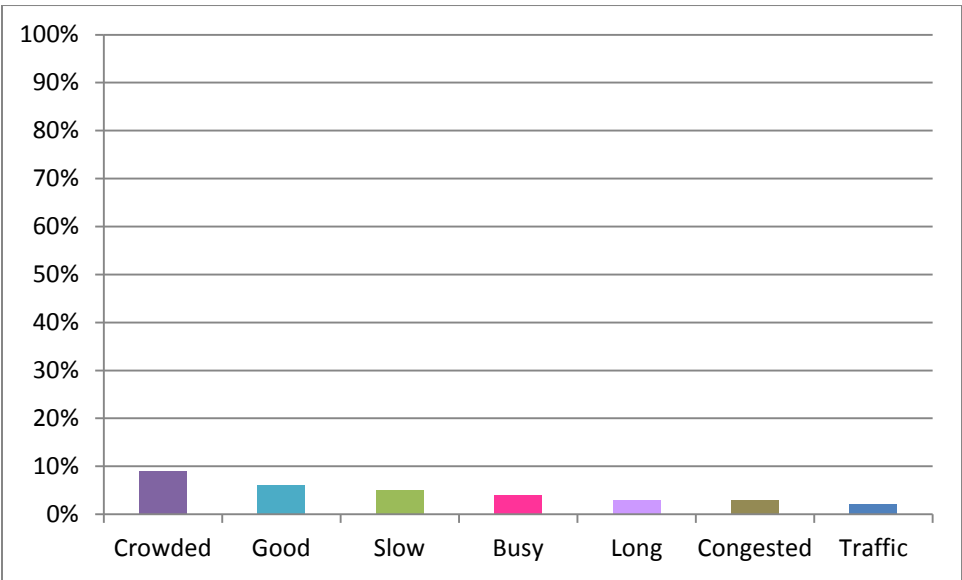
6. When planning for the future, which travel mode should be prioritized on West Elizabeth? (Multiple Choice)



**Other (Please describe)**



**8. Please suggest a word or phrase that describes your EXISTING travel experience on West Elizabeth Street**



**8. Please suggest a word or phrase that describes your *DESIRED FUTURE* travel experience on West Elizabeth Street**

