



City Council Work Session Agenda

August 22, 2023 at 6:00 PM

Jeni Arndt, Mayor
Emily Francis, District 6, Mayor Pro Tem
Susan Gutowsky, District 1
Julie Pignataro, District 2
Tricia Canonico, District 3
Shirley Peel, District 4
Kelly Ohlson, District 5

Colorado River Community Room
222 Laporte Avenue, Fort Collins

Cablecast on FCTV
Channel 14 on Connexion
Channel 14 and 881 on Comcast

Carrie Daggett
City Attorney

Kelly DiMartino
City Manager

Anissa Hollingshead
City Clerk

CITY COUNCIL WORK SESSION 6:00 PM

A) CALL MEETING TO ORDER

B) ITEMS FOR DISCUSSION

1. Community Report: Poudre Libraries 2022 Annual Report and Current Strategic Plan.

The purpose of this report is to share the 2022 Poudre Libraries Annual Report and current Strategic Plan.

2. Land Use Code Extended Discussion.

The purpose of this work session is to seek feedback from Council regarding potential alternatives for Land Use Code (LUC) housing-related changes and to seek guidance on next steps on other portions of the code. This work session focuses on the key topic areas presented to Council at the July 31 work session and explores in more detail information related to 8 of the 33 alternatives presented last month. Other changes to the existing LUC (e.g., code reorganization, increasing graphic representations, clarifying language and rules of measurement) will also be brought forward for Council consideration.

3. Transportation Capital Projects Prioritization Study (TCPPS).

The purpose of this item is to discuss the results of the TCPPS as it relates to the prioritization and planning of our 10-year Transportation Capital Improvement Program (TCIP). The TCPPS is a methodology for selection of capital projects to improve intersections and roadway corridors in the City and aligns with our Vision Zero plan and our Active modes plan.

C) ANNOUNCEMENTS

D) ADJOURNMENT

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide advance notice. Requests for interpretation at a meeting should be made by noon the day before.

A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione aviso previo. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.

August 22, 2023

WORK SESSION AGENDA ITEM SUMMARY

City Council



STAFF

Diane Lapierre, Executive Director of Poudre River Library District

SUBJECT FOR DISCUSSION

Community Report: Poudre Libraries 2022 Annual Report and Current Strategic Plan.

EXECUTIVE SUMMARY

The purpose of this report is to share the 2022 Poudre Libraries Annual Report and current Strategic Plan.

ATTACHMENTS

1. 2022 Annual Report
2. Presentation

REPORT TO THE

COMMUNITY

2022

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 - tech access*
 - people & programs*
 - finances*

- 10** **REIGNITING LIBRARY SERVICE**
 - welcoming spaces*
 - intentional partnerships*
 - dynamic services*

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 - donors & supporters*

- 18** **LIBRARY LEADERSHIP TEAM**

1.

Letter from our
**Executive
Director**

DEAR POUFRE LIBRARIES COMMUNITIES,

2022 was a year of discovery, exploration, and reemergence for Poudre Libraries. My first day as Executive Director was January 4, 2022—right as COVID rates began to spike—which resulted in canceling in-person programs and struggles to have enough healthy staff to keep our building open to the public. Over the course of the year, we were able to cautiously build back our programs, staffing levels, open hours, and to expand our outreach services. I am so grateful to the library staff across the District for remaining committed to serve our community despite the many challenges we faced over the past few years. They found innovative ways to reach out and connect individuals with the knowledge, resources, inspiration, and opportunities that we are here to provide.

The big accomplishment of 2022 was creating a new strategic plan that will guide our work for the next three years. The plan was grounded in the information we gathered through a series of community conversations that we conducted over the summer. Through these interactive discussions that asked participants to reflect on their hopes, dreams, and desires for the community, we were able to hone in on seven themes that will serve to inspire how and what we do:

- Kindness, respect, welcoming*
- Equity, diversity, inclusion*
- Safe, healthy, low crime*
- Affordable, accessible housing, managed growth*

- Environment, sustainability, climate awareness*
- Education, learning, innovation*
- Arts, culture, entertainment*

I hope you see your own priorities reflected in these and encourage you to explore the many ways Poudre Library creates opportunities and builds connections to strengthen our community.

Sincerely,



Diane Lapierre, EXECUTIVE DIRECTOR

2.

Our

Library



MISSION

TO CREATE OPPORTUNITIES AND BUILD CONNECTIONS TO STRENGTHEN OUR COMMUNITY

VALUES

1 CURIOSITY

We explore new ideas and knowledge to connect and engage with our customers.

2 COLLABORATION

We foster networks and relationships to strengthen the entire community.

3 INNOVATION

We dream big. We embrace change and find ways to make a difference in people's lives. We strive to serve the community with integrity and excellence.

VISION

TO BE A VIBRANT AND ESSENTIAL CENTER FOR LEARNING, INSPIRATION, AND ENGAGEMENT

4 INCLUSION

We create opportunities for people to belong, where they are able to learn and grow. We celebrate and reflect the diversity of our community. We are dedicated to free and equal access for all.

5 INTELLECTUAL FREEDOM

We champion the right of every individual to both seek and receive information from all points of view without restriction.

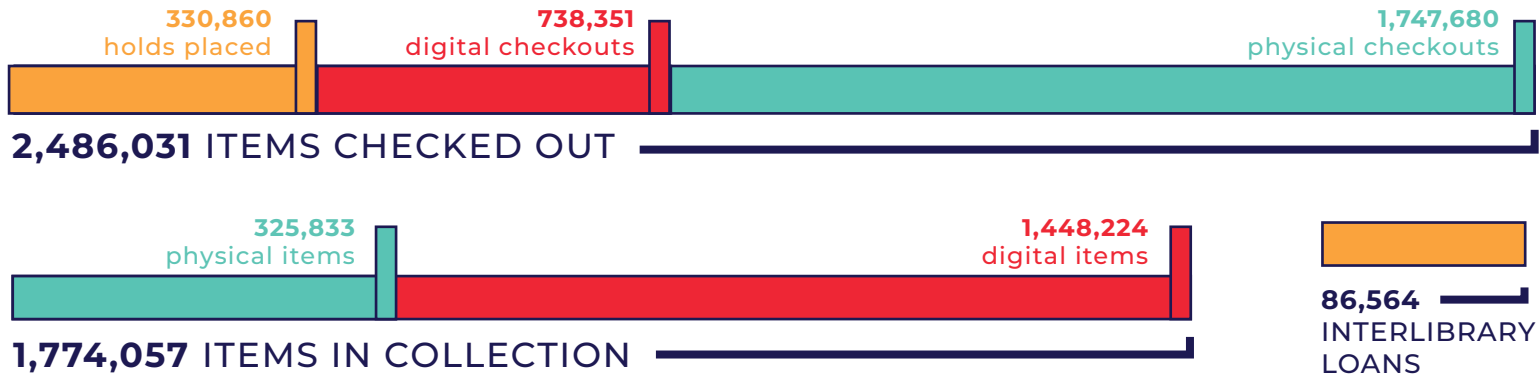
6 ACCOUNTABILITY

We honor our commitments to the community and to each other. We are stewards of the community trust and tax-funded resources. We maintain high standards in our work within a culture of transparency.

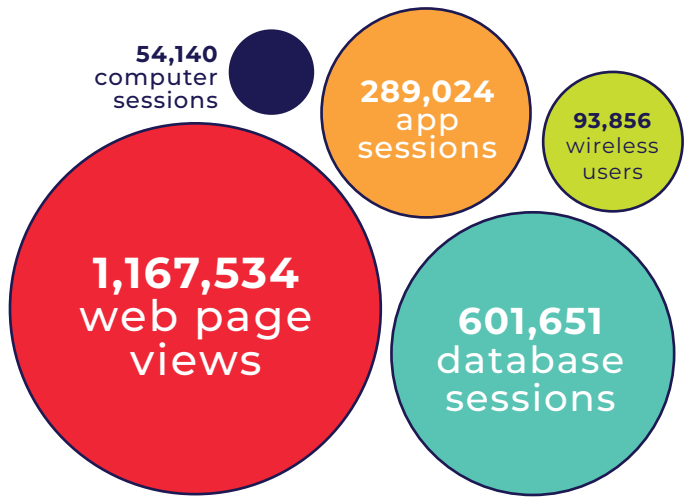
3.

Facts at a
Glance

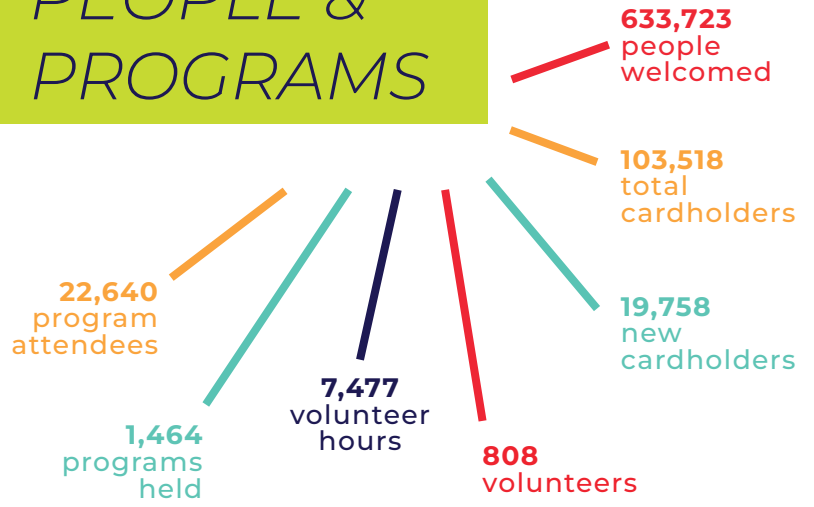
BOOKS & MATERIALS



TECH ACCESS



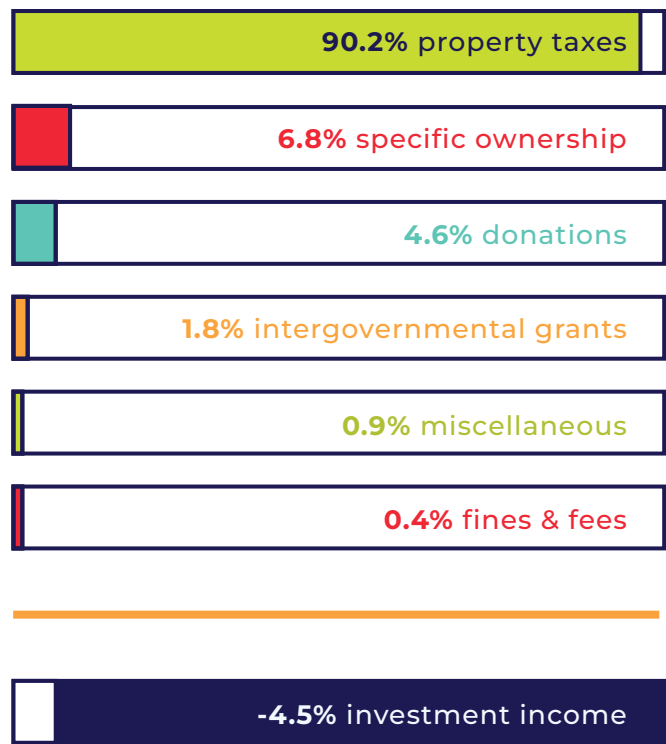
PEOPLE & PROGRAMS



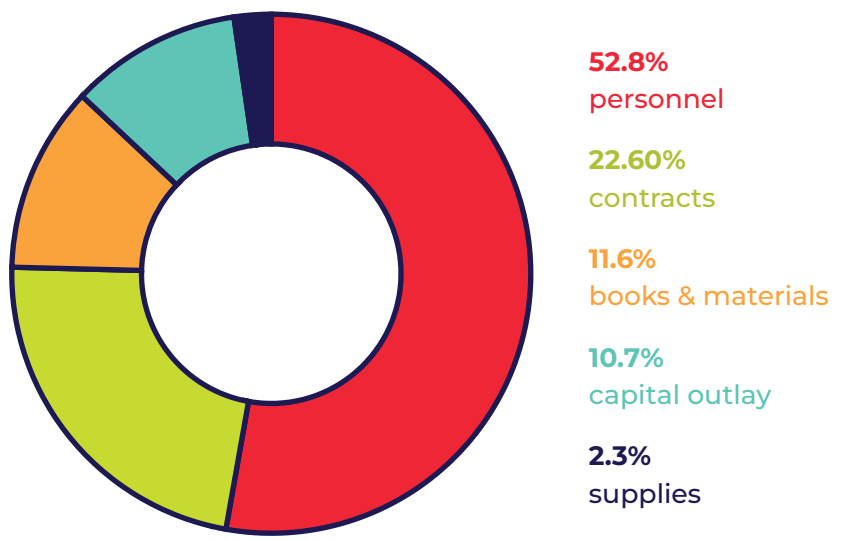
* in person programs resumed in March 2022

FINANCIALS

\$12,751,471 OPERATING & CAPITAL REVENUE



\$11,639,460 OPERATING & CAPITAL EXPENDITURES



**please note that these are unaudited financials.*

4.

Reigniting

Library Service

in 2022

IN 2022, as the community continued to emerge from the COVID-19 pandemic, Poudre Libraries was open and resuming full library services. We saw library use return to near pre-pandemic levels, boosted by exciting new programs and services designed around social connection and changing community needs.

In April, Poudre Libraries launched its Community Conversations project based on the Harwood Institute for Public Innovation's "Turn Outward" model. The project aimed to gather, analyze, and share citizen input about our community's future while also informing the Library's 2023-2025 strategic plan. We heard from more than 800 people about their hopes, dreams, and aspirations for our community. Community members also shared ideas for ways to strengthen the community and expand library services. A public report of the Community Conversations findings is available online.

The Library's new strategic plan sets priorities for library services over the next three years. By focusing on three strategic areas of service, Poudre Libraries will be in the best position to meet the needs of a growing and changing community: (1) Welcoming Spaces, (2) Intentional Partnerships, and (3) Dynamic Services. An overview of the 2023-2025 Strategic Plan focus areas, goals, and initiatives is available at PoudreLibraries.org/about/plans.

WELCOMING SPACES

We continue to invest in inclusive and accessible libraries, including re-balancing and improving our libraries' interiors to provide expanded spaces for people and programs.

In February, OLD TOWN LIBRARY celebrated a large renovation that extended into many areas of the building, from the lobby book displays and customer service desks to the second floor open layout and community spaces. The Library also received a new roof in 2022.

COUNCIL TREE LIBRARY'S updated interior has new carpeting and new furniture for its seating areas. The library's Teen area got a face lift with flexible, mobile shelving that can be rearranged to accommodate teen programs and services. The Children's area added more box bins to showcase its collection.

WELCOMING EVERYONE

We worked to expand the scope of our programs and services to build more inclusive opportunities for library users to learn, grow, and connect. We also looked internally to improve equity and inclusion for library staff. A newly-created EDI Coordinator position and EDI team will guide our ongoing efforts.

AMONG THE NEW AND EXPANDED PROGRAMS WERE:

- ESL Book Club*
- Youth Queer Straight Alliance (QSA)*
- Bilingual Storytimes at Harmony Library*
- Spanish-language computer classes*

- Walking Tours Series with City of Fort Collins Historic Preservation team highlighting Fort Collins Black History, Women’s Suffrage, and Latinx Heritage*
- Hispanic Heritage Month community mural project*
- Concierto familiar con 123 Andrés (Family Concert)*

INTENTIONAL PARTNERSHIPS

Poudre Libraries and partnerships go together like kids and storytimes. In 2022, we strengthened many of our long-time community partnerships by working together in innovative ways, and we established new partnerships to offer additional learning opportunities and access to resources.

PROMOTING EARLY LITERACY

We collaborated with United Way of Larimer County to launch Dolly Parton’s Imagination Library for county residents. UWLC led the effort which included Poudre Libraries, Loveland Public Library, Wellington Library, and Estes Valley Library. By the end of 2022, nearly 5,000 children had registered for the program.

CHAMPIONING DEMOCRACY

The Library District is uniquely positioned to be a community platform for civic discourse and a champion of democracy. In March, we joined the Deliberative Journalism Project led by Colorado State University’s Center for Public Deliberation. The project’s goal is to spark public discourse on key topics affecting the local community and, by extension, revitalize local journalism. In September, the DJP launched its “The Scoop” discussion series at Old Town Library.

For two days in November, Council Tree Library served as an active voting site for Larimer County Elections. The voting site saw more than 1,400 people cast a ballot for local and state elections.

ENABLING SECOND CHANCES

We established a new partnership with the Colorado Public Defender’s Office to host a Warrant Clearance Event and Community Resource Fair at Old Town Library. The event helped 71 people clear more than 125 low-level, non-violent warrants. The Larimer County District Attorney, Chief Judge, Director of Criminal Justice Services, the Fort Collins Municipal Court, and other local agencies joined us in this effort.

DYNAMIC SERVICES

As the impact of the COVID-19 pandemic diminished in early 2022, the Library restarted in-person programs, reopened large meeting room reservations for the public, and extended weekend hours at Council Tree Library to meet community demand. We were also able to pursue exciting new initiatives.

BRINGING THE LIBRARY TO YOU

One of the biggest and most exciting projects to launch in 2022 was the purchase and up-fitting of our new COMMUNITY OUTREACH ELECTRIC VAN. The eVan, named Evie, will expand delivery of essential library services to more remote locations, under-resourced communities, and individuals who are unable to access library buildings. Grant funding for Evie came from Bohemian Foundation, Larimer County, and the City of Fort Collins. The eVan is scheduled to debut in April 2023.

The Homebound delivery team added more volunteers to expand the number of individuals they can serve each month with a goal of doubling the number of participants in 2023. Homebound services are available for people with physical limitations due to age, illness, accident, or disabilities that keep them from visiting the library in person.

The Book Bike team received the 2022 Community Impact Award from the Association of Bookmobiles and Outreach Services for their community programs and services. From June to September, staff on our electric book bike traveled more than 70 miles to deliver 22 programs for kids, teens, and adults. Storytimes remain the most popular book bike programs: we shared 102 stories and 136 songs in local parks, natural areas, Old Town Square, and other community locations.

BUILDING CONNECTIONS

By building connections for people through our programs and services, we can help people feel valued, connected, and grounded within their community and within the Library. Our programs created and strengthened personal connections among participants around shared interests.

SOME OF THE INNOVATIVE 2022 PROGRAMS INCLUDED:

- Out and About with Natural Areas*
- Fort Collins Comic Con*
- Seed Swap with Home Grown Food*

- Paint Pouring*
- Art in the Great Outdoors*
- Let's Discover Picture Books*

5.

Thank You

WE HAD another successful year applying for grants to support community programs and services and expand opportunities for learning and connection. Poudre Libraries is deeply thankful for the generosity of our community.

In Fall 2022, the District hired its first dedicated Development Officer and will implement its first Annual Fund campaign in 2023 with the theme, A Year of Building Connections.

For more information about donating to Poudre Libraries and the Poudre River Library Trust, visit PoudreLibraries.org/donate.

Donor list is not a financial statement.

2022 DONATIONS TO POUUDRE LIBRARIES

During 2022, the Library District was fortunate to receive a donation from the estate of Evelyn Traut in the amount of \$510,000 for children’s library services. Ms. Traut was a devoted teacher in Poudre School District, and Traut Core Knowledge School was named for her and her sister, Lena. Ms. Traut passed away in December 2021.

THE DISTRICT HAD A DISTRIBUTION OF DONORS AT ALL LEVELS:

UP TO \$499 – 36 DONORS

\$500 - \$4,999 – 11 DONORS

OVER \$5,000 – 4 DONORS

THE LIBRARY DISTRICT RECEIVED THE FOLLOWING MEMORIAL DONATIONS DURING 2022:

IN MEMORY OF EUNICE BLESSING

- Ana Arellano
- Carolyn Trimborn

IN MEMORY OF JIM BOYD

- Martha Boone
- Dan & Merrie Boone Foundation

IN MEMORY OF PJ FERLAND

- Katy Dejonge

IN MEMORY OF ELIZABETH MALONEY

- Judy Harrold

IN MEMORY OF MARY LOU REUBLIN

- Robert Greer

IN MEMORY OF CYNTHIA WALES

- Shannon Ragland

IN MEMORY OF PENELOPE WEST

- Kirsten Sampera

THE FOLLOWING DONORS CONTRIBUTED MEMORIAL DONATIONS DURING 2022:

IN HONOR OF JAN DEHART
Valerie Neff-Rasmussen

IN HONOR OF NANCY LINDEMOOD
Bridget King

THE FOLLOWING DONORS CONTRIBUTED FINANCIAL, IN-KIND, AND GRANT SUPPORT DURING 2022:

Ms. Carol Anderson
Mr. Kevin Aycock
Mr. Daniel Bauer
Ms. Barbara Carrow
Ms. Beth Crumm
Ms. Aparna Das-Caro
Ms. Anne Davis
Mr. Donald Cleppe
Ms. Emily Dillon
Mr. Samuel Elkind
Mr. Danny Feig-Sandoval &
Ms. Lori Feig-Sandoval
Ms. Peggy Ingram
Ms. Kathryn Kinser
Ms. Mary Elizabeth Lenahan

Ms. Dennise Matheson
Ms. Claudia Rouge
Mr. Wayne Schrader
Ms. Natasha Wing
Mr. Robert Woody
Beedas Thingamajigits
Between the Sheets Book Club
Bloom Floral Boutique
Bohemian Foundation
City of Fort Collins Fort Fund
City of Fort Collins Office of
Equity and Inclusion
Copper Muse Distillery
Del Corazon Family Fund
Eide Charitable Funds

Elevations Credit Union
Fort Collins Reads
Fort Collins Youth Clinic
Happy Lucky's Tea House
Johnson Entities/Mc Donald's
Restaurants
Panorama Eye Care, LLC
Paterson Family Foundation
Poudre River Friends of the Library
Poudre River Library Trust
Pour Brothers Community Tavern
Schneider Electric North
American Foundation
The Cupboard
The Hester J. Hodgdon Libraries
for All Program

THESE DONORS CONTRIBUTED OVER \$18,000 IN TOTAL BETWEEN THE LIBRARY TRUST, POUDDRE LIBRARIES' CAPITAL PROJECTS, AND ENDOWMENT THROUGH COLORADO GIVES DAY IN 2022:

Debra Applin
Nick Armstrong
Natalie Barnes
John Beach

Patricia Bell
Judy Berganini
Barbara Bernstein
Nancee Bernstein

Douglas Bransen
Barbara Branstad
Kerry Brookman
William Brown

Margaret Brown
Cynthia Burkhardt
Kris Cafaro
Grant Campbell

continued from previous page

Whitney Churchill	Cindy Haraway	Sheila Long	M. Virginia Pool	Cynthia Stansfield
Fred Colby	Miriam Harris	Amy Lyons	Corey Radman	Jon Stephens
Theadora Cox	Jacob Hautaluoma	Scott McKenzie	Georgia Ray	Phil Teague
Jan Dooley	Joey Hoefler	Rebecca McKeown	Susan Rayner	Patricia Throgmorton
Ken Draves	Lynda Hoffman	Harry Mueller	Theresa Reid	Barbara Walton
Carol Drungil	Linda Hopkins	William Mygdal	Margaret Reeves	Maddy Wawro
Claibourne Dungy	Sonia ImMasche	Karen Nesler	Cynthia Ross-Bell	Ryan Wedel
Christine Frey	Karen Lampke	Cara Neth	Connie Salts	Janice Whitaker
Robin Gard	Diane Lapierre	Dorothy Orazem	Kris Saucke	Michelle Renee White
Monica Gavin	Kathleen Lewis	Selena Paulsen	Judy Sayre Grim	Kurt Woolner
Sue Glasscock	Michael Liggett	Judith Plows	Matt Schild	John Yule
Mary Hamilton				

JUST AS IMPORTANT AS THE DONATIONS Poudre LIBRARIES RECEIVED AND FROM WHOM, ARE THE PROGRAMS AND PROJECTS LISTED BELOW THAT THOSE DONATIONS HELPED FUND IN 2022.

Children’s Programs	Old Town Library Renovation	Electric Book Bike
Adult Literacy Programs	Fort Collins Comic Con 2022	Gift-A-Book
Fort Collins Book Fest 2023	IMAGINANTES 2022	Collections
Summer Reading Challenge 2022	Book Club Kits	Noches en Familia at the Museum of Discovery
ESL Mentoring Program	Outreach Mobile Library (Evie)	eBooks and Audiobooks

For donors who contributed unrestricted funds, contributions were used for a variety of programming and capital needs, including new document and photo scanners (to be installed in 2023), facilities upgrades to the Council Tree Library, and a new roof at the Old Town Library.

2022 LIBRARY LEADERSHIP TEAM

DIANE LAPIERRE

Executive Director

KEN DRAVES

Deputy Director

- TOVA ARAGON** Collections Manager
- KATIE AUMAN** Communications & Development Manager
- KRISTEN DRAPER** Old Town Library Manager
- MARK HUBER** IT & Facilities Manager
- SABRINA LESLIE** Human Resources Manager

- AMY LYONS** Finance Officer
- CURRIE MEYER** Council Tree Library Manager
- IRENE ROMSA** Community Outreach Manager
- MOLLY THOMPSON** Harmony Library Manager

BOARD OF TRUSTEES

- FRED COLBY** President
- MATT SCHILD** Vice President
- COREY RADMAN** Secretary / Treasurer
- RANDYN HEISSERER-MILLER** Member at Large

- ANUJA RILES** Member at Large
- BECKI SCHULZ** Member at Large
- JOE WISE** Member at Large

REPORT TO THE COMMUNITY

2022



Welcome to Poudre Libraries

August 22, 2023

Diane Lapierre, Executive Director





Your Library @ a Glance



By the Numbers

FY ending December 31, 2022

2,486,031 items checked out

19,758 new cardholders

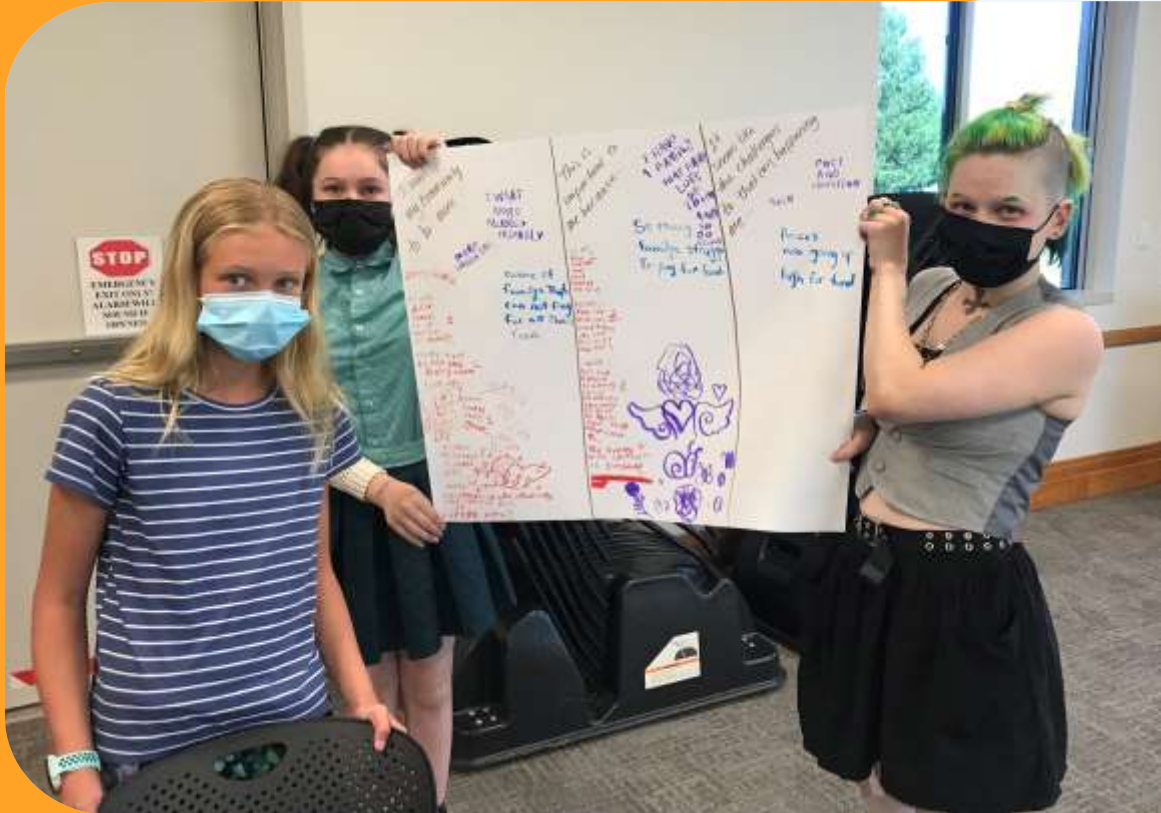
162,896 total cardholders*

YTD July 31, 2023

1,684,483 items checked out

13,781 new cardholders

115,413 total cardholders



Findings from Community Conversations

Community Questions

1. What kind of community do you want to live in?
2. Why is that important to you?
3. How is that different from how you see things now?
4. What are some of the things that need to happen to create that kind of change?



Key Themes

1. Kindness & Connection
2. Equity, Diversity, & Inclusion
3. Health & Safety
4. Affordability & Growth
5. Environment & Sustainability
6. Education & Innovation
7. Arts, Culture, & Entertainment



Poudre Libraries' Role



**PEOPLE ARE
LOOKING FOR
WAYS TO
CONNECT.**



**PEOPLE WANT
SPACES FOR
COMMUNITY
INTERACTION +
ENGAGEMENT.**



**PEOPLE WANT
TO LEARN
MORE.**



**PEOPLE WANT
EXPERIENCES.**



2023-2025 Strategic Plan

Focus Area 1: Welcoming Spaces



WELCOMING EVERYONE
Council Tree Library



WELCOMING EVERYONE
Old Town Library



THE SPACE TO BE / ESTE ES TU ESPACIO

Focus Area 2: Intentional Partnerships



PROMOTING EARLY LITERACY
Imagination Library



CHAMPIONING DEMOCRACY
Deliberative Journalism Project



ENABLING SECOND CHANCES
Community Resources

Focus Area 3: Dynamic Services



BRINGING THE LIBRARY TO YOU
Evie - Mobile Library



BRINGING THE LIBRARY TO YOU
The Book Bike Team



BUILDING CONNECTIONS
Out and About Series



Looking Ahead: Possibilities



Expand Library Spaces

- SE location expansion
 - Core library services and collection growth
 - Innovation and collaboration spaces
- Partner co-location
- Flexible, adaptable spaces
 - Makerspaces
 - Theater and event space
 - Audio-visual creation



Thank you.

August 22, 2023

WORK SESSION AGENDA ITEM SUMMARY

City Council



STAFF

Noah Beals, Development Review Manager
Paul Sizemore, Community Development and Neighborhood Services Director

SUBJECT FOR DISCUSSION

Land Use Code Extended Discussion.

EXECUTIVE SUMMARY

The purpose of this work session is to seek feedback from Council regarding potential alternatives for Land Use Code (LUC) housing-related changes and to seek guidance on next steps on other portions of the code. This work session focuses on the key topic areas presented to Council at the July 31 work session and explores in more detail information related to 8 of the 33 alternatives presented last month. Other changes to the existing LUC (e.g., code reorganization, increasing graphic representations, clarifying language and rules of measurement) will also be brought forward for Council consideration.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. How should the alternatives appear in the draft ordinance of the Land Use Code?

BACKGROUND / DISCUSSION

Following the submission and certification of a petition sufficient for referendum, Council reconsidered Ordinance No. 114, 2023 at the Regular Meeting on January 17, 2023. Council voted unanimously (7-0) to repeal Ordinance No. 114, 2022, *Repealing and Reenacting Section 29-1 of the Code of the City of Fort Collins Code to Adopt the Land Development Code and Separately Codifying the 1997 Land Use Code As "Transitional Land Use Regulations"*. Council directed staff to explore next steps to allow for additional community engagement and refinement of housing-related Land Use Code (LUC) changes.

Recent Council Communication and Community Engagement

A Work Session Summary was provided to Council in the weekly packet on August 10th, which included a review of specific Council feedback provided at the July 31 work session based on the 33 potential code alternatives discussed.

In addition, three memos were sent out prior to the July work session provided to City Council:

1. Discussion of engagement events held between March and June and a summary of community feedback received throughout.

Item 2.

- 2. Discussion of potential code alternatives, the purpose of those alternatives and the framework used to evaluate them.
- 3. Information about Inclusionary Housing Ordinances (IHO) and policy implications for Fort Collins.

Community Participation to Date:

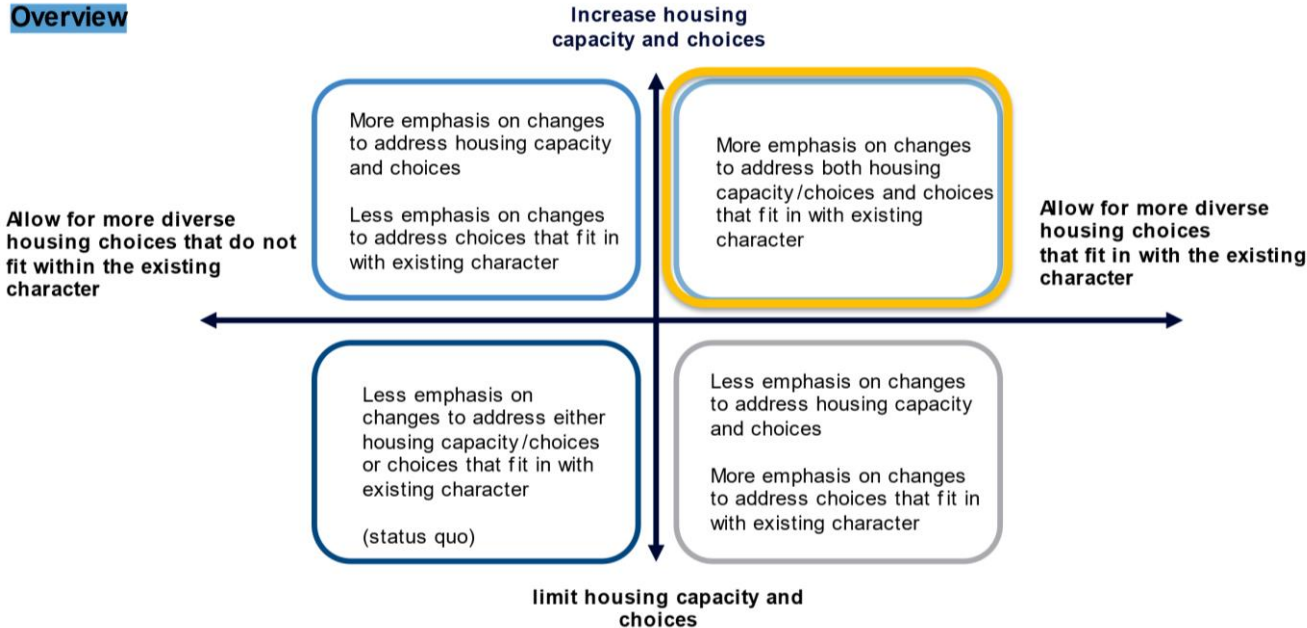
Potential changes to the LUC have resulted in robust community dialogue and many comments shared with City Leaders and staff. Between March and June 2023, staff engaged with hundreds of residents through online comments, virtual engagement opportunities, and in-person events, including the August 9th open house event and board exhibit on August 9th. Feedback was also collected at P&Z work sessions. Feedback received most recently includes the following topics:

- General questions on timeline and feedback received to date.
- Concern that ADUs will have negative impacts in neighborhoods within the Residential, Low Density (RL) zone district.
- Comments in support of ADUs as a viable housing option.
- In the NCL and NCM the allowance of ADUs should require owner-occupancy either in the ADU or primary home.
- Cottage Courts in the NCM is a change in character.
- Concerns that incentives to allow 5 units in the NCM will result in removing existing housing and a change in neighborhood character.
- Questions as to whether the community’s involvement in the Development Review process will change in the future.

Exploration of Polarities and Council Direction for Code Drafting:

At the May 23 Council work session, staff presented an approach to potential code alternatives using a quadrant framework that highlighted the spectrum of options for code revisions and the potential trade-offs. At that work session, Council feedback generally focused within the right, upper-hand quadrant:

Overview



Given the feedback from the Work Session, staff formulated potential code alternatives informed by community feedback that address housing capacity while emphasizing existing neighborhood character.

Review Five Guiding Principles




Revisions to the code continue to support the five guiding principles confirmed by City Council in November 2021 and re-affirmed by a majority of Councilmembers at a work session in February 2023. While the potential code alternatives outlined within this AIS continue to advance each of the guiding principles, they focus specifically on those highlighted below. The potential alternatives outlined in this AIS also attempt to incorporate feedback heard through community engagement regarding neighborhood character and stability with the advancement of these principles:

1. **Increase overall housing capacity** (market rate and affordable) and calibrate market-feasible incentives for deed-restricted affordable housing.
2. **Enable more affordability**, especially near high frequency transit and growth areas.
3. **Allow for more diverse housing choices** that fit in with the existing context.
4. **Make the code easier to use** and understand.
5. **Improve predictability** of the development review process, especially for housing.

Principle Number One: Increase Overall Housing Capacity

At the July 31 work session, several Councilmembers asked how the community’s housing capacity would be impacted by the proposed alternatives. Staff worked with the project consulting team to update the housing capacity numbers based on the 33 proposed alternatives discussed at the July work session. Using the assumptions from the repealed code, the original total housing capacity change was an increase of 53% from the existing code to the repealed code and a 63% increase in the housing capacity in transit corridors. Using the assumptions from the proposed alternatives, total housing capacity would increase by 52% and housing capacity in transit corridors would increase by 61% between the existing code and the potential new code. Below is the original capacity analysis based on the repealed Land Development Code, followed by an updated illustration of the housing capacity numbers:

HOUSING CAPACITY REPORT CARD – Original Capacity Analysis based on LDC

PERFORMANCE METRIC	EXISTING CODE	LDC CODE	% CHANGE
 <p>Total Housing Capacity Estimated number of units possible to build under zoning standards</p>	25,959 dwelling units	39,725 dwelling units	
 <p>Housing Capacity as Percent of Projected 20-Year Housing Need Estimated capacity compared to total projected housing demand through 2040. ¹</p>	85% of 30,480 units	130% of 30,480 units	↑ 53%
 <p>Housing Capacity in Transit Corridors Estimated number of units possible to build under zoning standards within 5 minute walk of existing and future transit corridors.</p>	5,104 dwelling units	8,299 dwelling units	↑ 63%

¹ Source: City Plan Trends and Forces Report (2017)

HOUSING CAPACITY REPORT CARD **UPDATED**

PERFORMANCE METRIC	EXISTING CODE	PROPOSED CODE	% CHANGE
 Total Housing Capacity Estimated number of units possible to build under zoning standards	25,959 dwelling units	39,563 dwelling units	
 Housing Capacity as Percent of Projected 20-Year Housing Need Estimated capacity compared to total projected housing demand through 2040. ¹	85% of 30,480 units	130% of 30,480 units	↑ 52%
 Housing Capacity in Transit Corridors Estimated number of units possible to build under zoning standards within 5 minute walk of existing and future transit corridors.	5,104 dwelling units	8,221 dwelling units	↑ 61%

¹Source: City Plan Trends and Forces Report (2017)

13

Across the community, much of the zoned residential land only permits housing types that are more expensive to build, purchase, or rent. While density is not necessarily a predictor of affordability, allowing additional types of housing and more housing units per acre can help to mitigate some of the high cost of land by spreading the cost to build over a larger number of housing units.

Demand for housing already exceeds existing supply and is anticipated to exceed the city's zoned capacity by around 2,000 units given 2040 population estimates.

The potential alternatives explored below represent an attempt to address both the desire for increased housing capacity and community feedback that the repealed code allowed for too much density, especially in neighborhoods predominantly comprising single-unit, detached houses.

Summary of Changes

The alternatives being discussed tonight are only a portion of the complete Land Use Code Housing Update (Phase 1). Other proposed changes include:

- The creation of building types that describe in detail the form of permitted housing options
- Increase of maximum density in the LMN Zone from 9 to 12 dwelling units per acre
- Density incentive for Affordable Housing Development in the LMN, no maximum limit
- In the NCL, NCM and NCB maximum limit of 2,400sf for a single unit dwelling
- Design requirements (bulk plane, façade articulation, etc.) and rear-lot requirements in NCL, NCM and NCB
- Code reorganization
- Simplify and rename the NCL, NCM, NCB to OT-A, -B, -C
- Clarification of definitions/measurements
- Graphic and form-based representation of code standards (example illustrated below)
- Accessory Dwelling Units permitted in the UE and other residential districts



Based on the conversation at the July 31 work session, the majority of Councilmembers offered feedback to include the following code changes:

- ADUs allowed throughout the City on parcels where a single unit dwelling exist.
- Allow two units in the RL and NCL zone districts on minimum lot sizes.
- Decrease the minimum lot size in 4,500sf in the NCL and NCM zone districts.
- Restrict ADU height in relation to the primary building and alley access.
- Allow three units in the NCM on lots between 4,500-6,000sf.
- Expanding affordable housing incentives citywide and calibrate market-feasible incentives for ownership and rental.
- Update definitions of affordable housing to match market needs for ownership.
- Specify that HOA's can continue to regulate aesthetics.
- Add language to allow HOA's to regulate site placement.
- Fractional reduction of parking requirements for multi-unit developments of 1 and 2 bedroom units.
- Affordable Housing development parking reduction for only 7 units and more.
- Require 1 parking space for an ADU and allow a tandem parking space to count only for ADU and extra occupancy.
- Prohibit an ADU from being licensed as a Short Term Rental and continue to allow existing licensed ADUs to operate.

Potential Alternatives in Detail

Development of Alternatives:

Utilizing feedback received through engagement events and other correspondence, including online feedback forms and emails, staff formulated a menu of 33 potential code alternatives for Council consideration. These code alternatives attempt to respond to community feedback regarding preservation of existing neighborhood character while still adhering to the Guiding Principles outlined above. Where applicable, potential alternatives have been organized into different zone districts. Other potential alternatives are city-wide changes for Council to consider.

Scope of Potential Alternatives:

This work session focuses only on the alternatives that did not achieve consensus at the July 31, 2023 Council work session. Staff will combine the feedback from this work session and the July 31, 2023 work session to develop a new draft of Land Use Code changes that Council will consider on first reading on October 3, 2023. Zone districts and topics covered in this work session include:

- RL – Low Density Residential Zone District site specific criteria to build a duplex
- NCL – Neighborhood Conservation, Low Density Zone District site specific criteria for allowing 3 units on lots 6,000sf+
- NCM – Neighborhood Conservation, Medium Density Zone District:
 - allow 5 units on lots greater than 6,000sf.
 - cottage courts allowed as a building type
 - site specific criteria for allowing a sixth unit.
- Affordable Housing required term of affordability 50, 60 or 99 years.
- Affordable Housing Development allowed to be reviewed through a Basic Development Review.
- Private Covenants/Homeowners Associations ability to prohibit further lot splits.

For each group of alternatives, information has also been included about what is currently permitted under the existing Land Use Code and how the potential alternatives might apply to lots in each zone district where applicable.

Zone-Specific Alternatives:

The following alternatives have been organized to match the format of the conversation in the Work Session presentation.

RL – Residential, Low-Density Zone District:

At the July 31 work session, most Councilmembers expressed general support for Alternatives 1 through 4, accompanied by a discussion including several follow-up questions and requests, some of which were addressed in the July 31 work session summary that was provided to Council in the August 10th weekly packet. Several Councilmembers asked for clarifying information regarding Alternative Number 5 given the interactions between the “or” statements. More information is provided below to help clarify these choices.

The Residential, Low Density (RL) Zone District is the largest residential zone district in Fort Collins. Most neighborhoods within the RL zone district are comprised primarily of single-unit, detached homes. Over 50% of existing housing was built between 1960 and 1997.

Currently Allowed Under the Existing Land Use Code in RL:

- *Housing Types:* Single-unit detached house
- *Lot Size:* 6,000 sq feet minimum AND 3 times the total floor area, whichever is greater
- *Maximum Height:* 28 feet for residential buildings

Under the Repealed Land Development Code (LDC) in RL

- *Hearing Type:* Building permit for parcel in an existing subdivision; Public Hearing (Type 1) for new subdivision
- *Housing Types:* Single-unit detached, ADU, Duplex and Triplex
- *Triplex:* required to be affordable housing units
- *Duplex and Triplex* required a 100ft lot width

Review of Potential Alternatives for RL:

- **Alternative Number 5:** Allow duplexes only under the following circumstances:

Allow Duplexes on any of the following:
Lots of 100ft width OR
Lots that integrate the existing structure OR
Lots that create an affordable housing development OR
Lots within ¼ mile of current or future high frequency transit

Considerations:

- There are about 25,000 parcels within the RL zone district.
- About 5,000 parcels (20% of RL parcels) are 100 feet wide or wider.
- About 7,750 parcels (31% of RL parcels) are within ¼ mile of current or future high-frequency transit.
- The overlap of the 100ft wide lots and those ¼ mile from high frequency transit is 10% of RL parcels.
- There are currently no incentives for affordable housing in the RL Zone.
- While property owners would be allowed to build a second unit under specific circumstances, other constraints, such as setback, height, utility, access, and parking requirements may make some parcels infeasible for two dwelling units.
- These alternatives aim to mitigate impacts of additional housing in neighborhoods (concerns about density, character, and parking) while still allowing a limited increase in housing capacity.

NCL – Neighborhood Conservation, Low Density Zone District:

Most Councilmembers expressed general support for Alternatives 6 through 8, accompanied by a discussion that included several considerations and questions, several of which were addressed in the July 31 work session summary and within the alternative considerations below.

The Neighborhood Conservation, Low Density Zone District is similar to the RL Zone District in that it permits primarily single-unit, detached houses; however, the NCL Zone also permits “Carriage Houses” on lots over 12,000 square feet (about 10% of all NCL lots). The NCL Zone District areas are generally west and southeast of Downtown. These neighborhoods were mostly built before 1959 and comprise single-family homes on blocks with alleys. Some blocks in the NCL Zone also include duplexes built prior to the current LUC, and some larger lots include Carriage Houses.

A carriage house is a detached single unit dwelling that is behind another detached single unit dwelling. It is limited in size to a maximum 1,000 sf of floor area and requires an additional parking space.

Currently Allowed Under the Existing Land Use Code:

- *Housing Types:* Single-unit detached house; carriage house
- *Lot Size:* 6,000 sq. feet minimum; 12,000 sq. feet minimum for carriage house (10% of NCL lots)
- *Maximum Height:* 2 stories; 1.5 stories for carriage house or building at the rear of the lot
- *Hearing Type:* Administrative Review (Basic Development Review/BDR) for single-unit detached house, Public Hearing (Type 1) for 2 units or alley-fronting buildings

Under the Repealed Land Development Code (LDC) in NCL:

- The same housing types as the RL single-unit dwelling, ADU, duplex, and triplex
- Triplex: required to be affordable housing
- Lot Size: 4,500 sq. feet for all housing types

Potential Alternatives for NCL:

- **Alternative Number 9:** Allow three units maximum on lots larger only under the following circumstances:

Allow three units on any of the following 6,000 sf lots:
Lots with Duplex + ADU
Lots that integrate the existing structure into triplex
Lots that create an affordable housing triplex
Allow three units on 9,000 sf lots with the following Site-Specific Requirement:
Lots that create an affordable housing with a 3 unit cottage court

Considerations:

- About 1,385 parcels (80% of NCL parcels) are larger than 6,000 square feet
- There are currently no incentives for affordable housing in the NCL Zone.
- While property owners would be allowed to build up to three units on parcels larger than 6,000 square feet, other constraints, such as setback,

height, utility, access, and parking requirements may make some parcels infeasible for three dwelling units.

- This alternative seeks to increase housing capacity on larger parcels while incentivizing the use of existing structures, incentivizing affordable housing, and increasing density near high-frequency transit.

NCM – Neighborhood Conservation, Medium Density Zone District: The Neighborhood Conservation, Medium Density Zone District comprises neighborhoods that are adjacent to Downtown and includes a diverse mix of single-unit detached, duplex, and multi-unit residential buildings often integrated on the same block with commercial uses and services within walking distance.

Currently Allowed Under the Existing Land Use Code:

- *Housing Types:* Single-unit detached house; carriage house; multi-unit up to 4 units (e.g. duplex, triplex, fourplex)
- *Lot Size:* 5,000 sq. feet minimum for single-unit detached house; 6,000 sq. foot minimum for multi-unit buildings up to 4 units; 10,000 sq. feet minimum for carriage house
- *Maximum Height:* 2 stories, 1.5 stories for carriage house or building at the rear of the lot
- *Hearing Type:*
 - Administrative Review (BDR) for single-unit detached house or up to 2 units in one building on a vacant lot or with no exterior changes to an existing building
 - Public Hearing (Type 1) for 2 units in more than one building or up to 4 units on a vacant lot or with no exterior changes to an existing building
 - Public Hearing + neighborhood meeting (Planning and Zoning Commission) for 2-4 units when structural additions or exterior alterations are made to an existing building

Under the Repealed Land Development Code (LDC) in NCM:

- Lot size minimum for all housing types of 4,500 sq. feet
- Allowed single-unit, Accessory Dwelling Unit, Duplex, Triplex, and Multi-Unit
- Allowed 5 units on all lot sizes
- Allowed 6th unit only for affordable housing project

Potential Alternatives for NCM:

- **Alternative Number 12:** Allow five units maximum on lots larger than 6,000 square feet
- **Alternative Number 13:** Allow six units on lots 6,000 square feet and larger IF the development converts and integrates an existing structure AND one unit is affordable.
- **Alternative Number 14:** Allow a Cottage Court (minimum 3 units, maximum 6 units) on lots 9,000 square feet or larger

Allow up to 5 Units ONLY IF:		
Minimum lot size of 6,000+sf		
Allow up to 6 Units if ALL the following criteria are met:		
6,000 sf minimum lot size	Integrates the existing structure	Affordable Housing Unit
Allow Cottage Courts if ALL the following criteria are met:		
9,000 square foot minimum lot size	Minimum of 3 units Maximum of 6 units	Minimum 100' lot width

Considerations:

- About 1,437 parcels (70% of NCM parcels) are larger than 6,000 square feet. Of these larger parcels:
 - About 810 parcels (39% of all NCM parcels) are between 6,000-9,000 square feet.
 - About 627 parcels (31% of all NCM parcels) are larger than 9,000 square feet.
- There are no current incentives for affordable housing in the NCM Zone.
- While property owners would be allowed to build additional units, other constraints, such as setback, height, utility, access, and parking requirements may make some parcels infeasible for five or six dwelling units.
- This alternative aims to mitigate potential impacts of additional housing in neighborhoods (heard as a concern during public engagement) while still allowing a limited increase in housing capacity.

Citywide Alternatives:

The following are topics of concern heard citywide through the current community engagement process. The alternatives listed below would be enforced citywide and do not necessarily pertain to the specific zone districts outlined above. These alternatives are meant to address concerns heard.

Affordable Housing:

At the July 31 work session, Councilmembers expressed general support for Alternatives 15 and 16, with a request for an update to the Housing Capacity estimates to better understand how the proposed Alternatives affect housing capacity and current affordable housing goals. Councilmembers also requested more information regarding deed restriction requirements and what impact moving beyond the 20-year requirement will have on the creation of affordable housing.

Potential alternatives regarding affordable housing are meant to enable more affordability overall, especially near high frequency transit. The incentives proposed are intended to make affordable housing more economically feasible and easier to build across the housing spectrum and throughout the city.

Currently Allowed Under the Existing Land Use Code:

- Density bonus of 3 additional dwelling units per acre in the Low- Density Mixed-Use Neighborhood (LMN) Zone
- Height bonus of 2 stories for buildings that are both mixed-use and affordable in the Transit-Oriented Development Overlay (TOD) Zone
- Parking Reductions of up to 50% in the TOD Zone for affordable developments at 60% Area Median Income (AMI) or below
- Reduced tree sizes for affordable housing developments

Potential Alternatives for Affordable Housing: The alternatives outlined below would create a citywide incentive structure that would both allow affordable housing providers to build more affordable units and encourage private developers to contribute to the city's affordable housing needs by using incentives to close the gap between market rate homes and affordable homes.

It is important to note that these alternatives do not require affordable housing to be built; rather, they increase the opportunity for affordable housing to be built across the community while attempting to incorporate community desire to maintain neighborhood character. If Council chooses to explore mandatory requirements for affordable housing in the future, adequate zoning capacity for affordable housing and a well-calibrated incentive program will be essential to designing an effective approach.

- **Alternative Number 17:** Extend required affordability term to either 50, 60 or 99 years for any project seeing LUC incentives for affordable housing.

Considerations:

- Council has expressed interest in extending the City's required affordability term from the current 20-year requirement to ensure that affordable housing continues to remain affordable into the future.
- A 99-year deed restriction is the longest term legally permitted.

Private Covenants/Homeowners Associations (HOAs):

At the July 31 work session, Councilmembers expressed general support for Alternatives 18 through 20, accompanied by a discussion regarding differential treatment of HOAs versus neighborhoods without HOAs. Councilmembers requested a comparison between implications of the Alternatives on HOA and non-HOA neighborhoods.

The following potential code alternatives are meant to respond to feedback expressed through public engagement, especially from residents of HOAs. There are currently over 200 HOAs registered in Fort Collins. They vary based on neighborhood size, housing type and the types of things their covenants address. HOAs can currently regulate several aspects of aesthetics including exterior colors, materials,

and some design elements. HOAs cannot restrict residents from having solar panels, xeric landscaping, or clotheslines. At the July Council Work Session, Council discussed 4 alternatives related to Homeowner Association Regulation. The August 22 Work Session materials focus on Alternative #21 (Allow an HOA to regulate whether a lot can be further subdivided) because this option resulted in the most discussion and varied feedback. However, staff does want to ensure adequate time and space for Council to fully explore the question of the full set of potential HOA regulation alternatives.

To illustrate the potential impact of each of these alternatives, it is helpful to consider two hypothetical neighborhoods that are essentially identical except that Neighborhood A has an HOA and Neighborhood B does not.

- **Alternative 18: Allow an HOA to regulate the option for detached or attached ADU.**

means that in Neighborhood A, the HOA could establish rules that allow ADUs to be either attached or detached. For example, Neighborhood A could prohibit detached ADUs and specify that ADUs are only allowed to be attached. Because Neighborhood B does not have an HOA, both attached and detached ADUs would be allowed.

- **Alternative 19: Specify that HOAs can continue to regulate aesthetics (color, window placement, height, materials, etc.) within the bounds of their existing rules.**

By itself, this alternative would not impact the “type” of ADUs allowed in either neighborhood; however, Neighborhood A could regulate the aesthetics of the ADU while Neighborhood B could not.

- **Alternative 20: Add language to allow HOAs to regulate site placement (additional setbacks, separation requirements).**

Would allow Neighborhood A to have more stringent setback/placement requirements for ADUs. Neighborhood B would use setbacks established by the zone district.

- **Alternative 21: Allow an HOA to regulate whether a lot can be further subdivided.**

Would allow an HOA to restrict subdivision of lots that would otherwise be allowed to be subdivided. So, Neighborhood A could prohibit large lots from being subdivided into smaller lots, and Neighborhood B could not restrict the subdivision of large lots if the zoning allows it.

Staff’s current understanding is that the draft code should include Alternative 18, 19, and 20, with additional discussion needed on Alternative 21, unless additional or different feedback is provided at the August 22 work session.

Considerations:

- Community engagement highlighted that many residents who live in HOA neighborhoods would like additional options to regulate or restrict ADUs.
- This alternative seeks to reflect desire for more regulation by HOAs with the interest expressed to increase housing capacity across the community.

- **Alternative Number 26: Allow Affordable Housing projects to be reviewed under Basic Development Review (BDR)**

Considerations:

- Basic Development Review (BDR) streamlines the review process for residential projects and can still incorporate and include a robust public comment period and feedback process.

Other Items Requested During the Last Work Session:**Parking:**

Councilmembers generally supported Alternatives 22 through 25, though there was a request to consider exempting corner lots from Accessory Dwelling Unit (ADU) parking requirements and to always count tandem parking spaces. More information is provided below.

Parking reductions for 1 and 2 bedroom units in a multi-unit development result:

Minimum Parking Average:	
Existing	Proposed
1.6 space per unit	1.2 space per unit

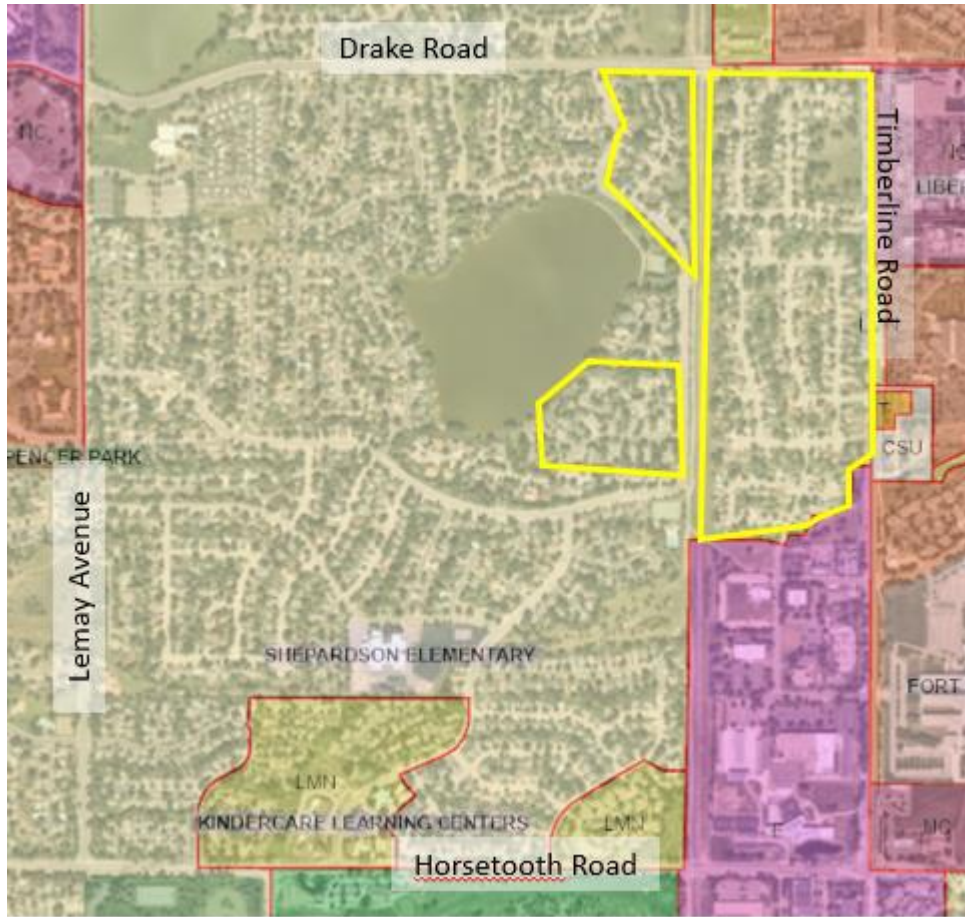
Short Term Rentals (STRs):

Councilmembers generally supported Alternatives 32 and 33 to restrict new Accessory Dwelling Units (ADUs) from being used as STRs and allow existing ADUs to continue to operate under their current license. A request was made to follow up regarding how many STRs existing in accessory buildings.

- Licenses are issued to the property owner
- With a nonconforming STR, a new license may not be applied for by a new owner in a zone district that prohibits STRs after 30 days of transfer of ownership.
- A STR license maybe not be transferred to a new owner for a multi-unit dwelling that does not have a certificate of occupancy for R-1 (lodging) for the entire building.
- There are approximately 375 STR licenses issued throughout the City and 48 of those are in detached accessory buildings.

Existing Housing Types in RL zone district:

In the map below there are parts of the RL zone district that have other housing types than single unit. In the highlighted areas these additional housing types such as duplexes, townhomes and condos were approved under prior zoning standards.



Nonconforming Properties:

There are times when properties developed under prior zoning regulations and the current zoning regulations would prohibit the existing structure or use. This is referred to as a nonconforming property. This is the case in the example above. These uses were legally permitted in the past and would not be allowed under the current standards. Nonconforming uses and structures may not be rebuilt, except if destroyed by natural disaster. The code limits the alterations that may occur and requires most changes to bring the structure or use into conformance with current standards. Allowing the existing smaller lots to be conforming reduces the pressure to absorb these smaller lot into larger lots.

Principle: Increase overall housing capacity. Similar to the challenges created by limited housing choices, current regulations constrain housing capacity in certain areas of the City. As a result, the inventory of housing options is not keeping pace with demand. To ensure that Fort Collins has sufficient housing capacity to meet our community's needs now and into the future, recommendations in the Diagnostic Report suggests several improvements to the ways the LUC currently regulates housing development.

Improvements proposed include:

- Target increases in housing capacity to zones in transit corridors and zones with the greatest amount of buildable land.
- Increase maximum density in the LMN zone from 9 to 12 dwelling units per acre.
- Reduce parking requirements for studio, one- and two-bedroom units in multi-unit developments.
- Regulate building size through maximum floor area and form standards instead of units per building.
- Regulate density through form standards and building types instead of dwelling units per acre.

NEXT STEPS

- Community engagement will continue through August and September as the Land Use Code is finalized.
- First Reading of the Code is scheduled for October 3, 2023 at a Regular Council Session

ATTACHMENTS

1. Presentation

Item 2.



Land Use Code: Potential Code Alternatives

Caryn Champine | Director, Planning Development & Transportation
Paul Sizemore | Director, Community Development & Neighborhood Services
Noah Beals | Development Review Manager

August 22nd, 2023

Introduction: Overview and Policy Alignment

(3 min presentation)

Part 1: Engagement Update and Timeline

(3 min presentation)

Part 2: Zone-Specific Alternatives

(15 min presentation; 30 min discussion)

Part 3: Citywide Alternatives

(5 min presentation; 20 min discussion)

Conclusion: Next Steps

(2 min presentation; 15 min discussion)



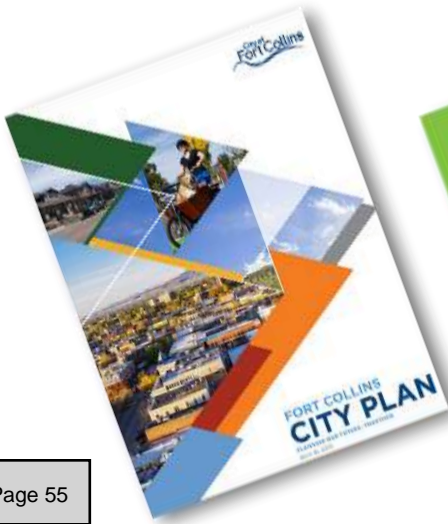
How should the alternatives appear in the draft ordinance of the Land Use Code?



Purpose of the Land Use Code Updates:

To Align the LUC with Adopted City Plans and Policies with a Focus On:

- Housing-Related Changes
- Code Organization
- Equity



FIVE GUIDING PRINCIPLES

Revisions to the code will continue to support the five guiding principles confirmed by City Council in November 2021 with an emphasis on Equity.

1. *Increase overall housing capacity* (market rate and affordable) and calibrate market-feasible incentives for deed restricted affordable housing
2. *Enable more affordability* especially near high frequency transit and growth areas
3. *Allow for more diverse housing choices* that fit in with the existing context
4. *Make the code easier to use* and understand
5. *Improve predictability* of the development permit review process, especially for housing

Key Topic Areas

Other Changes

1. *Item 2. Use overall housing capacity (market rate and affordable) and calibrate market-feasible incentives for deed restricted affordable housing*

2. *Enable more affordability especially near high frequency transit and growth areas*

3. *Allow for more diverse housing choices that fit in with the existing context*

4. *Make the code easier to use and understand*

5. *Improve predictability*

Page 57 Development permit review process, especially for housing

- Housing types and number of units allowed in RL, NCL, and NCM Zones
- Affordable housing incentives
- Affordable housing definitions + requirements

- Regulations to enhance compatibility in RL, NCL, and NCM Zones
- Private covenants and HOAs
- Parking
- Short-term rentals (STRs)

- Levels of review for residential development
- Basic Development Review process

- Housing types allowed in mixed-use and some commercial zones (cottage court, ADU, etc)
- Increasing maximum density in LMN Zone from 9 to 12 dwelling units per acre

- Maximum 2,400 sq. ft single-unit floor area in NCM, NCL, NCB
- Design requirements (bulk plane, façade articulation, etc.) and rear-lot requirements in NCM, NCL, NCB
- Form-based approach to regulating housing types
- Allow ADUs in the UE zone

- Code reorganization
- Simplify and rename NCL, NCM, NCB to OT A, B, C
- Clarification of definitions/measures
- Graphic and form-based representation of code standards

Item 2.



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Engagement Update

Engagement to Date:

- 38+ meetings and events over the last 4 months
- 10+ updates to Council + Boards and Commissions
- 200+ emails and general comments received
- 60 attendees at the April Virtual Info Session
- 70 attendees at the April Deliberative Forum
- 175 attendees at the May 8th open house event
- 100+ attendees total at 13 neighborhood-specific walking tours and 1 general walking tour
- Spanish walking tour July 26th
- Alternatives Exhibit on August 9th



Stage 1 (March - April)

- Begin outreach
- Identify areas for engagement and potential adjustment

Stage 2 (April - June)

- Gather feedback through dialog
- Listen, Consult & Involve

Stage 3 (June - July)

- Draft Potential Alternatives
- Analysis & Legal Review

Stage 4 (August - October)

- Code drafting
- Recommendations & Adoption

Item 2.

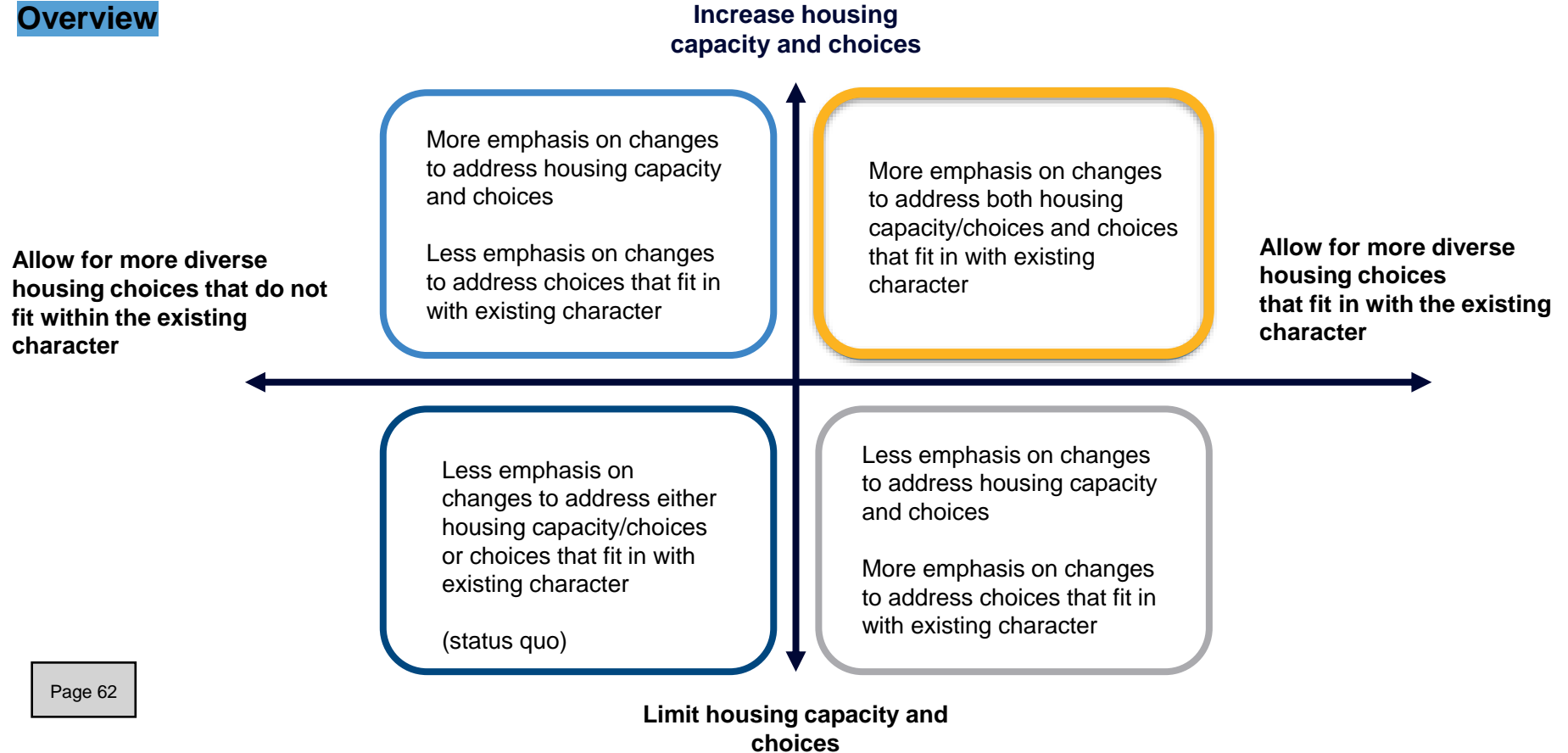


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Potential Alternatives and Revisions

Overview






HOUSING CAPACITY REPORT CARD – Original Capacity Analysis based on LDC

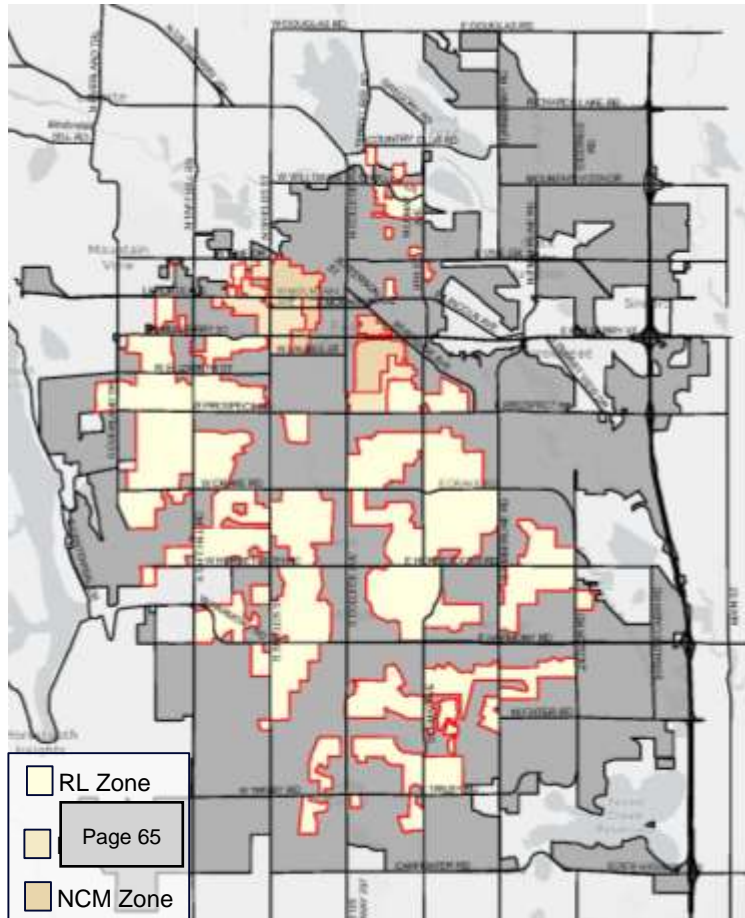
PERFORMANCE METRIC	EXISTING CODE	LDC CODE	% CHANGE
 <p>Total Housing Capacity Estimated number of units possible to build under zoning standards</p>	<p>25,959 dwelling units</p>	<p>39,725 dwelling units</p>	<p>↑ 53%</p>
 <p>Housing Capacity as Percent of Projected 20-Year Housing Need Estimated capacity compared to total projected housing demand through 2040.¹</p>	<p>85% of 30,480 units</p>	<p>130% of 30,480 units</p>	<p>↑ 53%</p>
 <p>Housing Capacity in Transit Corridors Estimated number of units possible to build under zoning standards within 5 minute walk of existing and future transit corridors.</p>	<p>5,104 dwelling units</p>	<p>8,299 dwelling units</p>	<p>↑ 63%</p>

¹ Source: City Plan Trends and Forces Report (2017)

HOUSING CAPACITY REPORT CARD - *UPDATED*

PERFORMANCE METRIC	EXISTING CODE	PROPOSED CODE	% CHANGE
 <p>Total Housing Capacity Estimated number of units possible to build under zoning standards</p>	<p>25,959 dwelling units</p>	<p>39,563 dwelling units</p>	<p>↑ 52%</p>
 <p>Housing Capacity as Percent of Projected 20-Year Housing Need Estimated capacity compared to total projected housing demand through 2040.¹</p>	<p>85% of 30,480 units</p>	<p>130% of 30,480 units</p>	<p>↑ 61%</p>
 <p>Housing Capacity in Transit Corridors Estimated number of units possible to build under zoning standards within 5 minute walk of existing and future transit corridors.</p>	<p>5,104 dwelling units</p>	<p>8,221 dwelling units</p>	<p>↑ 61%</p>

¹ Source: City Plan Trends and Forces Report (2017)

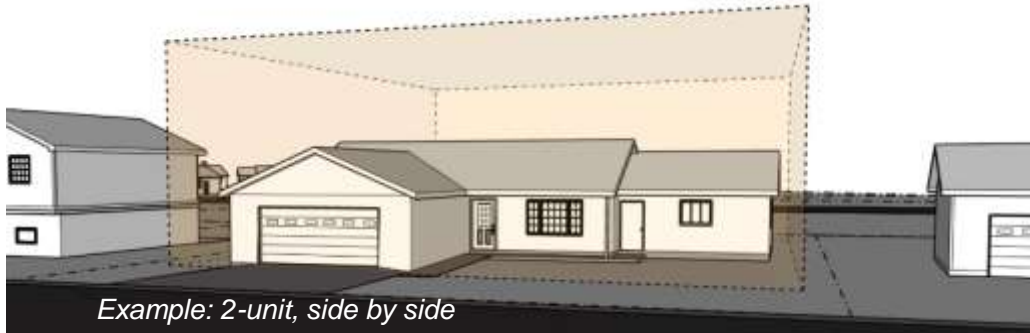


- There are 26 total zone districts within the City
- Alternatives focus on three residential zone districts:
 - Residential, Low Density (RL)
 - Neighborhood Conservation, Low Density (NCL)
 - Neighborhood Conservation, Medium Density (NCM)
- Combined, these three zones comprise about 25% of the city's land area

RL (Residential, Low Density)	
1	Limit ADUs to one story when there is no alley
2	Allow ADU with single unit dwelling, not with a duplex
3	Require ADU properties to be owner occupied (meaning owner has to reside in one of the units)
4	Allow two units maximum (house + ADU or duplex only)
5	Allow duplexes ONLY IF 1) a lot is 100ft wide or wider or 2) one unit is an affordable housing unit or 3) the duplex converts and integrates an existing structure or 4) a lot is within 1/4 mile of current or future high-frequency transit

Allow Duplexes if one of the following criteria is met:

Lots of 100ft width OR	20% of parcels in RL (Approx. 5,000 lots)
Lots that integrate the existing structure OR	
Lots that require an affordable housing development OR	
Lots within 1/4 of high frequency transit	31% of parcels in RL (Approx. 7,750 lots)



Example: 2-unit, side by side

Considerations for Alternative Number 5

There are about 25,000 parcels within the RL zone district.

About 5,000 parcels (20% of RL parcels) are 100 feet wide or wider.

About 7,750 parcels (31% of RL parcels) are within $\frac{1}{4}$ mile of current or future high-frequency transit.

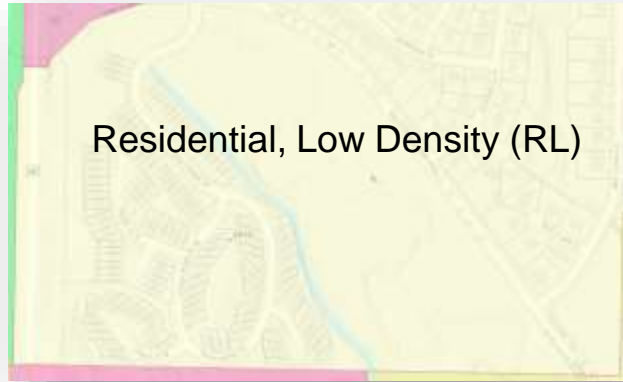


- There are no current incentives for affordable housing in the RL Zone.
- While property owners would be allowed to build a second unit under specific circumstances, other constraints, such as setback, height, utility, access, and parking requirements may make some parcels infeasible for two dwelling units.
- These alternatives aim to mitigate impacts of additional housing in neighborhoods (concerns about density, character, and parking) while still allowing a limited increase in housing capacity.

Residential, Low Density

Existing Land Use Code	Land Development Code (LDC)	Proposed Alternative
Prohibits Duplexes	<p>Would have allowed a duplex on lots 100ft wide or wider</p> <p>Would have allowed a triplex if one unit were deed-restricted as affordable</p>	Allow duplex with site-specific requirements

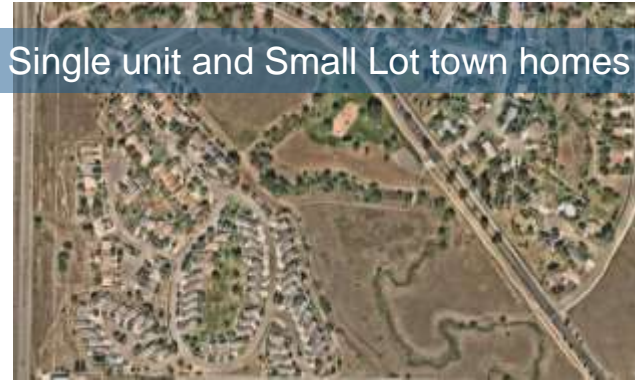
Zone District



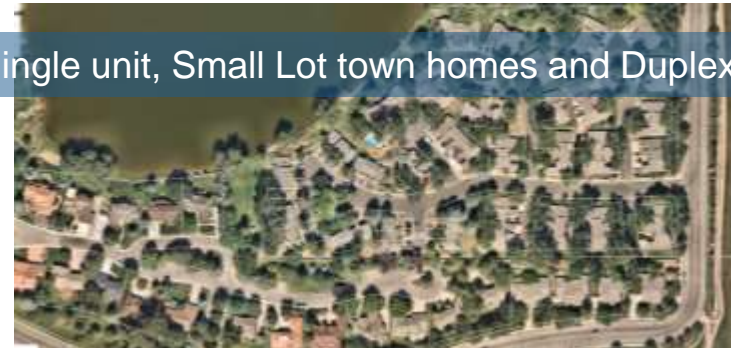
Residential, Low Density (RL)

Existing Housing Types

Single unit and Small Lot town homes



Single unit, Small Lot town homes and Duplexes



What feedback do Councilmembers have about this alternative?

Where should duplexes be permitted?

5 Allow Duplexes if one of the following criteria is met:

- 1) a lot is 100ft width or wider *or*;**
- 2) one unit is an affordable housing unit *or*;**
- 3) the duplex converts and integrates an existing structure *or*;**
- 4) a lot is within 1/4 mile of current or future high-frequency transit**

NCL (Neighborhood Conservation, Low Density)		
6	Decrease minimum lot size to 4,500 sf	
7	Allow two units maximum on lots 4,500 - 6,000 sf (house + ADU or duplex)	
8	Restrict ADU height to the height of the primary building.	
9	Allow three units maximum on lots 6,000+ sf ONLY IF 1) a duplex + ADU or triplex converts and integrates an existing structure OR 2) a triplex or 3-unit cottage court includes one affordable unit	

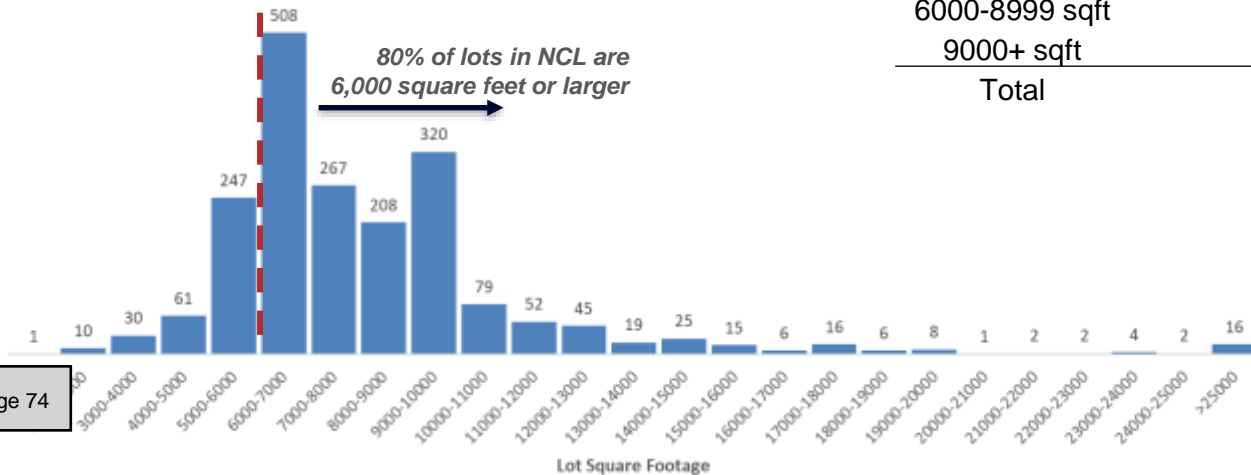
Neighborhood Conservation, Low Density

Allow 3 units on 6,000sf lots with any of the following Site-Specific Requirement:		
Duplex + ADU	Integrates Existing Structure	
Triplex	Integrates Existing Structure	
Triplex		Affordable Housing Unit
Allow 3 units on 9,000sf lots with the following Site Specific Requirement:		
Cottage Court	Affordable Housing Unit	

- About 1,385 parcels (80% of NCL parcels) are larger than 6,000 square feet
- There are no current incentives for affordable housing in the NCL Zone.
- While property owners would be allowed to build up to three units on parcels larger than 6,000 square feet, other constraints, such as setback, height, utility, access, and parking requirements may make some parcels infeasible for three dwelling units.



Lot Sq Ft	Number of Lots	Percentage
0-4499 sqft	67	3.9
4500-5999 sqft	267	15.5
6000-8999 sqft	805	46.8
9000+ sqft	580	33.7
Total	1719	



Nighborhood Conservation, Low Density

Existing Land Use Code	Land Development Code (LDC)	Proposed Alternative
Allows Single Unit 6,000sf lots	Would have allowed Single Unit 4,500sf lots	Allow Single Unit 4,500sf lots
Allows Carriage House on 12,000sf lots	Would have allowed ADUs on 4,500sf lots	Allow ADU on 4,500sf lots
	Would have allowed Duplexes on 4,500sf lots	Allow Duplex on 4,500sf lot
	Would have allowed 3 units on 4,500sf lots with required Affordable Housing	Allow 3 units on 6,000sf lots with site specific requirement
	Would have allowed 3 units for a Cottage Court on 9,000sf lots	Allow 3 units max Cottage Court on 9,000 sf lot with required Affordable Housing

What feedback do Councilmembers have about this alternative?

Should the NCL Zone allow up to three units maximum on larger parcels?

- 9 Allow three units maximum on lots 6,000+ sf ONLY IF:**
- 1) a duplex + ADU integrates and existing structure OR;**
 - 2) triplex integrates an existing structure OR;**
 - 3) triplex with an affordable housing unit OR;**
- Allow three units maximum on 9,000+ sf ONLY IF:**
- 1) Cottage court with an affordable housing unit**

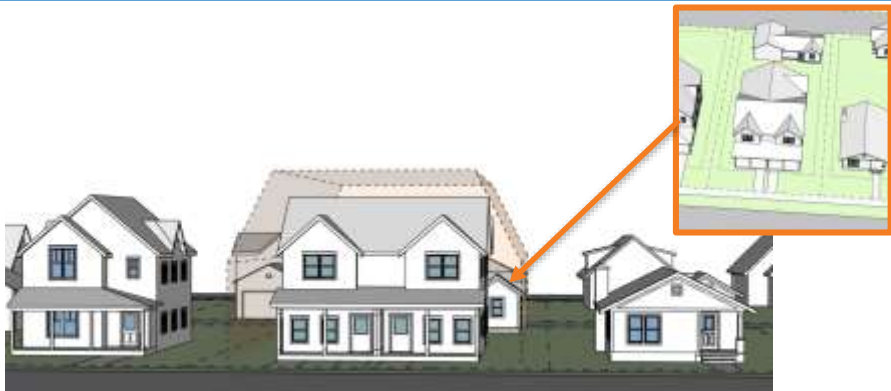
NCM	
10 Decrease minimum lot size to 4,500 sf	Green
11 Allow three units maximum on lots 4,500 - 6,000 sf (single unit, duplex, row house and ADU only)	Green
12 Allow five units maximum on lots larger than 6,000 sf	Green
13 Allow six units on 6,000 sf or larger ONLY IF the development converts and integrates an existing structure (single unit, duplex, row house and ADU only) AND one unit is affordable	Yellow
14 Allow a Cottage Court (minimum 3 units, maximum 6 units) on lots 9,000 sf or larger	Green

Allow up to 5 Units ONLY IF:		
Minimum lot size of 6,000+sf		
Allow up to 6 Units if ALL the following criteria are met:		
6,000 sf minimum lot size	Integrates the existing structure	Affordable Housing Unit
Allow Cottage Courts if ALL the following criteria are met:		
9,000 square foot minimum lot size	Minimum of 3 units Maximum of 6 units	Minimum 100' lot width

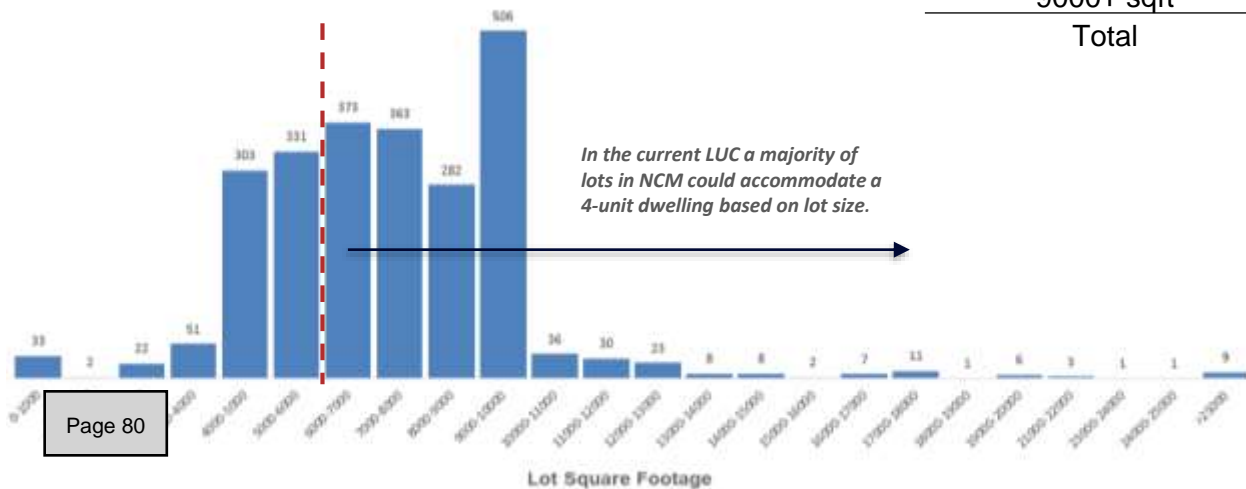
- About 1,437 parcels (70% of NCM parcels) are larger than 6,000 square feet. Of these larger parcels:
- About 810 parcels (39% of all NCM parcels) are between 6,000-9,000 square feet.
- 27 parcels (31% of all NCM parcels) are larger than 9,000 square feet.
- There are no affordable housing incentives in the NCM Zone.
- While property owners would be allowed to build additional units, other constraints, such as setback, height, utility, access, and parking requirements may make some parcels infeasible for five or six dwelling units.
- This alternative aims to mitigate potential impacts of additional housing in neighborhoods (heard as a concern during public engagement) while still allowing a limited increase in housing capacity.

Neighborhood Conservation, Medium Density

Existing Land Use Code	Land Development Code (LDC)	Proposed Alternative
Allows Single Unit 5,000 sf lots	Allowed Single Unit 4,500 sf lots	Allow Single Unit 4,500sf lots
Allows Carriage House on 10,000sf lots	Allowed ADU 4,500 sf lots	Allow ADU on 4,500sf lots
Allows Duplex 5,000 sf lots	Allowed Duplex on 4,500 sf lots	Allow Duplex on 4,500sf lots
Allows Triplex 5,000 sf lots	Allowed Triplex on 4,500 sf lots	Allow Triplex on 4,500 sf lots
Allow 4-units on 5,000 sf lots	Allowed 4 units on 5,250 sf lots	Allow 4 units on 6,000+sf lots
	Allowed 5 units on 6,000 sf lots	Allow 5 units on 6,000+sf lots
	Allowed 6 units 6,750sf lots with an Affordable Housing unit	Allow 6 units on 6,750sf lots integrates existing structure <u>and</u> with an affordable housing unit
	Allowed 5+ units on 9,000sf lot	Allow Cottage Courts 6 units max on lots 9,000+sf



Lot Sq Ft	Number of Lots	Percentage
0-4499 sqft	154	7.5
4500-5999 sqft	462	22.5
6000-8999 sqft	810	39.5
9000+ sqft	627	30.5
Total	2053	



Neighborhood Conservation, Medium Density



5 unit example: Existing large house on 6,000+ sf parcel; converted into 5 studio dwelling units

**Community feedback*

The fifth unit would incentivize removal of existing housing.



ADU in backyard for 6th unit

6 unit example: Existing large house on 6,750+ sf parcel; converted into 5 studio dwelling units with backyard ADU

**Responds to community feedback*

*+ housing capacity
+ housing diversity*

Neighborhood Conservation, Medium Density



**Community feedback
The fifth unit would incentivize removal of existing
housing.*

*+ housing capacity
+ housing diversity*

What feedback do Councilmembers have about this alternative?

Should the NCM Zone allow up to six units maximum on larger parcels?

12 Allow five units maximum on lots larger than 6,000 sf

13 Allow six units on 6,750 sf or larger ONLY IF:

- 1) the development converts and integrates an existing structure and**
- 2) one unit is affordable housing**

Should Cottage Courts be a permitted housing type in NCM?

14 Allow a Cottage Court (minimum 3 units, maximum 6 units) on lots 9,000 sf or larger

Affordable Housing

Affordable Housing	
15	Expand affordable housing incentives citywide and calibrate market-feasible incentives for ownership and rental
16	Update definitions of affordable housing to match market needs for ownership and rental
17	Extend required affordability term to 99 years

Affordable Housing

Existing Land Use Code	Land Development Code (LDC)		Proposed Alternative	
	Rental	Ownership	Rental	Ownership
Both Rental and Ownership				
10% of units	10% of units	10% of units	10% of units	10% of units
80% AMI	60% AMI	100% AMI	60% AMI	100% AMI
20 years	99 years	99 years	50, 60, or 99 years ?	50, 60, or 99 years ?

What feedback do Councilmembers have about this alternative?

Should deed restrictions be lengthened for affordable developments to 50, 60 or 99 years?

17 Extend required affordability term to 50, 60, or 99 years

- 99 years deed restriction is the longest term legally permitted

With out preventive maintenance

- 50 years is the average useful life of the exterior and framing components of a multi-unit building
- 20-50 years is the average life span interior components

Development Review Process

Input in Development Review	RYG
26 Allow residential projects to be reviewed under Basic Development Review	
27 Require a neighborhood meeting for some projects (larger, more complex, etc.)	
28 Require a pre-application conceptual review meeting for projects over 6 units	
29 Establish a defined comment period for public comments on Basic Development Reviews	
30 Require projects with Modifications go to P&Z when it involves a modification for certain code sections (such as parking, height, density) or;	
31 Require projects with Modifications go to P&Z when it involves more than a certain number of modifications	

Development Review Process

Existing Land Use Code	Land Development Code (LDC)	Proposed Alternative
Affordable Housing Developments not treated differently subject to BDR, TYPE 1, or TYPE 2 Review	Affordable Housing Developments not treated differently subject to BDR only	Allow Affordable Housing Developments to be reviewed by BDR in any zone district
Residential developments reviewed under BDR, Type 1 or Type 2 dependent on the zone district	BDR review type for all residential projects in all zones	All other residential developments reviewed under BDR, Type 1 or Type 2 dependent on the zone district





This alternative continues with existing review types for all residential projects except for Affordable Housing Projects following Council feedback at the July 31st work session

What feedback do Councilmembers have about this alternative?

26

Allow Affordable Housing projects to be reviewed under Basic Development Review

- Basic Development Review (BDR) streamlines the review process for residential projects and can still incorporate and include a robust public comment period and feedback process.
- The BDR review will help Affordable Housing projects to qualify for other State funding.

Private Covenants/HOAs	RYG
<p>18 Allow an HOA to regulate the option for detached or attached ADU</p>	
<p>19 Specify that HOA's can continue to regulate aesthetics (color, window placement, height, materials, etc.) within the bounds of their existing rules</p>	
<p>20 Add language to allow HOA's to regulate site placement (additional setbacks, separation requirements)</p>	
<p>21 Allow an HOA to regulate whether a lot can be further subdivided</p>	

Private Covenants and HOAs

Existing Land Use Code	Land Development Code (LDC)	Proposed Alternative
Not allowed to exclude Clothes lines, xeriscape, solar power and composting	Not allowed to exclude Clothes lines, xeriscape, solar power and composting	Not allowed to exclude Clothes lines, xeriscape, solar power and composting
	Prohibits any covenant that effectively makes it impossible to implement the adopted Housing Strategic Plan	Prohibits any covenant that effectively makes it impossible to implement the adopted Housing Strategic Plan
Allows for HOAs to enforce their own rules to allow ADUs if permitted in the zone district	Required to allow ADUs	HOA must allow ADUs
Allows for HOAs to determine if a ADU could be attached or detached	Required to allow both attached and detached ADUs	Allow for HOAs to determine if an ADU is attached or detached
Allows for HOAs to enforce their own rules on subdivisions		Allow for HOAs enforce their own rules on subdivisions

What feedback do Councilmembers have about this alternative?

18	Allow an HOA to regulate the option for detached or attached ADU
21	Allow an HOA to regulate whether a lot can be further subdivided

- Community engagement highlighted that many residents who live in HOA neighborhoods would like additional options to regulate or restrict ADUs.
- These alternatives seek to reflect desire for more regulation by HOAs with the interest expressed to increase housing capacity across the community.
- Like all HOA covenants this would only apply in private covenant communities. Neighborhoods without private covenants are limited by only the zone district standards.

How should the alternatives appear in the draft ordinance of the Land Use Code?



Item 2.

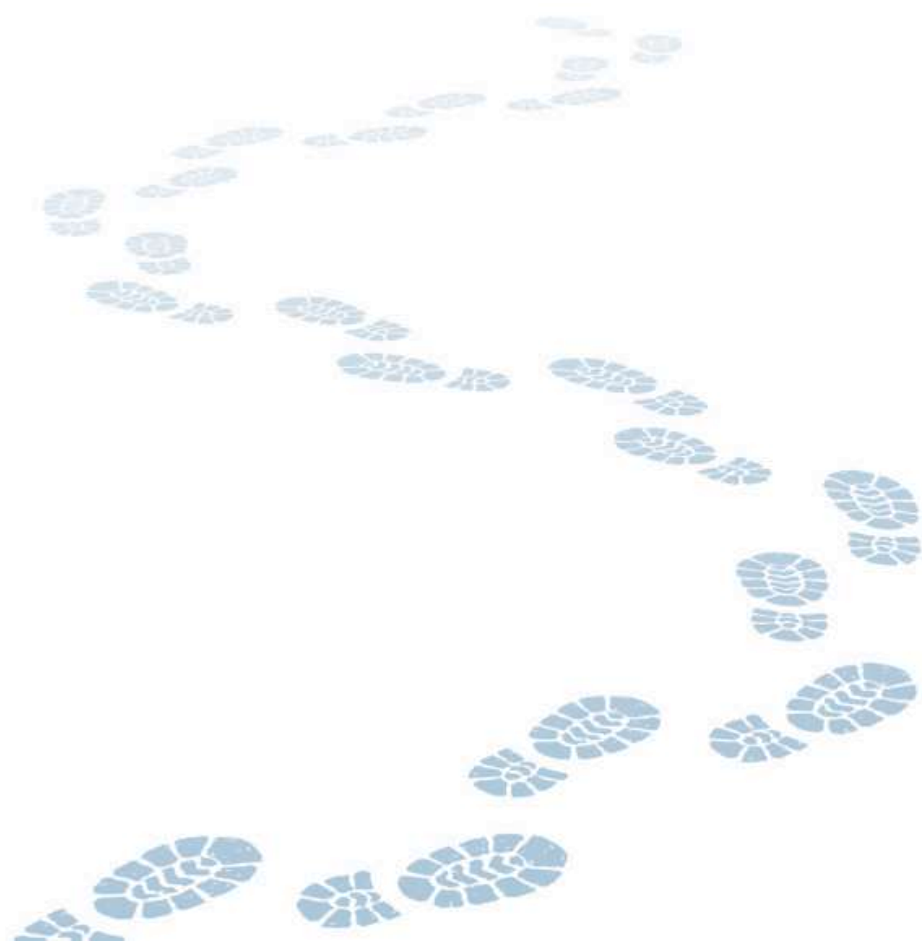


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Next Steps

- **First reading: October 3, 2023**



Item 2.



August 22, 2023

WORK SESSION AGENDA ITEM SUMMARY

City Council



STAFF

Brad Buckman, City Engineer
Marc Virata, Civil Engineer III

SUBJECT FOR DISCUSSION

Transportation Capital Projects Prioritization Study (TCPPS).

EXECUTIVE SUMMARY

The purpose of this item is to discuss the results of the TCPPS as it relates to the prioritization and planning of our 10-year Transportation Capital Improvement Program (TCIP). The TCPPS is a methodology for selection of capital projects to improve intersections and roadway corridors in the City and aligns with our Vision Zero plan and our Active modes plan.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. Do Councilmembers support the 10-year TCIP and TCPPS goals?
2. What feedback do Councilmembers have on the 10-year TCIP and TCPPS?

BACKGROUND / DISCUSSION

The City of Fort Collins conducted an Arterial Intersection Prioritization Study (AIPS) in 2010 and updated the study in 2016. The results of these efforts guided the selection of intersection improvement projects for pursuing grant funding, design, and construction. Most of the highest priority projects from the AIPS have been completed. The current TCPPS effort seeks to provide the next round of project identification and prioritization to guide capital project investment over the next 10 years.

TCPPS was performed in the light of on-going efforts by City staff to make informed, data-driven decisions on expenditures for transportation capital projects. Its primary focus is to find opportunities to improve traffic safety and congestion on the arterial network, while collaborating with parallel efforts such as the Active Modes Plan (AMP) and the Vision Zero Action Plan (Vision Zero). TCPPS was conducted in three phases: Data Collection and Initial Screening, Project Selection, and Concept Development.

Phase 1: Data Collection and Screening involved the collection and analysis of data to identify high-priority intersections and roadway segments. The analysis included reviewing traffic congestion and safety at all arterial streets and segments in the city. This process identified a ranked list sorted by delay and annual crashes at each intersection and segment, giving the team a variety of arterial intersections and segments that could be assembled into projects to carry forward.

Phase 2: Project Selection began with assembling a series of projects using the list of identified intersections and segments in Phase 1 along with improvements identified in parallel plans such as the AMP. Potential projects were selected based on their feasibility, potential impact, and ability to collaborate with other plans. Four quantitative and five qualitative criteria were developed in coordination with the AMP team and applied to the identified projects. This phase resulted in a draft list of ranked projects. The top 15 projects were then selected to move into the next phase.

Phase 3: Concept Development involved the development of conceptual designs, high-level cost estimation, and environmental screening for each of the top 15 projects. Project scoring was then refined, and a final ranked list of recommended projects was developed as follows:

Project ID	Project Name	Scope	Project Type
A	E Troutman Parkway & JFK Parkway Corridor Improvements	Implement a road diet on Troutman Pkwy and JFK Pkwy to add separated bike lanes.	Road Diet
B	S Shields Street & W Prospect Road Intersection Improvements	Implement protected intersections at Shields St and Prospect Rd, as well as at Stuart St, along with the addition of separated bike lanes on Shields St.	Intersection Improvements
C	S Shields Street & W Horsetooth Road Intersection Improvements	Add protected intersection at Shields St and Horsetooth Rd. Extend southbound left-turn lane, add separate bike lanes on Shields St.	Intersection Improvements
D	Drake Road Corridor Improvement	Implement a road diet on Drake Rd from Overland Trail to Taft Hill Rd to add separated bike lanes.	Road Diet
E	Lemay Avenue & Drake Road Intersection Improvements	Reconfigure intersection slip lanes for multimodal safety, and lane diet on Drake Rd to accommodate side paths.	Intersection Improvements
F	N Timberline Road - Segment 1 - Roadway Improvements	Widen Timberline Rd from Lincoln Ave to Vine Dr to a four-lane divided facility with separated bike lanes.	New Construction
G	N Timberline Road - Segment 2 Roadway Improvements	Widen Timberline Rd from Vine Dr to Mountain Vista to a four-lane divided facility with separated bike lanes.	New Construction
H	Heatheridge Road & W Prospect Road Intersection Improvements	Replace existing HAWK with full, three-leg traffic signal and improve pedestrian crossings.	Intersection Improvements
I	Shields Street Corridor Improvements	Implement a road diet on Shields St from Mulberry Ave to Mountain Ave to add separated bike lanes.	Road Diet
J	N Timberline Road Overpass at E Vine Drive	Grade separation of Timberline Rd over Vine Drive with multimodal connections.	New Construction
K	Boardwalk Drive & Harmony Road Signal Improvements	Signal/mast arm improvements.	Intersection Improvements
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	Signal improvements on JFK Pkwy with widening on Hogan Dr to improve lane alignment.	Intersection Improvements
M	Suniga Road Roadway Improvements	Extend Suniga Rd from Lemay Ave to Timberline Rd.	New Construction
N	E Prospect Rd Corridor Improvements	Widen Prospect Rd to a four-lane median divided facility with off street bike facilities.	Corridor Improvements
O	S Timberline Road & E Harmony Road Intersection Improvements	Add 3 rd NB and SB through lanes with separated bike lanes on Timberline Rd. Add protected intersection at Timberline Rd and Harmony Rd	Intersection Improvements

The top 15 projects serve as a foundation to the 10-year TCIP, which also combines our current capital project planning (projects already in construction or the design phase), the next ten years effort for the

Active Modes Plan, and other capital projects being developed with our regional and city partners such as CDOT, Larimer County, CSU, and the NFR MPO.

Our TCPPS consultant, Olsson, completed a desktop review of publicly available datasets to identify potential environmental resources within expected project boundaries of individual projects. The objective of the review was to evaluate each project for impacts to environmental features and possible environmental risks. The desktop review was completed by investigating publicly available datasets, which depict the potential locations of a variety of environmental resources. The datasets were compiled in a geographic information system (GIS), and map figures are included in **Attachment 4**. The following publicly available resources were used to complete the desktop review:

- Soil Survey Geographic (SSURGO) Database (USDA Natural Resources Conservation Service [NRCS] 2018)
- Colorado Parks and Wildlife (CPW). 2022. Non-Disclosure Agreement Nest Data
- USGS 2022 National Hydrography Dataset (NHD). U.S. Dept. of the Interior, U.S. Geological Survey
- National Wetlands Inventory (NWI), Version 2 (U.S. Fish and Wildlife Service [USFWS] 2020)
- Colorado Parks and Wildlife (CPW) and Colorado Oil and Gas Conservation Commission (COGCC) SB 181 High Priority Habitat (HPH) (2022)
- U.S. Geological Survey (USGS) Gap Analysis Project (GAP) 2022, Protected Areas Database of the United States (PAD-US) Version 3.0
- City of Fort Collins Natural Areas 2022
- National Flood Hazard Layer (NFHL) Larimer County, FEMA Floodplain 2022

Funding for these capital projects will come from a variety of sources. Traditionally, our transportation capital projects have been funded with federal and state grants, CCIP, TCEF, and the general fund (through the BFO process). This will continue to be the case moving forward, as historically we have received 40-50% of our capital funding through federal and state grants. Additionally, the TCCPS methodology is meant to provide project scoring based on the quantitative and qualitative criteria laid out in the study. The project scoring, combined with alignment of other City plans (such as City Plan, Our Climate Future, Strategic Plan, Vision Zero, Active Modes Plan, and Transit Master Plan) will provide further justification in the BFO process. The TCCPS report is listed at **Attachment 1**.

NEXT STEPS

This item is scheduled for the September 19, 2023, City Council Meeting for Council to consider the adoption of TCCPS into City Plan to be used as a methodology and foundation for the 10-year TCIP prioritization and planning process going forward.

ATTACHMENTS

1. TCPPS Report
2. TCPPS Public Engagement Summary
3. TCPPS GIS User's Manual
4. TCPPS Environmental Summary
5. TCPPS Scoring
6. Presentation



FORT COLLINS, COLORADO

TRANSPORTATION CAPITAL PROJECT PRIORITIZATION STUDY



JULY 2023



City of Fort Collins
Engineering Department
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TRANSPORTATION CAPITAL PROJECT PRIORITIZATION STUDY

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Appendix B GIS Users Manual
Appendix C Crash & Safety Analysis
Appendix D Conceptual Designs
Appendix E Environmental Summary
Appendix F Scoring Summary

EXECUTIVE SUMMARY

This report outlines the process of the Transportation Capital Project Prioritization Study (TCPPS) for the City of Fort Collins (City). TCPPS was performed in the light of on-going efforts by the City to make informed, data-driven decisions on expenditures for transportation capital projects. Its primary focus is to find opportunities to improve traffic safety and congestion on the arterial network, while collaborating with parallel efforts such as the Active Modes Plan (AMP) and the Vision Zero Action Plan (Vision Zero). TCPPS was conducted in three phases: Data Collection and Initial Screening, Project Selection, and Concept Development.

Phase 1: Data Collection and Screening involved the collection and analysis of data to identify high-priority intersections and roadway segments. The analysis included reviewing traffic congestion and safety at all arterial streets and segments in the city. This process identified a ranked list sorted by delay and annual crashes at each intersection and segment, giving the team a variety of arterial intersections and segments that could be assembled into projects to carry forward.

Phase 2: Project Selection began with assembling a series of projects using the list of identified intersections and segments in Phase 1 along with improvements identified in parallel plans such as the AMP. Potential projects were selected based on their feasibility, potential impact, and ability to collaborate with other plans. Four quantitative and five qualitative criteria were developed in coordination with the AMP team and applied to the identified projects. This phase resulted in a draft list of ranked projects. The top 15 projects were then selected to move into the next phase.

Phase 3: Concept Development involved the development of conceptual designs, high-level cost estimation, and environmental screening for each of the top 15 projects. Project scoring was then refined, and a final ranked list of recommended projects was developed.

Subsequent to this study, the City will use the projects and outcomes to program the capital improvement plan. Implementation of the projects will depend on, among other factors, funding availability and opportunities to collaborate with other projects. These are two factors that are central to the Budgeting for Outcomes (BFO) process which is used by the City to select where to spend city budget. The BFO process aligns projects with the City's goals and occurs every two years, with projects submitted to City Council for recommendation and selection.

The TCPPS process has been a collaborative effort between the project team and the City. The goal of the study was to identify and prioritize projects that align with the City's goals and provide the greatest opportunity for improving safety, reducing congestion, and enhancing multimodal comfort. The final list of recommended projects represents a strategic approach to addressing the City's most pressing transportation needs.

1. PURPOSE & BACKGROUND

The City of Fort Collins selected Olsson to complete the Transportation Capital Project Prioritization Study (TCPPS). This study focused on arterial roadway and intersection improvements based on selected criteria that balances the need for safety and congestion improvements with the priorities of the community.

1.1 Study Background & Purpose

The City of Fort Collins conducted an Arterial Intersection Prioritization Study (AIPS) in 2010 and updated the study in 2016. The results of these efforts guided the selection of intersection improvement projects for pursuing grant funding, design, and construction. Most of the highest priority projects from the AIPS have been completed. This current study seeks to provide the next round of project identification and prioritization to guide capital project investment over the near-term planning horizon.

The City's Community Capital Improvement Program (CCIP) sales tax includes dedicated funding for arterial intersection improvements. There are additional funding sources available for corridor improvements within City limits and within the GMA. These funds are often used to leverage Federal and State grants. Additionally, the City's Budgeting for Outcomes (BFO) budget process has historically been used to help fund large transportation capital projects.

This Transportation Capital Project Prioritization Study (TCPPS) was initiated by the City of Fort Collins to identify arterial roadway and intersection improvements both within the city limits, and within the Growth Management Area (GMA). The analysis summarized in this report includes a compilation of data for arterial intersections and corridors, assessment of existing conditions for various quantitative and qualitative considerations, identification of potential improvement projects to address transportation system deficiencies, and prioritization of project needs based on feedback from the community.

This study represents a broad evaluation of arterial roadway and intersection needs within the City and GMA and includes criteria that overlap with other City efforts, such as multimodal (bicycle, pedestrian, and transit) considerations. This study is supplemental to other key citywide efforts focused specifically on these priorities, such as the Fort Collins Bicycle Master Plan (2014), Fort Collins Pedestrian Plan (2011), Fort Collins Transit Master Plan (2019), Active Modes Plan (2022), and Vision Zero Action Plan (2023). The intent of this study is to supplement and/or implement the guidance of these efforts at the arterial intersection and roadway level.

1.2 Study Framework

This study represents a three-phase, data-driven approach to project identification and prioritization. Phase 1 consists of a high-level screening of arterial intersections and arterial corridors based on key factors of safety and capacity. These locations are analyzed based on the potential to improve safety and congestion through improvements such as intersection geometric and roadway construction, signal timing adjustments, signal modifications or replacements, re-striping, or other treatments.

The top ranked locations for potential improvements were identified and specific project improvements were developed at these locations. These projects were then evaluated and prioritized in Phase 2 based on quantitative criteria and qualitative criteria. The criteria were established in coordination with City staff and aligned with the Active Modes Plan (AMP). Each project was then scored and ranked based on the priorities of the City. This phase resulted in a prioritized list of top-tier projects that were carried forward Phase 3.

Table 1 - TCPPS and Active Modes Alignment

	TCPPS	Active Modes Plan
Quantitative Criteria	Crash Reduction Reduction in annual crashes (crashes/year)	Safety & Comfort Citywide High-Injury Network; Bicycle or Pedestrian Level of Traffic Stress; Pedestrian distance to low-stress crossing opportunities
	Peak Hour Delay Reduction Amount of delay reduction (seconds)	Access Number of nearby Transfort stations or stops
	Equity Proximity to disadvantaged tracts as defined by the Fort Collins Health Equity Index (unitless)	Health & Equity Fort Collins Health Equity Index
	Growth Expected traffic growth from NFRMPO (%)	Network Connectivity Number of connections to existing or proposed bicycle/trail network
Qualitative Criteria	Cost Estimated project cost (present day dollars)	Cost Estimated project cost
	Readiness Availability of funding, railroad or utility impacts, right of way impacts and environmental impacts	Readiness Additional study or analysis needed
	Multimodal Benefit Supports proposed bike/ped/frequent transit projects shown in the AMP	Multimodal Benefit Coincides with proposed bike/ped/frequent transit projects
	Synergy Supports other currently funded or programmed public or private projects	Synergy Addresses the potential to support other currently funded or programmed public or private projects
	Community Addresses community needs and interests based on public input and identified community activity centers, open spaces, etc.	No comparable metric

Phase 3 takes the top-tier projects and further defines each project's specific improvements and cost. Conceptual designs were prepared that show the recommended improvement, impacts, and conceptual cost estimate. This information will be used by the City to aid in preparing the Ten-Year Transportation Improvement Plan and identifying funding opportunities.

1.3 Public Involvement

The local community and stakeholders were engaged throughout the entire study to gain an understanding of the issues and challenges facing the transportation network in Fort Collins. Input from the overall effort was used to not only identify location where improvements were needed but to also understand the desires of the public to inform creation and weighting of the prioritization criteria. A public involvement strategy consisting of a series of online and in person engagement opportunities, including the following outlets, was conducted:

- Webpage
- Social Media
- Press Releases
- Newsletters
- Community Partners Email Blasts
- In Person & Virtual Open Houses
- Public Surveys
- Transportation Board Presentations

The complete public involvement plan and engagement results can be found in **Appendix A – Public Engagement Summary**. The information gathered was incorporated into each phase of the study and used to guide the study, to ensure that the detailed engineering results produced aligned with the real-world observations and needs of the community.

1.4 GIS Tool

Concurrent to the TCPPS, Olsson developed a GIS-based tool to assist the City of Fort Collins in a data-driven approach to maintaining the capital projects list. A Screening Tool was developed that houses the city-wide congestion and safety data as well as other relevant data used to perform the Phase 1 screening. These will be managed in a spreadsheet-based tool that inventories and scores projects. Future efforts beyond this study are being contemplated that would develop a Management Tool that houses the capital project list from all city departments with associated tags and filters. These tools should be updated with new information, such as that related to congestion and safety. As the City continues to grow and develop, projects can be reprioritized as needs shift and funding becomes available. This section provides a description of these tools. Additionally, user guides for each tool are included in **Appendix B**.

1.4.1. Screening Tool

The screening tool was created with the intent of housing all the information needed to conduct the Phase 1 effort of this study. It contains GIS layers showing current and notable features within Fort Collins. The Screening Tool is an online GIS Web Application that can be found here: [Fort Collins TCPPS Phase I Screening Tool \(arcgis.com\)](#). This tool contains the data layers that were used in TCPPS to identify top locations that would benefit from improvements, shown in **Table 2**.

Table 2 - Screening Tool Layers

Congestion	
AM LOS	PM LOS
Midday LOS	
Safety	
LOSS	Excess Crash Cost
Excess Crash Costs Trends	
Active Modes	
Master Street Plan	Multi Use Trail
Bus Routes	Planned Trail
Bicycle Network	Pedestrian Priority Areas
Public Engagement Results (by mode)	
Driving Issues	Biking Issues
Walking Issues	Transit Issues
Community	
Poudre School District - Schools	Elementary School Attendance Zones
Community Activity Center	Middle School Attendance Zones
Hospitals	High School Attendance Zones
Structure Plan – Land Use	
Planning Area	
Adjacent Planning Areas	Fort Collins City Limits
Fort Collins Growth Management Area	
Equity	
Health Equity Index	

Each of these data layers can be updated in future years to identify new potential projects. Instructions for updating this Additional information regarding the Screening Tool can be found in **Appendix B – GIS Users Manual**.

1.4.2. Management Tool

Like the Screening Tool, the Management Tool was created to support the study process as the City of Fort Collins shepherds the capital projects list moving forward. The Management Tool is structured as an Excel spreadsheet with filters to sort all the capital and operational projects, as well as corridor studies identified in TCPSPS. Each project includes relevant information to assist in sorting and filtering, as outlined in **Table 3**.

Table 3 - Management Tool Filters

Field		Description
Project Name		Name of the project
Project Category	Capital, Corridor Study, Operational	
Project Type		Intersection Improvements, Corridor Improvements, Road Diet, New Construction
Project Description		A brief summary of the proposed improvements
Quantitative Criteria Scores & Weighting		Crash Reduction, Delay Reduction, Health Equity, Traffic Growth
Qualitative Criteria Scores & Weighting	Readiness, Cost, Multimodal Benefit, Synergy, Community (Benefit)	
Score	Total Project Score	

Each recommended project is accompanied by a summary sheet that provides essential project details, such as detailed scoring criteria, scope elements, budget, anticipated schedule, and anticipated impacts. The project team has explored the feasibility of migrating the tabular data to a GIS platform. Such a transition would enable dynamic filtering and sorting of projects, as well as the storage of data and visual representation of project locations on a map. Future iterations of the Management Tool could incorporate this functionality to assess capital projects.

2. PHASE 1 - DATA COLLECTION & SCREENING

The project study area and intersections included in this analysis are shown on **Figure 1**. The intersections chosen for the study include signalized arterial intersections, unsignalized arterial-to-arterial intersections and arterial segments. An initial, high-level screening of arterial intersections and corridors was conducted based on a data-driven evaluation of safety and congestion conditions within the City and GMA. The following safety and congestion sections describe the methodology utilized for both categories. To accurately plan within the context of future conditions of the TCPSPS study area, the new and proposed streets which are part of known significant and upcoming developments were also included in the screening. The largest development in the planning horizon is the Montava Master Planned Community. Montava is an

860-acre mixed use master planned community located in northeast Fort Collins on agricultural land adjacent to the Anheuser-Busch facility.

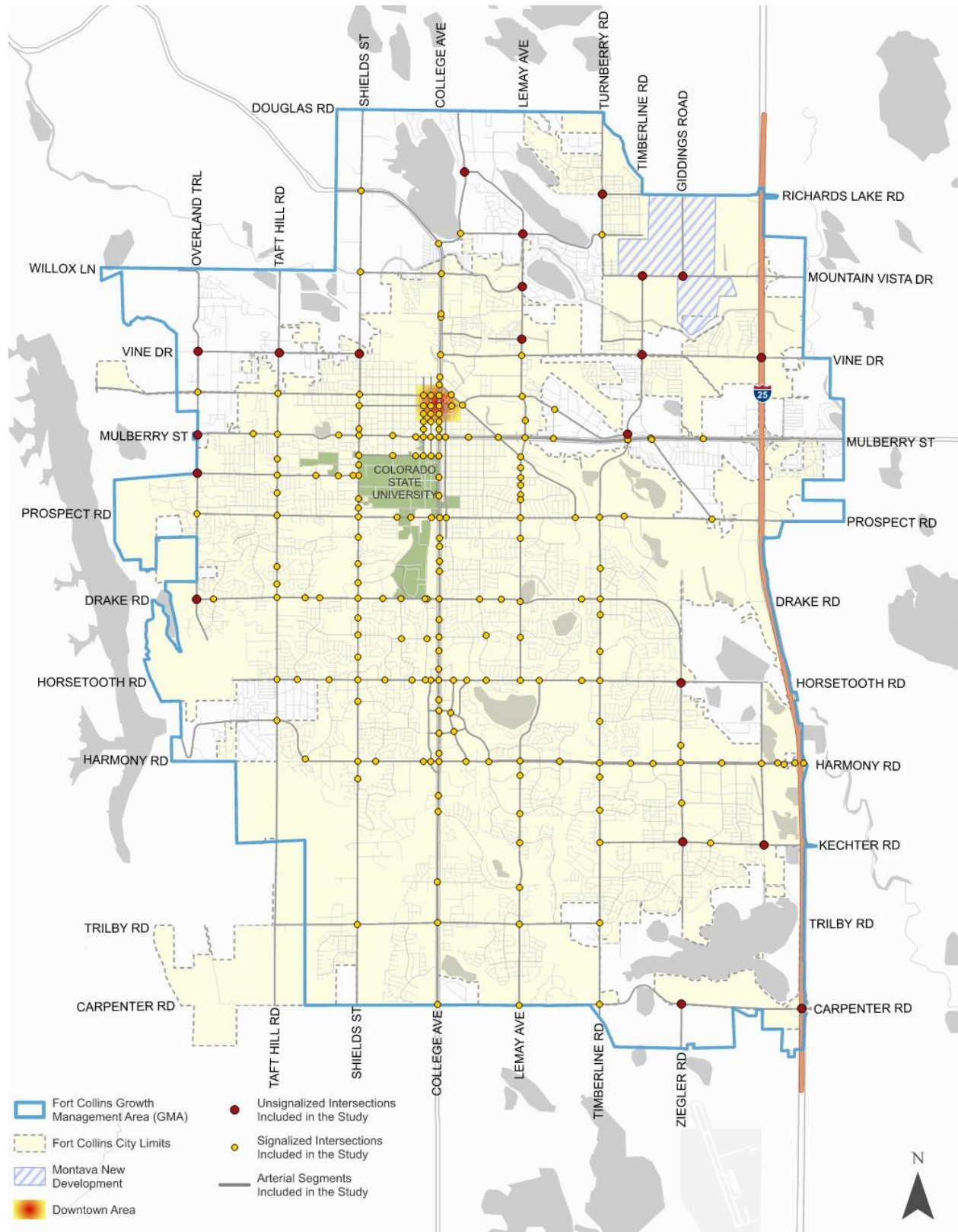


Figure 1 – Study Area

2.1 Screening Analysis

2.1.1. Intersection Congestion

Intersection capacity was evaluated for all signalized intersections using the Highway Capacity Manual (HCM) delay methodology (with Synchro capacity modeling software) for existing AM, mid-day, and PM weekday peak hours. HCM delay is represented in average delay per second for individual movements (turns), intersection approaches, and for each overall signalized intersection. A “Level of Service” (LOS) letter grade A through F is assigned to the average delay values with LOS A representing near free flow conditions, and LOS F representing congested conditions shown in **Table 4**. Typically, LOS D or better is considered acceptable at an arterial intersection during peak hour conditions.

Table 4 - Level of Service Criteria

Level-of-Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Source: Highway Capacity Manual (HCM 6th Ed.)

Table 4-2 of the LCUASS defines LOS standards for Fort Collins, outlining various LOS thresholds required to satisfy Adequate Community Facilities (ACF) standards for signalized and unsignalized intersections. This standard requires signalized arterial intersections to operate at LOS D or better overall and LOS E or better for any leg or movement. Unsignalized arterial intersections must operate at LOS E or better (LOS D in some cases) and may operate LOS for any leg or movement. Roundabouts must operate at LOS E for any movement, leg, and overall. These standards were used to guide determinations of when an intersection is considered to operate at an unacceptable level.

2.1.2. Intersection Crashes

The safety analysis performed for the TCPPS study area included an intersection-by-intersection review of excess crash costs, the intersection Level of Safety Service (LOSS), and excess crash cost trends. Crash data was provided by the City of Fort Collins. The results of the excess crash cost and LOSS analysis was also provided by way of *Fort Collins Annual Roadway Safety Review* (City of Fort Collins 2021). This memorandum summarizes a statistical analysis of crashes at intersections; examining the crash frequency, patterns, and severity.

Excess Crash Costs

Three years of crash data from 2018 to 2020 throughout the study area were quantified by the City in terms of potential crash reductions by using the excess crash costs methodology from the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). This methodology compares the actual crashes accounted for at each intersection in the crash history dataset with the number of crashes predicted to likely occur within the model, based on general information such as roadway type, intersection control, and annual average daily traffic (AADT). This methodology standardizes the estimation of the economic and societal costs of crashes in a consistent and reliable way to highlight intersections that are quantitatively performing poorer than expected in terms of safety. This data can be used to determine the intersections with the most potential for crash reduction and to provide preliminary insight into crash patterns and potential issues at intersections.

Level of Safety Service (LOSS)

The LOSS is a methodology pioneered by the Colorado Department of Transportation (CDOT) to identify locations with potential for safety improvements. The LOSS uses quantitative methods to compare crash frequencies and severities against Safety Performance Functions (SPFs) and is the reported with qualitative descriptors to characterize the potential crash reduction of a roadway. The LOSS is categorized between LOSS 1 to LOSS 4 in which LOSS 4 has the highest potential for crash reduction and improved safety. While similar in function to the excess crash cost methodology, the LOSS methodology is specifically calibrated to Colorado's public roadways.

Excess Crash Cost Trends

The excess crash cost trends compare excess crash costs of the 2018 through 2020 dataset with an additional three-year dataset from the years 2015 to 2017 to determine whether the safety of each intersection is trending in a positive or negative direction. The TCPSPS methodology prioritizes addressing intersections with a negative trajectory as these have the highest potential for safety improvements.

After these metrics were assessed across the TCPSPS study area, City of Fort Collins staff and TCPSPS project staff excluded intersections from the rankings which were either trending positively, having no excess crash costs, intersections which have been improved recently or are currently undergoing construction, and intersections which are to be included in larger corridor projects.

2.2 Screening Results

The results of the Phase 1 congestion and safety screening for the top intersections and corridors are described in detail below. In each table, the locations have been sorted by performance in descending order, with intersections or corridors that have the worst delay and safety ratings at the top, and those with the more acceptable delay and safety ratings at the bottom.

2.2.1. Intersection Congestion Screening

The top twenty congested arterial intersections based on the average overall delay (per second) are shown in **Table 5**. These intersections have unacceptable overall LOS as described in LCUASS which follow the delay standards put forth in the ACF. As these are all signalized intersections, the list reflects locations with overall intersection delay greater than 55 seconds (LOS E) at any peak hour or individual approaches greater than 80 seconds (LOS F) for any peak hour. Those with both overall intersection and approach delay that exceed ACF standards are considered strong candidates to include in projects for Phase 2.

Table 5 - Top Twenty Congested Intersections

Intersection	Overall Intersection			Worst Approach		
	Delay (sec)	LOS	Peak Hour	Delay (sec)	LOS	Peak Hour / Approach
Timberline & Willow Springs/Kechter	261.7	F	Midday	566	F	Midday / West
McClelland/Max BRT & Drake	200.1	F	PM	315	F	PM / East
Taft & Mulberry	184.8	F	Midday	360	F	Midday / West
College (US 287) & Harmony	65.8	E	PM	90	F	PM / North
Shields & Elizabeth/Moby Lot (Eliz)	62.4	E	PM	97	F	PM / East
College (US 287) & Drake	60.3	E	PM	97	F	Midday / East
College (US 287) & Trilby	58.7	E	PM	82	F	Midday / East
Lemay & Drake	56.9	E	PM	95	F	PM / East
Shields & Prospect	53.2	D	PM	109	F	PM / West
Timberline & Harmony	53	D	PM	99	F	PM / South
Timberline & Mulberry	47.8	D	PM	102	F	AM / North
Timberline & Drake	46.9	D	PM	90	F	AM / West
Lemay & Harmony	42.5	D	PM	84	F	PM / South
Lemay & Riverside	40.7	D	PM	92	F	PM / North
Taft & Harmony	40	D	PM	83	F	AM / North
Hogan/JFK & Harmony	37.5	D	PM	102	F	PM / South
Riverside & Prospect	34.2	C	PM	94	F	PM / South
Shields & Raintree/Centre	31.1	C	PM	151	F	AM / West
Link Lane & Mulberry (State 14)	28.7	C	PM	114	F	PM / North
Shields & Swallow	24	C	PM	88	F	PM / West

2.2.2. Safety Screening

Intersection Safety Screening

Table 6 provides the top intersections with the highest potential for safety mitigation determined by the City of Fort Collins in the *Roadway Safety in the City 2019 Annual Report*. These intersections are ranked by excess expected crash costs as described in **Section 2.1.2**. The top 25 locations were reported as these were identified in Annual Crash Report is the highest priority locations. Intersections that have both excess and increasing crash costs and LOSS 4 were given high priority to move to projects in Phase 2.

Table 6 - Top Twenty-Five Intersection Safety Rankings

North-South Street	East-West Street	Excess Expected Crash Value (\$)	LOSS Total Crashes	LOSS Fatality / Injury Crashes	Δ Crash Cost ⁽¹⁾
College Ave	Trilby Rd	\$673,877	LOSS 4	LOSS 4	-\$24,614
Boardwalk Dr	Harmony Rd	\$524,469	LOSS 4	LOSS 4	\$412,317
College Av	Harmony Rd	\$456,046	LOSS 3	LOSS 3	\$546,967
Shields St	Horsetooth Rd	\$326,204	LOSS 3	LOSS 3	\$386,382
College Av	Mulberry St	\$309,376	LOSS 4	LOSS 3	\$449,517
College Av	Vine	\$293,951	LOSS 3	LOSS 4	\$116,369
Timberline Rd	Custer	\$191,575	LOSS 4	LOSS 4	\$184,565
Shields St	Trilby Rd	\$177,210	LOSS 4	LOSS 4	\$122,793
Shields St	Plum	\$169,343	LOSS 3	LOSS 3	\$45,670
Mcclelland	Horsetooth	\$163,920	LOSS 4	LOSS 4	\$54,859
Remington	Mulberry St	\$158,113	LOSS 3	LOSS 4	-\$43,039
Taft Hill Rd	Mulberry St	\$150,931	LOSS 3	LOSS 3	\$93,264
Shields St	Harmony Rd	\$142,966	LOSS 3	LOSS 3	\$67,677
College Av	Willox	\$130,010	LOSS 3	LOSS 3	\$247,018
Taft Hill Rd	Prospect Rd	\$127,015	LOSS 3	LOSS 3	\$20,452
Lemay	Horsetooth (East)	\$115,523	LOSS 3	LOSS 3	\$121,127
Heatheridge	Prospect	\$104,694	LOSS 4	LOSS 4	\$122,097
Lemay	Carpenter	\$101,682	LOSS 3	LOSS 3	\$102,539
JFK	Boardwalk	\$100,645	LOSS 3	LOSS 4	\$119,628
College Av	Kensington	\$99,672	LOSS 3	LOSS 3	-\$14,934
Mason	Mulberry	\$79,567	LOSS 3	LOSS 3	-\$6,684
Taft Hill	Clearview	\$78,218	LOSS 3	LOSS 4	-\$28,289
Stover (East Int.)	Prospect	\$75,178	LOSS 4	LOSS 4	\$45,860
College Av	Cherry	\$72,914	LOSS 3	LOSS 3	\$86,460
Overland	Elizabeth	\$63,090	LOSS 3	LOSS 3	\$101,346

(1) Crash trends comparing 2015 - 2017 vs. 2018 - 2020 as the difference in crash cost

Corridor Safety Candidates

Table 7 provides a summary of crash rates along roadway segments for crashes that were not assigned to intersections. These include mid-block crashes related to turning movements and crashes that occurred at driveway access points, in addition to other non-intersection related crashes. A higher ranking indicates a higher crash rate. Crash rates are expressed as crashes per million entering vehicles (MEV) in order to normalize the crash data with roadway volumes and segment lengths. This data was assessed in conjunction with the arterial intersection safety and congestion analysis to identify potential projects that may overlap between the two data sets (intersection and roadway segment). Roadway segments that had either a discernable crash pattern or could be included with other intersection or corridor projects were identified as strong candidates to include in projects to move into Phase 2.

Table 7 - Top 25 Roadway Segment Crash Rankings

Rank	Roadway Segment	Segment ID(s)	Extents	Crash Rate
1	W. Mountain Ave.	6932, 6934	Howes to College	1306.0
2	Jefferson St.	6271, 6272	College to Mountain	1068.7
3	E. Mountain Ave.	6574	Matthews to Riverside	916.3
4	N. College Ave.	3707, 5408	Mountain to Jefferson	874.8
5	S. College Ave.	47, 48	Olive to Mountain	738.8
6	E. Troutman Pkwy.	1424	College to JKF	732.1
7	W. Troutman Pkwy.	3724	Mason to College	707.1
8	Boardwalk Dr.	5519	College to Whalers Way	651.7
9	S. Taft Hill Rd.	5508	Trilby to Brixton	449.3
10	W. Elizabeth St.	2673	Hillcrest to S. Taft	433.4
11	S. Mason St.	1427, 598	Boardwalk to Horsetooth	423.2
12	W. Elizabeth St.	1882, 2647	Constitution to Shields	397.9
13	S. Mason St.	4118	Harmony to College	390.6
14	N. College Ave.	5410	Vine to Suniga	370.5
15	S. College Ave.	3385, 3387	Laurel to Mulberry	368.8
16	W. Prospect Rd.	4158	Center to Bay	351.1
17	W. Drake Rd.	700375823, 2945	Meadowlark to College	306.9
18	E. Willox Ln.	935	College to Blue Spruce	286.3
19	S. Taft Hill Rd.	5491	Drake to Valley Forge	284.7
20	S. College Ave.	2939, 2940, 2950, 2958, 2959, 4571, 5516, 5517, 5518	Prospect to Drake	218.1
21	E. Prospect Rd.	6239	Lemay to Yount	256.0
22	S. Lemay Ave.	7902	Prospect to Stuart	245.2
23	E Harmony Rd.	5532	Timberline to Snow Mesa	229.7
24	S. College Ave.	1412	Horsetooth to Bockman	226.5
25	N. Lemay Ave	4308	Lincoln to Buckingham	209.7

2.2.3. Road Diet Screening

Road diets are frequently considered when a corridor has excess capacity and a high frequency of crashes, high incidence of speeding or would benefit from additional multimodal facilities. Such preliminary planning-level analyses have been performed for this project to identify potential road diet candidates along arterial corridor segments within the study area.

The corridor segment capacity analysis used the latest traffic count data, along with 2040 growth rates, from the North Front Range Metropolitan Planning Organization (NFRMPO) travel demand model. These volumes were compared against assumed traffic volume thresholds shown in **Table 8 and 9**. Volume thresholds are defined as the maximum traffic volume at a roadway's ultimate capacity – assumed to be LOS E. Volume thresholds vary for different roadway types based on multiple geometric and operational factors, including roadway surface, number of lanes, lane width, presence of turn lanes, and access condition.

Table 8 - Two Way Urban Arterial Street Segment Capacities

Total Number Of Through Lanes	Median Type	Turn Lanes	Access Condition			
			Minimal	Light (Residential)	Moderate (Mixed Zoning)	Heavy
2	Undivided	Gravel	2,000	-	-	-
		Without Left Turn Lanes	13,400	12,800	12,400	11,600
		With Left Turn Lanes	15,600	15,000	14,000	13,600
2	Divided	Without Left Turn Lanes	14,400	13,800	13,400	12,600
		With Left Turn Lanes	17,800	17,000	15,600	15,400
3	TWLTL	With Left Turn Lanes	17,600	17,000	15,400	15,400
4	Undivided	Without Left Turn Lanes	27,000	26,000	26,000	24,400
		With Left Turn Lanes	33,600	32,400	32,200	30,200
5	TWLTL	With Left Turn Lanes	35,600	34,400	34,200	32,200
4	Divided	Without Left Turn Lanes	30,000	29,000	29,000	26,000
		With Left Turn Lanes	39,400	38,000	37,000	36,000
		With Left and Right Turn Lanes	41,800	40,200	39,200	38,200
6	Divided	Without Left Turn Lanes	45,200	46,000	43,600	41,600
		With Left Turn Lanes	59,200	57,200	55,800	54,400
		With Left and Right Turn Lanes	62,600	60,400	60,400	57,600
8	Divided	Without Left Turn Lanes	78,800	76,200	74,400	72,600
		With Left Turn Lanes	83,400	80,600	80,600	76,800

Table 9 - One Way Urban Arterial Street Segment Capacities

Outside CBD		Inside CBD	
Number of Lanes	Capacity (vpd)	Number of Lanes	Capacity (vpd)
1	7,200	1	7,700
2	14,600	2	15,600
3	22,400	3	23,400
4	29,800	4	31,300

Note: These tables represent ultimate capacity used in travel demand modeling. They represent the threshold for when a facility is expected to cross from LOS D to LOS E. These should be used as a planning level guidance only and be checked against demand and capacity of each facility being studied

Each arterial corridor segment within the study area with more than one lane per direction was evaluated as a potential road diet candidate. The existing and projected 2040 traffic volumes for each corridor segment were compared to the planning level capacities shown in Tables 5a and 5b to determine the ultimate volume to capacity (v/c) ratio. A segment with v/c ratio approaching 1.0 (approximately <0.85) was used to identify potential road diet candidates. Additionally, locations were screened for those within the top 25 crash segments or were included in the AMP, noting that some locations do have volumes exceeding the capacity guidelines above and will need to be confirmed in preliminary design. A summary of potential road diet segments is outlined in **Table 10**.

Table 10 - Potential Road Diet Candidates

Corridor	Extents	ADT		Assumed Segment Capacity	Top 15 Crash Segment	Included in AMP ¹	Notes
		Current (Year)	Future (2045)				
Drake Rd	Overland Trail to Taft Hill Rd	13,900 (2019)	18,000	17,000		X	Verify capacity near S. Taft Hill
JFK Pkwy	Harmony Rd to Horsetooth Rd	6,800 (2019)	10,100	15,400		X	
Jefferson Street	Mountain Ave to College Ave	9,300 (2018)	8,900	11,700	X	X	
Riverside Ave	Lemay Ave to Prospect Rd	14,800 (2018)	17,800	15,400			Verify overall capacity
Shields St	Mulberry St to Mountain Ave	11,900 (2018)	14,500	15,400		X	
Troutman Pkwy	Mason St to Boardwalk Dr	5,600 (2019)	8,300	15,400	X		
Ziegler Rd	Rock Creek Dr to Harmony Rd	12,000 (2018)	17,800	17,000		X	

1. In draft version of the AMP currently under review by City of Fort Collins.

In urban settings, delay tends to be experienced at intersections. Therefore, segment capacities were used as a measure for screening of road diet candidates. Detailed intersection analyses will be carried out during Phase 2 to verify feasibility of the lane reconfigurations.

2.3 Top Locations

The high-level safety and congestion analysis conducted in Phase 1 produced a list of corridors and intersections throughout the study area that provided opportunity to improve operations. In this process, data was assessed to identify which roadways and intersections presented the highest needs in terms of delay, traffic operations, and safety or those that provide the greatest opportunity to improve the multimodal network or combine with other identified needs. Specific reasons for selecting segments for congestion or safety needs are discussed in the preceding sections. From this analysis, priority intersections and corridors were identified to funnel into Phase 2, to develop into projects.

3. PHASE 2 - PROJECT SELECTION

The highest-ranking (lowest performing) intersections and roadway segments identified in Phase 1 were reviewed in more detail to determine potential projects that would provide the greatest opportunity for feasible, impactful projects. Top locations from the lists of intersections with congestion or safety issues (**Tables 4 and 5**, respectively), top crash segments (**Table 6**), and road diet candidates (**Table 9**) were selected and assembled into projects. This process was largely collaboration within the project team and the City of Fort Collins to identify locations that have an identified need, do not have a previously programmed project, and can address multiple proximate issues. For example, an intersection with safety or congestion issues may be coupled with an adjacent street segment with safety issues to create a project.

To aid in selection of top projects, a series of quantitative criteria were developed and applied to the identified projects. These criteria were developed in coordination with the City of Fort Collins and aligned with the AMP to best achieve the current goals of the city. These criteria are explained in detail in the following sections.

Each project was evaluated against the Quantitative and Qualitative Criteria, resulting in a score for each criterion. Individual criterion scores were then combined to create a total score for each project, and projects were ranked in order based on these scores. From this ranking the top 15 projects were identified to move into the next phase.

3.1 Project Identification

The priority intersections and segments identified in Phase 1 were further studied to identify improvements that would address safety, congestion, multimodal comfort, multimodal network

and future traffic growth. Each project was summarized into the following Project Types and Project Categories. These projects are illustrated in **Figure 2**.

Roundabouts were considered for project solutions, however, due to the amount capital investment, there would not be a commensurate safety benefit as compared to other project types.

<u>Project Type</u>	<u>Project Category</u>
- Intersection improvements	- Capital
- Corridor improvements	- Studies
- Road diets	- Operational
- New construction	

Identified projects that are recommended for additional study to determine potential solutions have been categorized as studies. These projects have also been separated from the prioritization process and are listed in **Table 11**.

Table 11 - Study Recommendation List

Project Name	Project Location	Type	Description
College Avenue Corridor Improvements	Olive to Cherry	Corridor Improvements	Planning Project: Safety improvements through downtown (TBD), include Cherry Ave
Harmony Corridor	Boardwalk to Mason	Corridor Improvements	Corridor Study: to review access control, safety and multimodal improvements
Mountain Avenue Corridor Improvements	Mason to Jefferson	Corridor Improvements	Roadway and multimodal Improvements being planned as separate project
Riverside Avenue	Lemay to Prospect	Road Diet	Road diet of existing roadway to accommodate two-way cycle track. Recommend additional study to evaluate traffic effects from corridor.

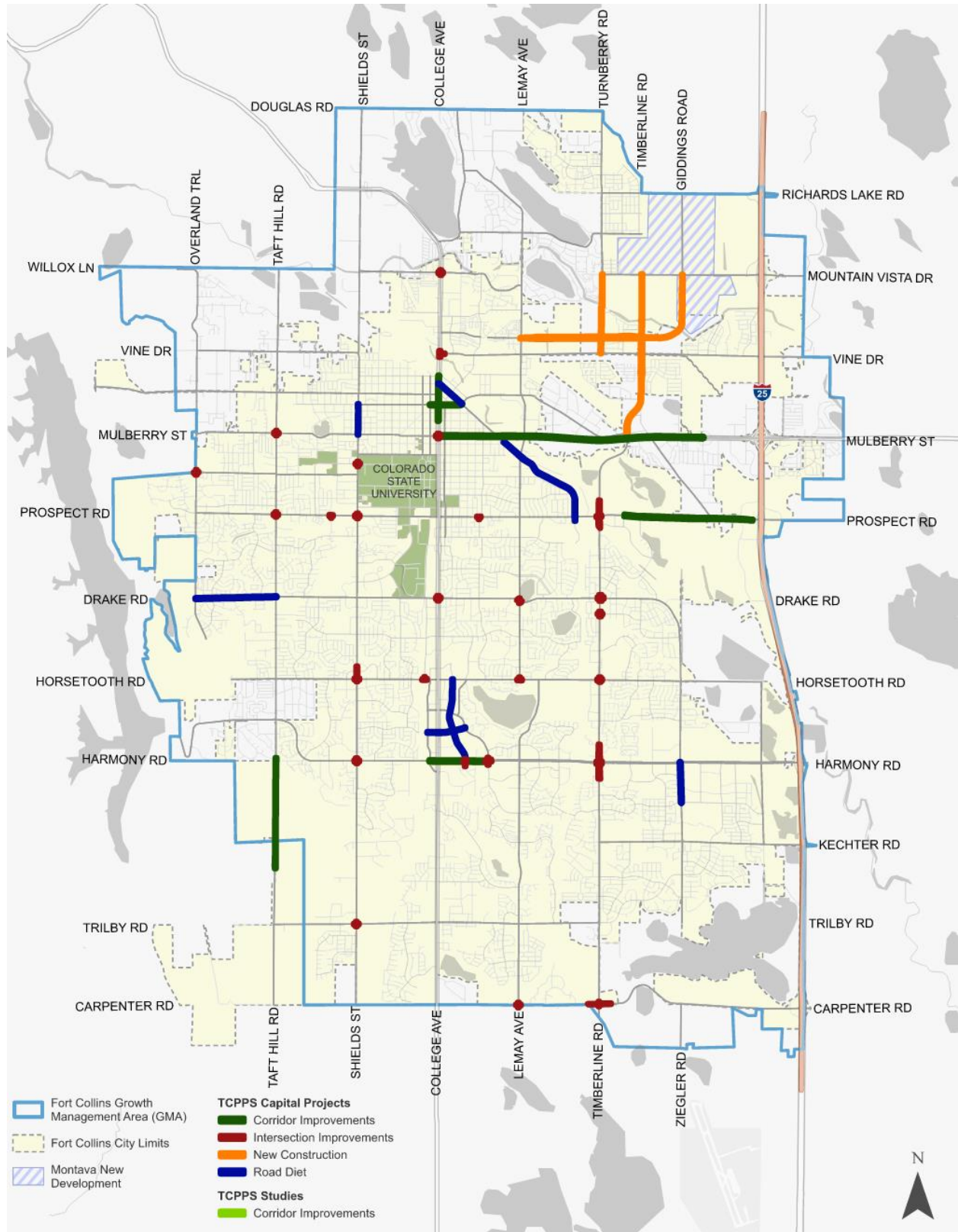


Figure 2 - Identified Projects Map

Note that identified solutions to issues at many locations, particularly intersections, were relatively simple to implement and were thus categorized as Operational projects. These projects were separated from the potential capital project list and provided to Fort Collins Traffic Operations team for implementation independent of development and execution of the capital improvement plan. A list of the operational projects is shown in **Table 12**.

Table 12 - Operational Project Recommendations List

Project Name	Type	Description
College & Mulberry	Intersection Improvements	Signal Retiming: Add LPIs all directions (active only w/ped call)
College & Vine	Intersection Improvements	Signal Modification: Restrict WB RTOR, add WB overlap signal head
College & Willox	Intersection Improvements	Signal Retiming: Consider protected left-turn NB/SB during peak hours
Lemay & Carpenter	Intersection Improvements	Signal Modification: Add SB flashing yellow arrow and SB protected-permissive phasing (consider increasing cycle length)
Lemay & Horsetooth	Intersection Improvements	Signal Modification: Replace far-side right-turn overlap signal; install new near-side right-turn overlap signal
McClelland & Horsetooth	Intersection Improvements	No project identified.
Shields & Harmony	Intersection Improvements	Signal Timing/Phasing: Protect-only EB/WB left-turns, add WB RT overlap phase.
Shields & Trilby	Intersection Improvements	Signal Modifications: Add EB & WB flashing yellow arrow left-turn heads and protected/permissive left-turn operation
Stover & Prospect	Intersection Improvements	Signage: Add overhead school crossing signs on existing signal mast arms.
Taft Hill & Mulberry	Intersection Improvements	Signal Timing: Extend eastbound and westbound all-red time from 1.5 to 2 sec.
Taft Hill & Prospect	Intersection Improvements	Signal Modifications: Add 2nd overhead signal heads (over each through lane), SB, NB and EB; add SB flashing yellow arrow left-turn head with protect-only operation by peak hour
Timberline & Custer	Intersection Improvements	Signage and Marking: Provide additional signage and marking to deconflict right-turns w/bicyclists
Timberline & Drake	Intersection Improvements	Signal Modification: Add EB and WB RT overlap signals/phases

3.2 Quantitative Scoring Criteria

Capital projects and studies progressed in the quantitative scoring. Additionally, new construction projects, identified by a judgment-based selection from new segments planned in the Montava area, were included for scoring. Studies will not be considered for overall project prioritization; however, this information will be used to prioritize these projects in the future and will be included in the Management Tool. Additional congestion and safety calculations were completed as a part of the quantitative scoring shown in **Appendix C**.

Crash Reduction

This criterion is a measure of the potential annual crash reduction from the recommended improvements. Crash reduction factors associated with the proposed improvements were selected from the CMF Clearinghouse to identify the potential annual crash reduction. Scoring descriptions are shown in **Table 13**. Note that separate scoring was developed for New Construction projects.

Table 13 - Crash Reduction Per Year Score

New Construction		Road Diets, Intersection and Corridor Improvements	
Measurement	Score	Measurement	Score
Low - Minimal apparent safety benefit	1	0 - 4 annual crash reduction	1
-	-	>4 - 8 annual crash reduction	2
Medium - Provides some benefit at existing intersections	3	>8 - 12 annual crash reduction	3
-	-	>12 - 16 annual crash reduction	4
High - Provides clear safety benefit to all modes of travel, particularly at intersections	5	>16 annual crash reduction	5

Peak Hour Delay Reduction

Level of Service (LOS) is a quantitative measure used to describe how much delay a driver experiences during individual turning movements and at intersections. LOS is calculated as an average delay per second for these specific movements during peak hours of traffic throughout the day. The Peak Hour Delay Reduction evaluation measure focuses on the average seconds of delay reduced across all peak hours of the day as a result of recommended roadway improvements. Individual intersections and non-intersection road segments are provided a score depending on how many average seconds of delay have been reduced. Scoring descriptions are shown in **Table 14**.

Table 14 - Peak Hour Delay Reduction Score

New Construction		Road Diets, Intersection and Corridor Improvements	
Measurement	Score	Measurement	Score
Low - Minimal apparent peak hour delay reduction	1	< 2 seconds	1
-	2	>2 - 4 seconds	2
Medium - Provides some delay reduction	3	>4 - 6 seconds	3
-	4	>6 - 8 seconds	4
High - Provides high delay reduction	5	>8 seconds	5

Equity

This criterion acknowledges the importance of considering how a project affects health and equity of the community. Fort Collins has developed a Health Equity Index (HEI) using census data specific to factors like age, disability, and access to a vehicle that affect an individual's ability to access and use the transportation network. The HEI most vulnerable communities. Scoring is based on the values provided within this HEI. Scoring descriptions are shown in **Table 15**.

Table 15 - Equity Score

Measurement	Score
0 – 50	1
51 – 60	2
61 – 75	3
76 – 90	4
91 – 100	5

Growth

This criterion represents the expected growth in traffic annually as determined by travel demand modeling performed by the North Front Range Metropolitan Planning Organization (NFRMPO). A project's relation to the growth score addresses the relative urgency to construct the project in time to meet future traffic demand. Scoring descriptions are shown in **Table 16**.

Table 16 - Annual Growth Score

Measurement	Score
< 2%	1
-	-
>2% - 4%	3
-	-
> 4%	5

3.3 Qualitative Scoring Criteria

Following the quantitative scoring, the capital projects and studies progressed in qualitative scoring. The qualitative scoring criteria were developed to provide a way to capture benefits and impacts to the community that are difficult to apply quantitative measure but nonetheless critical to consider to meet the values of Fort Collins. The best available information is used throughout the qualitative scoring process to facilitate initial project prioritization recommendations. These criteria are later updated as additional information through Phase 3.

Cost

This criterion is based on the total cost estimate for each project. The total conceptual cost includes high level estimates of construction, utilities, Right-of-Way, design fees, and construction administration costs based on the engineering judgement. Scoring descriptions are shown in **Table 17 – Cost Score**

Table 17 – Cost Score

Measurement	Score
\$0 - \$1,000,000	5
>\$1,000,000 - \$5,000,000	4
>\$5,000,000 - \$10,000,000	3
>\$10,000,000 - \$20,000,000	2
> \$20,000,000	1

Synergy

This criterion addresses the potential to support other currently funded or programmed public or private projects. This does not include compatibility with other master plans. A higher score represents a project with more direct benefit for another identified public infrastructure project or private development project and the more likely it is able to support one or both of the existing projects. Scoring descriptions are shown **Table 18**.

Table 18 – Synergy Score

Measurement	Score
Does not provide benefit to another public or private project.	1
-	-
May provide an approximate benefit to another public or private project.	3
-	-
Provides a direct benefit to another public or private project.	5

Readiness

This criterion involves an evaluation of overall complexity that may contribute to additional effort by the City of Fort Collins or the engineering teams prior to the project being ready for final design and construction. The risk to the project schedule was assigned to each of the sub criterion to determine this score, including likelihood of funding, need for right-of-way acquisition, impact to rail or utilities as well as utility relocation by others, and potential environmental impacts. Due to the potential for schedule risks to overlap, the highest schedule risk is used to rank each project. Scoring descriptions are shown in **Table 19**.

Table 19 - Readiness Score

Sub Criterion	Measurement	Risk to Schedule (Months)
Right of Way Impact	None - No ROW or Easements are identified	0
	Minor - Only a few parcels need ROW or easements (ex: Intersection Improvement)	9
	Major - More than 5 parcels will need ROW of easements (ex: corridor improvement)	18
Railroad or Utility Impact	Low - No or minimal impact to utilities (ex: striping project)	6
	Medium - Some utilities may be impacted (ex: moving curb)	12
	High - Extensive utility impacted anticipated (ex: corridor widening project)	18
Environmental Impact	Low - No or minimal environmental resources are impacted (ex: striping project)	2
	Medium - Some environmental resources are impacted (ex: moving curb)	12
	High - Extensive environmental resources impacted (ex: new location corridor improvement)	24
Availability of Funding Impact	Programmed - Project is in progress and funding has been secured.	4
	Sources Identified - Projects that have options of potential funding.	18
	None - Project is on hold due to other issues.	36

Measurement	Score
0 – 12 months	5
>12 – 24 months	3
> 24 months	1

Multimodal Benefit

The multimodal benefit criterion considers a project's relative benefit to the multimodal network, such as addressing connectivity or improving comfort, and evaluates how well the project will reduce dependency on single-occupancy vehicles and create safe options for people to ride, walk, and take transit. Increased ability of a project to support this mode shift additionally helps to implement goals of the Climate Action Plan. The scoring for this measure is based on a qualitative analysis of how the project contributes to the overall multimodal network. This scoring for this criterion combines input from other Fort Collins plans including the AMP and Transit Master Plan. A direct benefit signifies that AMP recommendations are accomplished with the project, while an indirect benefit signifies that AMP recommendations can be partially completed to setup for the future. A project with a transit benefit has an existing or proposed transit facility within the project limits. Scoring descriptions are shown in **Table 20**.

Table 20 - Multimodal Benefit Score

AMP Benefit	Transit Plan Benefit	Score
None	No	1
None	Yes	2
Indirect	No	2
Indirect	Yes	3
Direct	No	4
Direct	Yes	5

Community

The Community criterion considers how well implementation of the project addresses community needs and interests. Scoring is based on whether the project will address feedback received from public engagement surveys, as well as the proximity and connectivity of the project to identified Community Activity Centers. Public engagement results and Community Activity Center locations are noted in the Screening Tool. Scoring descriptions are shown in **Table 21**.

Table 21 - Community Score

Number of Public Comments	Benefit to Community Activity Center	Score
0 comments	No	1
	Yes	2
1 – 5 comments	No	3
	Yes	3
> 6 comments	No	4
	Yes	5

3.4 City Plans

As part of the City's Long-Range Planning efforts, the city has developed and adopted the Vision Zero Action Plan and Active Modes Plan to establish a safer transportation network for all users.

3.4.1. Vision Zero Action Plan Alignment

The City of Fort Collins has embraced the Vision Zero approach to transportation safety, reaffirming its commitment to creating streets where no one is at risk of losing their life or sustaining serious injuries. In April 2023, the Vision Zero Action Plan was adopted. Through coordination during the TCPPS, the project recommendations align with the high injury network and the recommended treatment types outlined in the Vision Zero Action Plan. Approximately half of the project recommendations are along the high injury network.

3.4.2. Active Modes Plan Alignment

The Active Modes Plan was adopted in December 2022. The project teams from both the Active Modes Plan (AMP) and TCPPS collaborated to align criteria and project recommendations throughout the TCPPS process. The project locations selected within the TCPPS process incorporate recommendations from the Active Modes Plan, aligning with the City's vision for the future. Specific recommendations include the addition of separated bicycle lanes, protected intersections, access management, updated pedestrian crossings, leading pedestrian intervals (LPIs), medians, recommended signal improvements, refuge islands, road diets, and lane narrowing.

3.5 Phase 2 Results

The total score for each project is calculated by applying a weighting scheme to each scoring criterion and summing the values. The weighting scheme primarily emphasizes improving safety and enhancing multimodal features at each project location, with a secondary focus on projects that are "ready" for construction, benefit multiple departments within Fort Collins, and provide equitable solutions across the area. While other criteria, such as delay, growth, cost and community, remain important, they are not the primary factors for prioritizing projects at this stage. The weighting scheme used is outlined in **Table 22**.

Table 22 -Weighting Scheme

Delay	Safety	Health Equity	Growth	Cost	Readiness	Multimodal Benefit	Synergy	Community
1	4	2	1	1	3	4	3	1

The top 15 projects that have been recommended to move into Phase 3 for continued development and prioritization refinement as shown in **Table 23**.

Table 23 - Initial Project Recommendation List

Project Name	Project Type	Score	Project Status	Rank
E Troutman Parkway & JFK Parkway Corridor Improvements	Road Diet	78	Active	1
S Shields Street & W Prospect Road Intersection Improvements	Intersection Improvements	77	Active	2
S Overland Trl & W Elizabeth St Intersection Improvements	Intersection Improvements	75	In Progress	-
S Shields Street & W Horsetooth Road Intersection Improvements	Intersection Improvements	74	Active	3
N Timberline Road Overpass at E Vine Drive	New Construction	74	Active	4
Jefferson Street Corridor Improvements	Road Diet	72	In Progress	-
Boardwalk Drive & Harmony Road Signal Improvements	Intersection Improvements	71	Active	5
Drake Road Corridor Improvement	Road Diet	69	Active	6
S Shields Street & W Plum Street Intersection Improvements	Intersection Improvements	67	Delayed	-
Lemay Avenue & Drake Road Intersection Improvements	Intersection Improvements	67	Active	7
N Timberline Road - Segment 1 - Roadway Improvements	New Construction	67	Active	8
Heatheridge Road & W Prospect Road Intersection Improvements	Intersection Improvements	66	Active	9
N Timberline Road - Segment 2 Roadway Improvements	New Construction	66	Active	10
College Avenue & Drake Road Intersection Improvements	Intersection Improvements	66	In Progress	-
Shields Street Corridor Improvements	Road Diet	58	Active	11
Suniga Road Roadway Improvements	New Construction	58	Active	12
E Prospect Rd Corridor Improvements	Corridor Improvements	58	Active	13
S Timberline Road & E Harmony Road Intersection Improvements	Intersection Improvements	57	Active	14
E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	Intersection Improvements	55	Active	15
S Timberline Road & E Horsetooth Road Intersection Improvements	Intersection Improvements	55	Inactive	-
Ziegler Road Diet	Road Diet	55	Delayed	-
Giddings Road	New Construction	54	Inactive	-
S Timberline Road & E Prospect Road	Intersection Improvements	51	Inactive	-
Turnberry Road	New Construction	50	Inactive	-
Timberline Road & Carpenter Road (County Road 392) Intersection Improvements	Intersection Improvements	50	Inactive	-
Taft Hill Road Corridor Improvements	Corridor Improvements	46	Inactive	-

Active = Recommended for Phase 3 Conceptual Design

In Progress = Initial designs in progress

Delayed = Not Recommended for further study due to external factors

Inactive = Not recommended for conceptual design at this time

4. PHASE 3 - CONCEPT DEVELOPMENT

The recommended list of projects developed in Phase 2 were carried into Phase 3 for conceptual design development, high-level cost estimation, and environmental screening. These projects, as shown in **Table 24**, are the most likely candidates for implementation to the capital projects program as funding is identified.

Table 24 - Conceptual Project List

Project ID	Project Name	Scope	Project Type
A	E Troutman Parkway & JFK Parkway Corridor Improvements	Implement a road diet on Troutman Pkwy and JFK Pkwy to add separated bike lanes.	Road Diet
B	S Shields Street & W Prospect Road Intersection Improvements	Implement protected intersections at Shields St and Prospect Rd, as well as at Stuart St, along with the addition of separated bike lanes on Shields St.	Intersection Improvements
C	S Shields Street & W Horsetooth Road Intersection Improvements	Add protected intersection at Shields St and Horsetooth Rd. Extend southbound left-turn lane, add separate bike lanes on Shields St.	Intersection Improvements
D	Drake Road Corridor Improvement	Implement a road diet on Drake Rd from Overland Trail to Taft Hill Rd to add separated bike lanes.	Road Diet
E	Lemay Avenue & Drake Road Intersection Improvements	Reconfigure intersection slip lanes for multimodal safety, and lane diet on Drake Rd to accommodate side paths.	Intersection Improvements
F	N Timberline Road - Segment 1 - Roadway Improvements	Widen Timberline Rd from Lincoln Ave to Vine Dr to a four-lane divided facility with separated bike lanes.	New Construction
G	N Timberline Road - Segment 2 Roadway Improvements	Widen Timberline Rd from Vine Dr to Mountain Vista to a four-lane divided facility with separated bike lanes.	New Construction
H	Heatheridge Road & W Prospect Road Intersection Improvements	Replace existing HAWK with full, three-leg traffic signal and improve pedestrian crossings.	Intersection Improvements
I	Shields Street Corridor Improvements	Implement a road diet on Shields St from Mulberry Ave to Mountain Ave to add separated bike lanes.	Road Diet
J	N Timberline Road Overpass at E Vine Drive	Grade separation of Timberline Rd over Vine Drive with multimodal connections.	New Construction
K	Boardwalk Drive & Harmony Road Signal Improvements	Signal/mast arm improvements.	Intersection Improvements
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	Signal improvements on JFK Pkwy with widening on Hogan Dr to improve lane alignment.	Intersection Improvements
M	Suniga Road Roadway Improvements	Extend Suniga Rd from Lemay Ave to Timberline Rd.	New Construction
N	E Prospect Rd Corridor Improvements	Widen Prospect Rd to a four-lane median divided facility with off street bike facilities.	Corridor Improvements
O	S Timberline Road & E Harmony Road Intersection Improvements	Add 3 rd NB and SB through lanes with separated bike lanes on Timberline Rd. Add protected intersection at Timberline Rd and Harmony Rd	Intersection Improvements

4.1 Concept Design

Conceptual designs have been prepared for the projects listed in **Table 24**. These designs, drawn using aerial imagery as basemaps, show proposed solutions that align with the project goals. The designs use existing parcel lines and achieve a feasible solution that balances impacts and costs. All projects primarily focus on implementing safe solutions for all modes of travel, with an additional emphasis on enhancing bicycle and pedestrian infrastructure. The following section provides a summary of the goals and general focus for each project type. **Appendix D** includes conceptual design figures.

4.1.1. Road Diets

Three of the conceptual designs fall under the road diet category. The general scope of this project type was to reduce the number of lanes on the existing 4 or 5 lane roadway sections to 3 lanes while incorporating separated bicycle facilities. The primary focus of these improvements is to provide a low cost implementation by utilizing flexible delineators and other protective measures to achieve the road diet and positive separation for bicyclists along the facility. These projects involve no right-of-way (ROW) acquisition, minimal easements and utility impacts. Limited concrete work may be necessary at certain locations along the corridor. Given the existing pavement width, concrete and temporary treatments to narrow the typical section at targeted locations were included to effectively reduce vehicle speeds using design elements.

For future considerations, streetscape-style projects can be explored, incorporating design elements such as sidewalk-grade bike lanes, raised medians, roundabouts, and other features as part of a final or future solution. It is important to make efforts in the current design to identify the future typical section and any constraints to align the temporary and future corridors.

4.1.2. Intersection Improvements

Many of the recommendations focused on intersection improvements, which can be further categorized into two types: simpler signal upgrades and more complex geometric changes. Signal upgrade projects primarily involve modifying the existing phasing, extending mast arms, or upgrading cabinets to enhance safety at the intersection. These projects typically require minor to no right-of-way (ROW) acquisition, have minimal impacts on utilities, and pose lower environmental concerns.

Another category of intersection improvements includes geometric modifications. These projects aim to incorporate elements from TCPPS and the Active Modes Plan, such as protected intersections, sidewalk-grade bike lanes, or separated bike lanes, while also improving safety and signal operation at the intersection. These projects generally require minor to medium right-of-way (ROW), have medium utility impacts, and pose lower environmental concerns, primarily due to their location within urban environments.

As the intersection projects progress to the next phase, it is recommended to conduct further studies on signal operational improvements to ensure a balance between safety for all users and congestion management. Additionally, it is advised to reassess the role of medians in terms of access control and safety, particularly on 5-lane sections, and explore potential enhancements in these areas.

4.1.3. Corridor Improvements

For this current round of prioritization, one project is classified as a Corridor Improvement. The Prospect Road Corridor project aims to enhance the transportation infrastructure by adding off-street bicycle facilities and restriping the existing facility to accommodate four lanes.

During the planning of this project, a significant natural area on the corridor has been taken into consideration. Strategic locations along the corridor have been identified to minimize impacts while incorporating the off-street bike facility. Efforts are being made to ensure that the project design considers the preservation and conservation of the natural area.

4.1.4. New Construction

The new construction project type includes projects that are either entirely located in undeveloped areas, involve grade separations, or encompass significant widening from the existing cross section. These projects incorporate recommendations from the Master Street Plan and AMP, such as the inclusion of separated bike facilities or side paths, as well as the identification of suitable locations for roundabouts or protected intersections.

For this project type, it is assumed that right-of-way (ROW) dedication and/or Transportation Capital Expansion Fee (TCEF) contributions from adjacent developments are necessary to ensure the project's viability from a cost-benefit perspective. Since these projects involve capacity additions, it is recommended to conduct a thorough study of long-term traffic forecasts prior to the next phase of design to confirm the appropriate typical section. Initial ROW requirements and cost estimates were generated using LCUASS typical sections. Further study of the typical section is advised before the next phase to optimize multimodal benefits within the corridors.

4.2 Cost Estimation

High-level cost estimates have been prepared for each recommended project, encompassing construction, right of way, utility relocation, engineering fees, and construction administration costs. These estimates are derived from historical city cost data, providing a reliable basis for understanding the projected expenses associated with each project.

As mentioned in the previous section, certain projects may require contributions from the Transportation Capital Expansion Fee (TCEF) or right-of-way (ROW) dedication to ensure their economic feasibility. This information is summarized on the project summary sheets for each individual project in **Appendix D**.

4.3 Environmental Study

Olsson completed a desktop review of publicly available datasets to identify potential environmental resources within expected project boundaries of individual projects. The objective of the review was to evaluate each project for impacts to environmental features and possible environmental risks. The desktop review was completed by investigating publicly available datasets, which depict the potential locations of a variety of environmental resources. The datasets were compiled in a geographic information system (GIS), and map figures are included in **Appendix E**. The following publicly available resources were used to complete the desktop review:

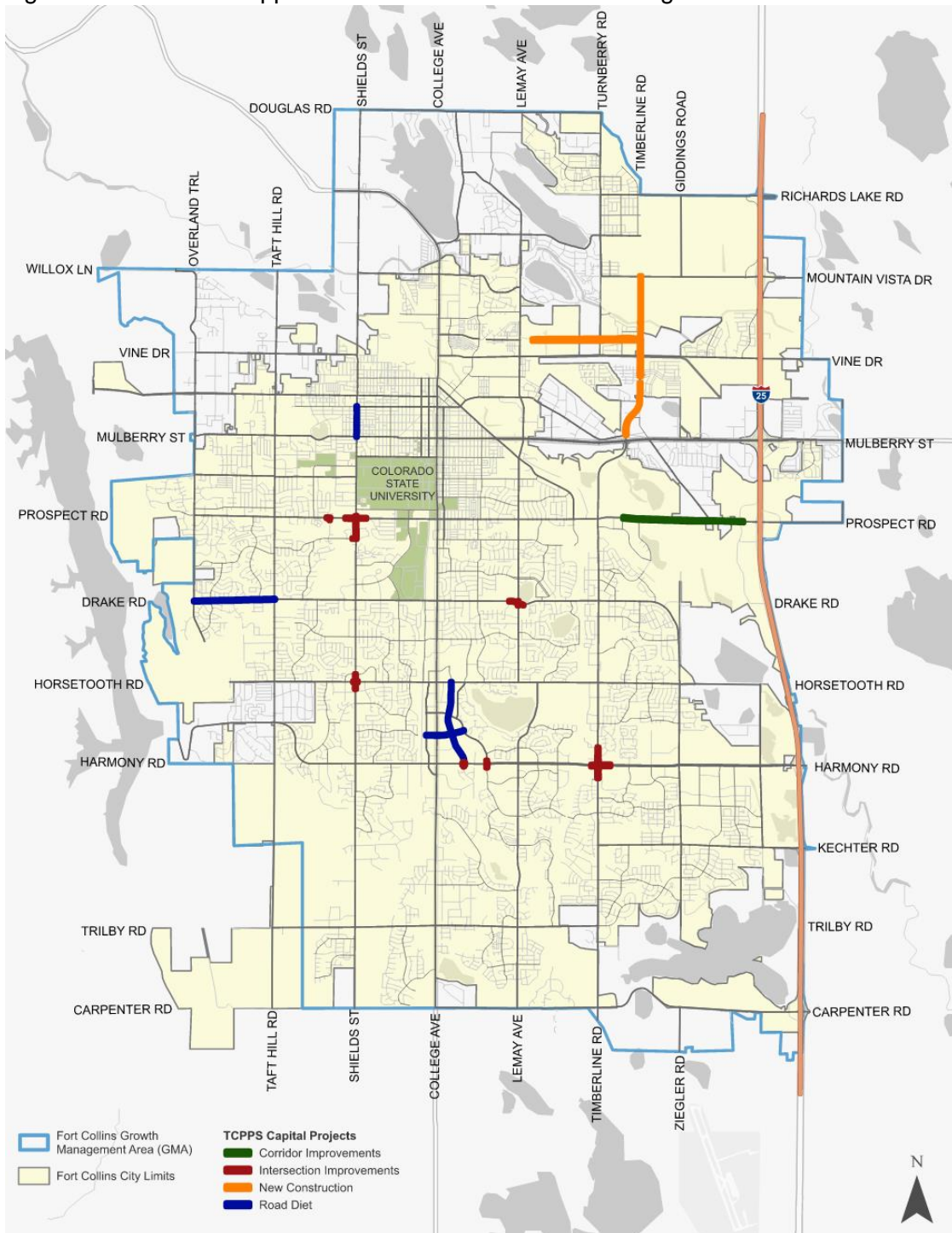
- Soil Survey Geographic (SSURGO) Database (USDA Natural Resources Conservation Service [NRCS] 2018)
- Colorado Parks and Wildlife (CPW). 2022. Non-Disclosure Agreement Nest Data
- USGS 2022 National Hydrography Dataset (NHD). U.S. Dept. of the Interior, U.S. Geological Survey
- National Wetlands Inventory (NWI), Version 2 (U.S. Fish and Wildlife Service [USFWS] 2020)
- Colorado Parks and Wildlife (CPW) and Colorado Oil and Gas Conservation Commission (COGCC) SB 181 High Priority Habitat (HPH) (2022)
- U.S. Geological Survey (USGS) Gap Analysis Project (GAP) 2022, Protected Areas Database of the United States (PAD-US) Version 3.0
- City of Fort Collins Natural Areas 2022
- National Flood Hazard Layer (NFHL) Larimer County, FEMA Floodplain 2022

Based on the desktop review of these resources, individual projects have been categorized according to perceived environmental impacts and need for further analysis, as described below. Three categories were used to summarize the environmental risk based on this initial desktop review. The Low-Risk category indicates no environmental features were observed within the project impact area. The Medium-Risk category indicates that wildlife resources or a raptor nesting boundary was observed intersecting with the project area of impact, but no wetlands or other water resources including potentially jurisdictional Waters of the United States (WOTUS) were observed within the project area. The High-Risk category indicates that wetlands or other water resources including potentially jurisdictional Waters of the United States (WOTUS) were observed within the project area and may include other observed environmental features within the project area.

Field visits should be conducted for individual projects where one or more environmental factors potentially impact the site has been observed. The need for an additional Environmental Database Report (EDR) was determined based on the level of anticipated surface impacts for an individual project, where those projects with substantial new surface impacts were determined to need an EDR.

4.4 Project Summary Sheets

The subsequent pages provide a summary of each project, including its description, goals, scores, and current as well as future project considerations. Detailed scores and considerations are found **Appendix F**. The project team collaborated closely with the City to ensure that each project aligns with its goals and identified opportunities for both the current design and future enhancements.



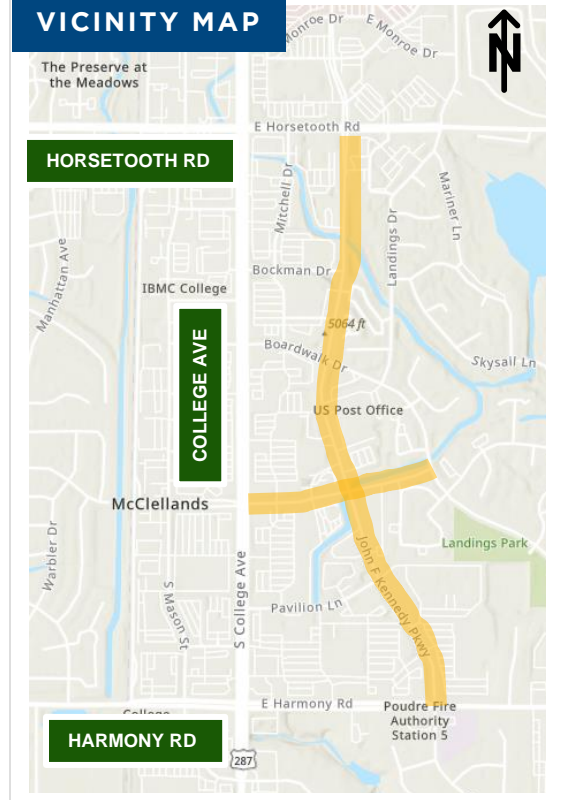
PROJECT A | E Troutman Parkway & JFK Parkway Corridor Improvements

Location: Troutman Pkwy from S College Ave to Boardwalk Dr & JFK Pkwy from Harmony Rd to E Horsetooth Rd

Project Type: Road Diet

Project Description: Restripe Troutman Pkwy. and JFK Pkwy. to add separated bike lanes and remove one travel lane in each direction. Potential access restrictions near College Ave. Consider RRFB on north side at Pavilion Ln. and JFK Pkwy. Signal modifications concurrent to lane realignment at JFK Parkway at Troutman Pkwy, Boardwalk Dr, and Horsetooth Rd Intersections.

Goals: Improve safety and provide a parallel bike route to College Ave. by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.



Total Cost: \$2,518,000
Construction Cost: \$2,098,000
Design & CEI Cost: \$420,000
ROW & Utility Cost: N/A

FINAL DESIGN CONSIDERATIONS

- Evaluate access control and raised medians
- Evaluate traffic calming measures at intersections to promote speed reduction
- Evaluate typical section widths
- Evaluate temporary measures to prevent right hooks
- Consider two stage crossing for cyclist left turns

FUTURE DESIGN CONSIDERATIONS

- Evaluate final streetscape typical section; including raised and landscaped medians, separated bike lanes.
- Consider intersection reconfiguration including roundabouts or protected intersections.
- Evaluate long term access control

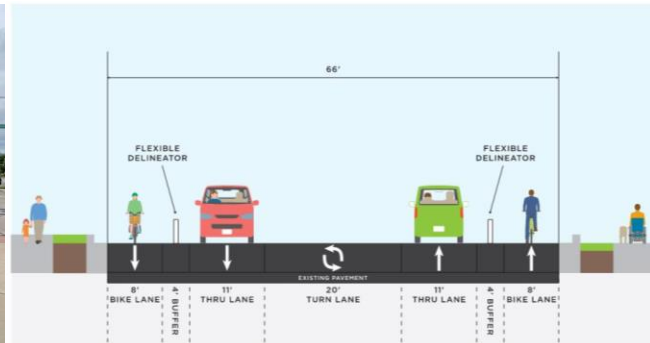
MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Long term maintenance and replacement costs of flexible delineators

TOTAL SCORE = 81

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	4
Safety	5	Readiness	3
Equity	4	Multimodal	5
Growth	1	Synergy	5
		Community	3

PROJECT IMAGES



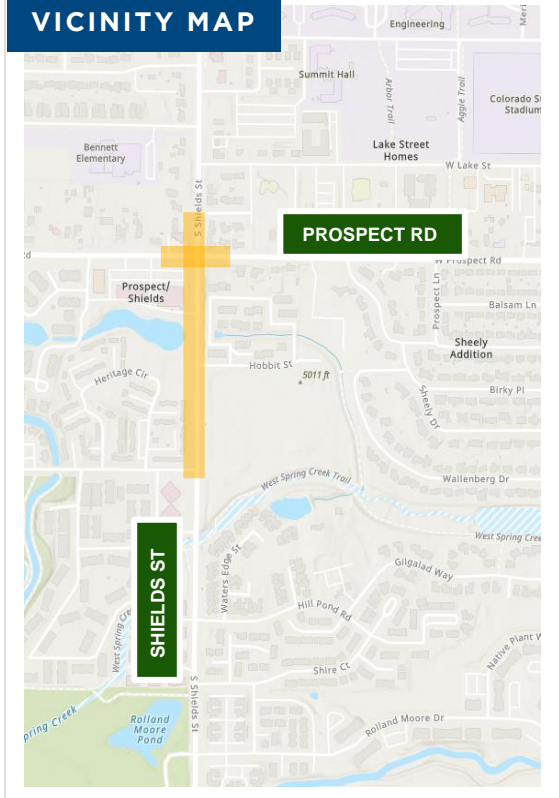
PROJECT B | S Shields Street & W Prospect Road Improvements

Location: Shields St from W Stuart St to W Prospect Rd

Project Type: Intersection Improvements

Project Description: Protected intersection at Shields St and Prospect Rd with added WB right turn lane. Evaluate to convert to single left turn lanes eastbound and westbound on Prospect Rd. Consider signal rebuild and FYA implementation. Protected intersection at Stuart St and Shields St. Shields St from Stuart St to Prospect Rd add separated bike lanes by lane diet.

Goals: Improve safety along arterials and at intersections for multimodal users.



FINAL DESIGN CONSIDERATIONS

- Evaluate full signal rebuild with longer mast arms for FYA implementation
- Evaluate raised crossings at driveways
- Right-in/right-out with tight radii
- Evaluate turning vehicles and island sizing

FUTURE DESIGN CONSIDERATIONS

- Shields St/Prospect Rd typical section; evaluate road/lane diet potential
- If a road diet is feasible, consider additional raised medians, access control and roundabouts.
- Consider near side signals

Total Cost: \$8,680,000
Construction Cost: \$7,066,000
Design & CEI Cost: \$1,414,000
ROW & Utility Cost: \$200,000

TOTAL SCORE = 84

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	3	Cost	3
Safety	5	Readiness	3
Equity	5	Multimodal	5
Growth	1	Synergy	5
		Community	3

MAINTENANCE & OPERATIONS

- Separate snow maintenance beyond plowing for protected intersection
- Evaluation of snow removal practices at complex intersections

PROJECT IMAGES



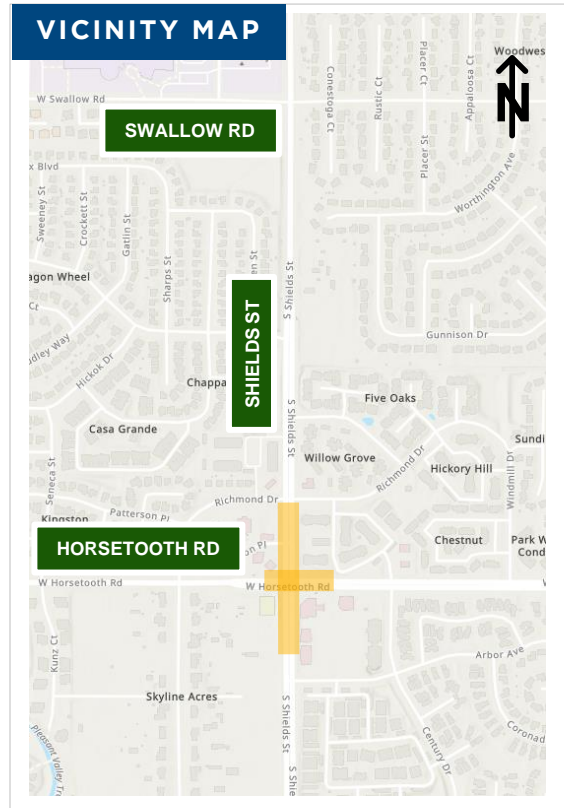
PROJECT C | S Shields St & W Horsetooth Rd Intersection Improvements

Location: Shields St and Horsetooth Rd Intersection

Project Type: Intersection Improvement

Project Description: Protected intersection at Shields St and Horsetooth Rd with accommodation for future protected bike lanes on Shields St. Add protected-only SB left phase. Extend SB left turn lane storage. Access control at Richmond Dr. Add separate bike lanes on Shields St from Horsetooth Rd to Richmond Dr.

Goals: Improve safety along arterials and at intersections for multimodal users.



FINAL DESIGN CONSIDERATIONS

- Evaluate the need for right turn lanes at private access near intersection
- At grade bike and pedestrian crossings
- Evaluate turning vehicles and island sizing

FUTURE DESIGN CONSIDERATIONS

- Shields St typical section; evaluate road/lane diet potential
- If a road diet is feasible, consider additional raised medians, access control and roundabouts.
- Consider near side signals

Total Cost: \$3,746,000
Construction Cost: \$3,038,000
Design & CEI Cost: \$608,000
ROW & Utility Cost: \$100,000

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Evaluation of snow removal practices at complex intersections
- Long term maintenance and replacement costs of flexible delineators

TOTAL SCORE = 64

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	4
Safety	5	Readiness	3
Equity	2	Multimodal	5
Growth	1	Synergy	1
		Community	2

PROJECT IMAGES



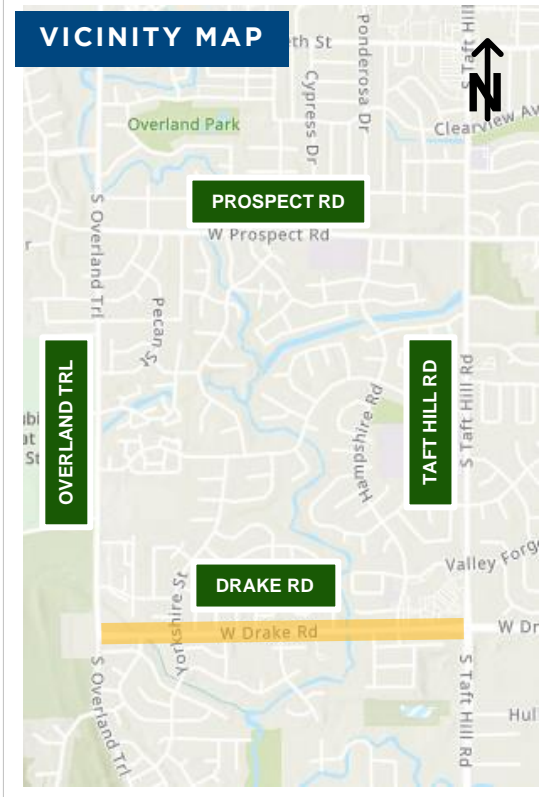
PROJECT D | Drake Road Corridor Improvement

Location: Drake Rd from Overland Trl to Taft Hill Rd

Project Type: Road Diet

Project Description: Restripe Drake Road to add separated bike lanes and remove one travel lane in each direction. Signal modifications concurrent to lane realignment at Yorkshire.

Goals: Improve safety by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.



FINAL DESIGN CONSIDERATIONS

- Evaluate access control and raised median
- Evaluate traffic calming measures at intersections to promote speed reduction
- Evaluate typical section widths
- Evaluate temporary measures to prevent right hooks
- Consider two stages crossing for cyclist left turns

FUTURE DESIGN CONSIDERATIONS

- Evaluate final streetscape typical section; including raised medians, separated bike lanes.
- Consider upgraded intersections and roundabouts
- Evaluate improvements at Overland Trl to further improve bike safety

Total Cost: \$2,115,000
Construction Cost: \$1,761,000
Design & CEI Cost: \$354,000
ROW & Utility Cost: N/A

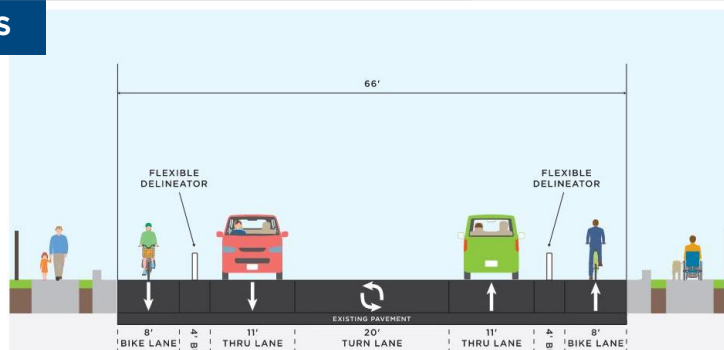
TOTAL SCORE = 72

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	4
Safety	4	Readiness	3
Equity	3	Multimodal	4
Growth	1	Synergy	5
		Community	4

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Long term maintenance and replacement costs of flexible delineators

PROJECT IMAGES



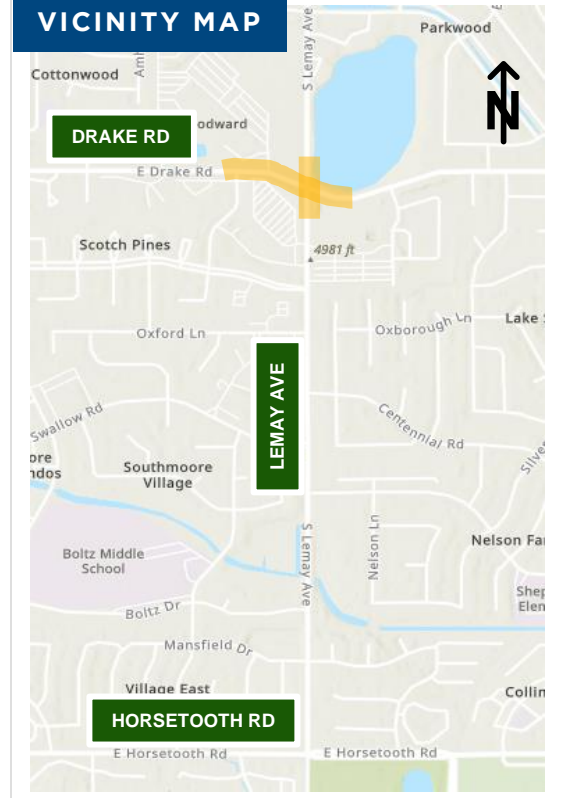
PROJECT E | Lemay Avenue & Drake Road Intersection Improvements

Location: Lemay Ave and Drake Rd Intersection

Project Type: Intersection Improvement

Project Description: Narrow existing lanes on Drake Rd to incorporate sidepaths and increase EB and WB intersection sight distance. Add SB right turn lane with overlap phase; add WB right turn lane overlap phase. Evaluate access control on Drake Road. Redesign existing right turn channelized lanes to improve bike ped safety.

Goals: Improve safety by adding geometric intersection improvements and sidepaths.



FINAL DESIGN CONSIDERATIONS

- Consider full signal rebuild
- Evaluate installation of queue detection system for WB right turn lane to mitigate rear end crashes
- Coordinate with future SB Right Turn Lane Project on Lemay Ave

FUTURE DESIGN CONSIDERATIONS

- Evaluate Drake Road typical section; evaluate road diet
- If a road diet is feasible, consider raised medians, access control and alternative intersection types.

Total Cost: \$4,850,000
Construction Cost: \$3,756,000
Design & CEI Cost: \$755,000
ROW & Utility Cost: 342,000

TOTAL SCORE = 77

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	3	Cost	4
Safety	4	Readiness	3
Equity	3	Multimodal	5
Growth	1	Synergy	5
		Community	3

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for sidepaths

PROJECT IMAGES



PROJECT F | N Timberline Road - Segment 1 - Roadway Improvements

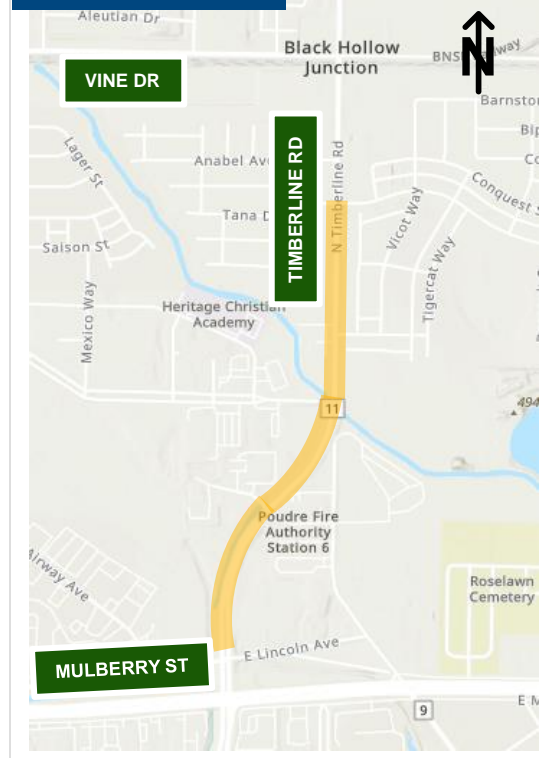
Location: Timberline Rd from E Lincoln Ave to Sykes Dr

Project Type: New Construction

Project Description: Widen Timberline Rd from Lincoln Ave to Sykes Dr to a 4-lane divided facility with separated bike lanes.

Goals: Widen roadway to accommodate future development. Improve multimodal connectivity.

VICINITY MAP



FINAL DESIGN CONSIDERATIONS

- Evaluate typical section widths
- Identify locations to install bulb-outs (minor intersections) to reduce crossing distance
- Verify typical section lane widths, buffer bike lane and sidewalk widths.
- Review traffic model to verify future lanes needed.
- Coordinate with future adjacent projects.

FUTURE DESIGN CONSIDERATIONS

- Evaluate LCUASS standard section for compliance with recommendations of AMP

Total Cost: \$12,264,000
Construction Cost: \$8,933,000
Design & CEI Cost: \$1,519,000
ROW & Utility Cost: \$1,812,000

TOTAL SCORE = 70

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	2
Safety	3	Readiness	3
Equity	5	Multimodal	4
Growth	3	Synergy	3
		Community	4

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for widened/median divided roadway and separated sidewalk and bike facilities.

PROJECT IMAGES



PROJECT G | N Timberline Road - Segment 2 Roadway Improvements

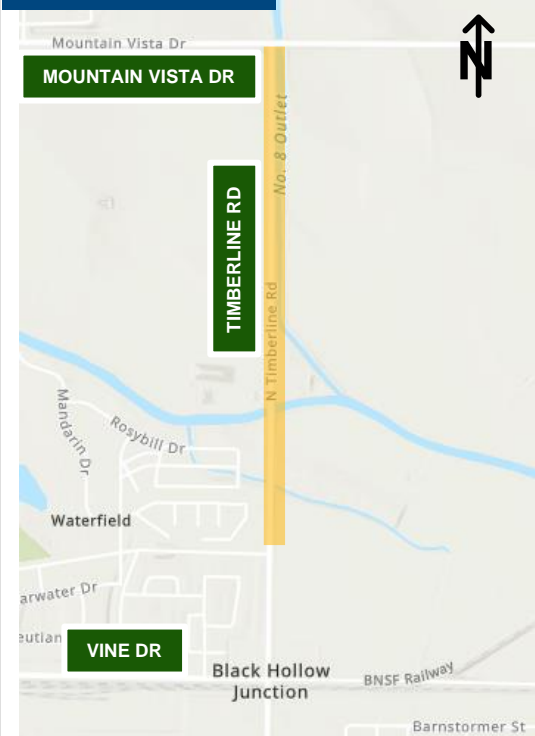
Location: Timberline Rd from Suniga Rd to Mountain Vista Dr

Project Type: New Construction/Widening

Project Description: Widen Timberline Rd from Suniga Rd to Mountain Vista Dr to a 4 lane divided facility with separated bike lanes.

Goals: Widen roadway to accommodate future development. Improve multimodal connectivity.

VICINITY MAP



FINAL DESIGN CONSIDERATIONS

- Evaluate typical section widths
- Identify locations for bulb-outs (minor intersections) to reduce crossing distance
- Verify typical section lane widths, buffer bike lane and sidewalk widths.
- Review traffic model to verify future lanes needed.
- Coordinate with future adjacent projects.

FUTURE DESIGN CONSIDERATIONS

- Evaluate LCUASS standard

Total Cost: \$12,452,000
Construction Cost: \$8,933,000
Design & CEI Cost: \$1,519,000
ROW & Utility Cost: 2,000,000

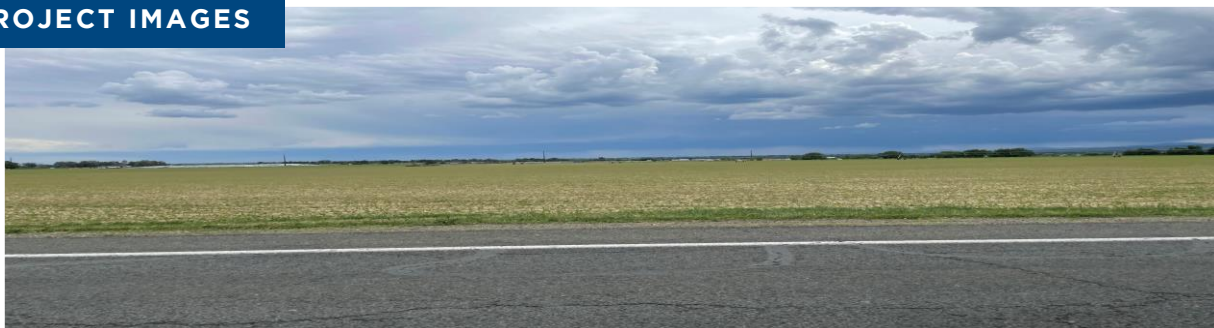
TOTAL SCORE = 69

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	3	Cost	2
Safety	3	Readiness	3
Equity	3	Multimodal	5
Growth	5	Synergy	3
		Community	3

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for widened/median divided roadway and separated sidewalk and bike facilities.

PROJECT IMAGES



PROJECT H | Heatheridge Rd & W Prospect Rd Intersection Improvements

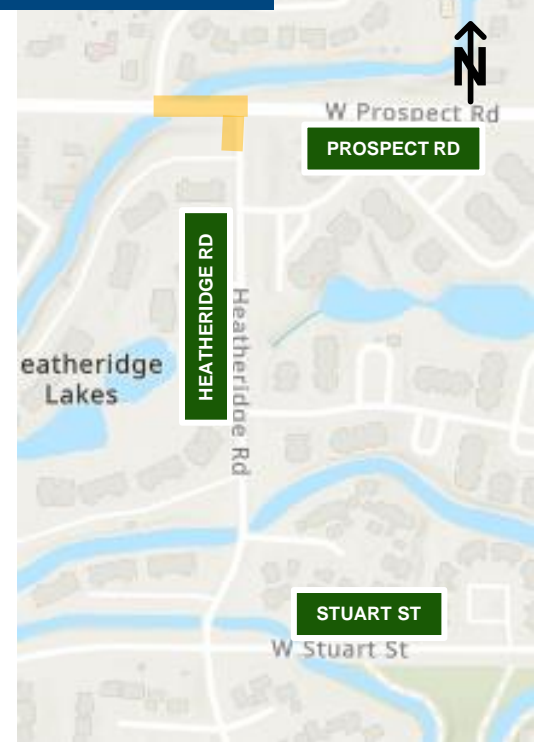
Location: Heatheridge Rd and Prospect Rd Intersection

Project Type: Intersection Improvements

Project Description: Replace existing HAWK with full three-leg traffic signal. Add advance crossing signs, raised median/pedestrian refuge on west leg for speed mitigation and added protection for pedestrians.

Goals: Improve intersection safety for pedestrians and cyclists, specifically for children crossing in platoons to school.

VICINITY MAP



FINAL DESIGN CONSIDERATIONS

- Push button considerations
- Evaluate traffic lane assignment needs on Heatheridge Roads to make room for protected bike facility
- Evaluate bus stop location
- Consider LPI/LBIs.
- Consider intersection curb extensions to reduce crossing distance

FUTURE DESIGN CONSIDERATIONS

- Evaluate Prospect Road typical section; evaluate road diet
- If a road diet is feasible, consider raised medians, access control and alternative intersection types.
- Coordinate with Network Level Traffic Study

Total Cost: \$1,519,000
Construction Cost: \$1,212,000
Design & CEI Cost: \$243,000
ROW & Utility Cost: \$63,500

TOTAL SCORE = 69

TIER 1		TIER 2	
Delay	1	Cost	4
Safety	2	Readiness	3
Equity	4	Multimodal	5
Growth	1	Synergy	5
		Community	3

MAINTENANCE & OPERATIONS

- No change

PROJECT IMAGES



PROJECT I | Shields Street Corridor Improvements

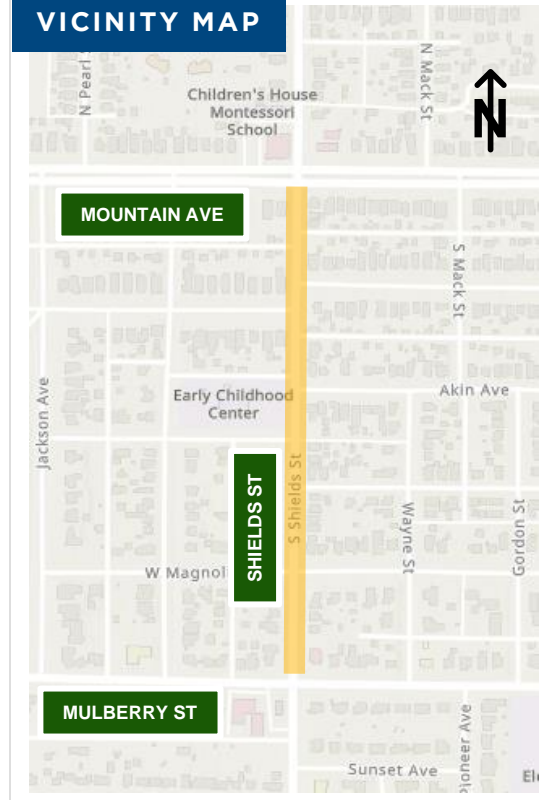
Location: Shields St from Mulberry St to Mountain Ave

Project Type: Road Diet

Project Description: Restripe Shields St to add separated bike lanes with reduced lane configuration. Modify operations to increase separation for pedestrians; consider phase separation or exclusive pedestrian phase at Mulberry St.

Goals: Improve safety by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.

VICINITY MAP



Total Cost: \$460,000
Construction Cost: \$382,000
Design & CEI Cost: \$78,000
ROW & Utility Cost: N/A

FINAL DESIGN CONSIDERATIONS

- Evaluate access control and raised medians
- Evaluate traffic calming measures
- Evaluate temporary measures to prevent right hooks
- Consider two stages crossing for cyclist left turns
- Evaluate temporary protection types to keep access to driveways

FUTURE DESIGN CONSIDERATIONS

- Evaluate final streetscape typical section; including raised medians, separated bike lanes.
- Consider protected intersections and roundabouts
- Evaluate long term access control
- Consider Network Level Traffic Study

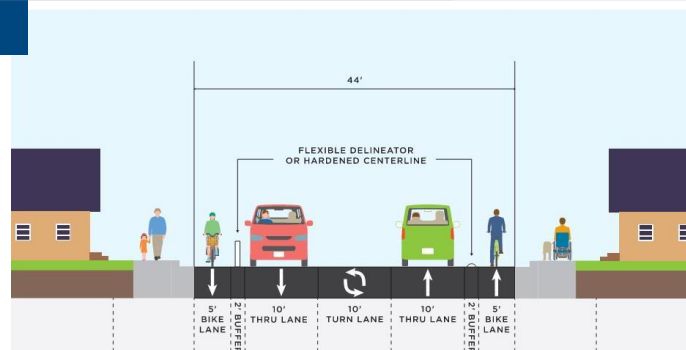
TOTAL SCORE = 46

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	5
Safety	1	Readiness	3
Equity	1	Multimodal	4
Growth	1	Synergy	1
		Community	5

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Long term maintenance and replacement costs of flexible delineators

PROJECT IMAGES



PROJECT J | N Timberline Road Overpass at E Vine Drive

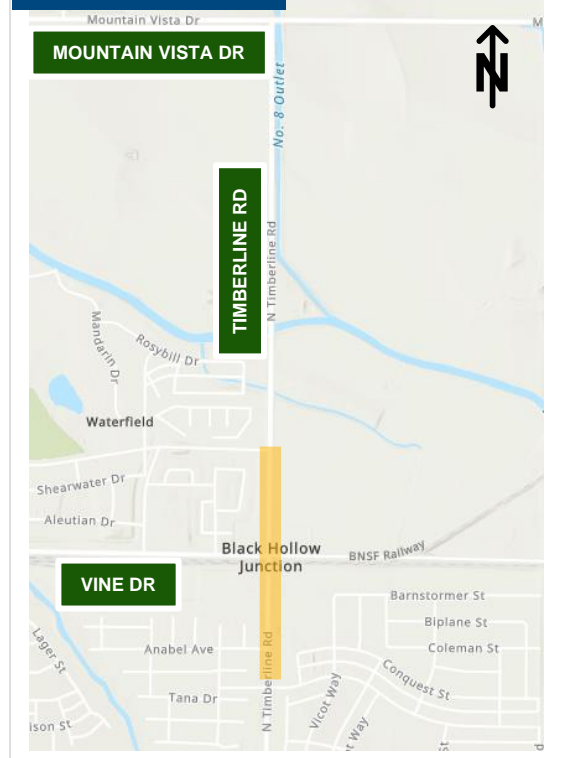
Location: Sykes Dr to E Suniga Rd

Project Type: New Construction – Grade Separation

Project Description: Grade separate Timberline Rd over Vine St. Provide bicycle and pedestrian accommodations from Timberline Rd to Vine Dr.

Goals: Eliminate at grade rail crossing. Improve safety, and traffic operations on Timberline Rd. Improve multimodal connectivity.

VICINITY MAP



Total Cost: \$56,927,000
Construction Cost: \$39,789,000
Design & CEI Cost: \$5,174,000
ROW & Utility Cost: \$10,963,250

TOTAL SCORES = 76

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	1
Safety	5	Readiness	3
Equity	5	Multimodal	4
Growth	3	Synergy	3
		Community	3

FINAL DESIGN CONSIDERATIONS

- Rail coordination
- Evaluate typical section widths
- Coordinate potential future trail crossing
- Evaluate bicycle and pedestrian crossing from Vine Dr to Timberline Rd
- Close at grade crossing
- Maintain access to businesses on Timberline Rd
- Coordinate with adjacent projects

FUTURE DESIGN CONSIDERATIONS

- None

MAINTENANCE & OPERATIONS

- Maintenance and inspection of structure
- Increased snow maintenance operations for widened/median divided roadway and trail connections.

PROJECT IMAGES



PROJECT K | Boardwalk Drive & Harmony Road Signal Improvements

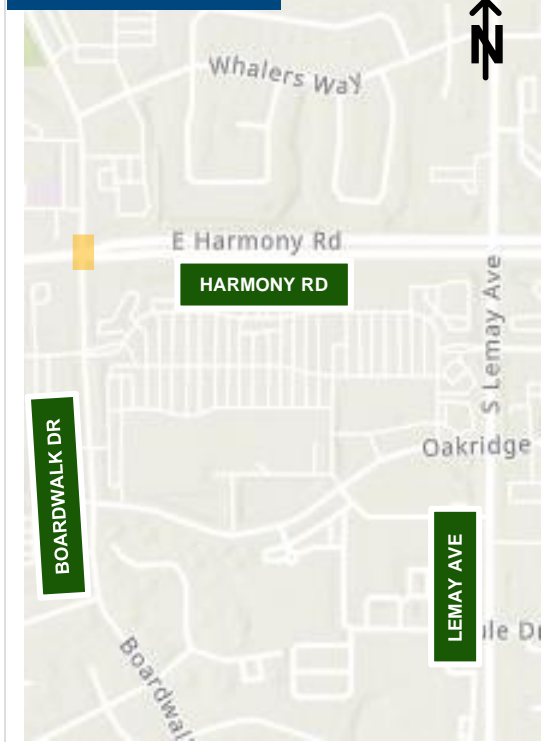
Location: Boardwalk Dr & Harmony Rd Intersection

Project Type: Intersection Improvements

Project Description: Add longer NB mast arm to improve NB signal head alignment. Add left side of pole heads and upgrade all LT to FYA; Ped Button Accessibility; Retiming. Add leading pedestrian interval and lagging right turns. Upgrade existing cabinet. Add additional paint bicycle marking and consider restripe EB approach to have a buffered bike lane.

Goals: Improve safety at intersection by upgrades to existing signal infrastructure. Improve safety for bicycles and pedestrians.

VICINITY MAP



FINAL DESIGN CONSIDERATIONS

- Coordinate with separated bike lanes on Harmony Road

FUTURE DESIGN CONSIDERATIONS

- None

Total Cost: \$616,000
Construction Cost: \$535,000
Design & CEI Cost: \$81,000
ROW & Utility Cost: \$0

TOTAL SCORE = 62

TIER 1		TIER 2	
Delay	1	Cost	5
Safety	3	Readiness	3
Equity	4	Multimodal	2
Growth	1	Synergy	5
		Community	3

MAINTENANCE & OPERATIONS

- No change

PROJECT IMAGES



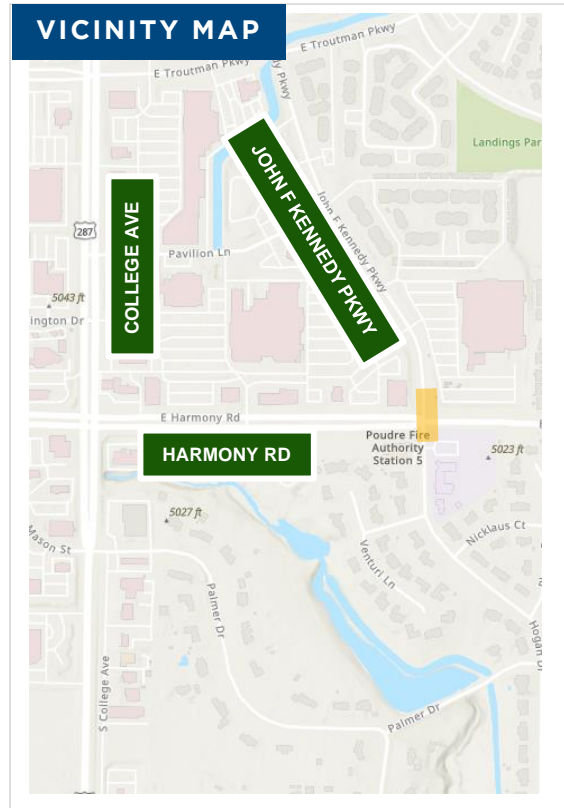
PROJECT L | E Harmony Rd & JFK Pkwy/Hogan Dr Intersection Improvements

Location: Harmony Rd and JFK Pkwy Intersection

Project Type: Intersection Improvements

Project Description: Remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane). Add WB RT overlap. Align lanes on the south leg by widening to the east. Add separated bike lanes on the north leg.

Goals: Improve safety at intersection by upgrades to existing signal infrastructure. Improve safety for bicycles and pedestrians.



FINAL DESIGN CONSIDERATIONS

- Evaluate lane assignments on the north leg of the intersection

FUTURE DESIGN CONSIDERATIONS

- None

Total Cost: \$670,000
Construction Cost: \$551,000
Design & CEI Cost: \$111,000
ROW & Utility Cost: \$8,000

TOTAL SCORE = 47			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	4	Cost	5
Safety	1	Readiness	3
Equity	4	Multimodal	3
Growth	1	Synergy	1
		Community	1

MAINTENANCE & OPERATIONS

- No change

PROJECT IMAGES



PROJECT M | Suniga Road Roadway Improvements

Location: Suniga Rd from Lemay Ave to Timberline Rd

Project Type: New Construction

Project Description: Extend Suniga Rd from Lemay Ave to Timberline Rd with a 4-lane median divided section

Goals: Extend roadway to accommodate future development and improve multimodal connectivity.

VICINITY MAP



FINAL DESIGN CONSIDERATIONS

- Floodplain coordination
- Coordinate with potential future trail crossings
- Evaluate typical section for multimodal elements
- Verify lane configuration based on revised traffic analysis

FUTURE DESIGN CONSIDERATIONS

- Consider alternative intersection types in future build

Total Cost: \$31,341,000
Construction Cost: \$25,932,000
Design & CEI Cost: \$4,409,000
ROW & Utility Cost: \$1,000,000

TOTAL SCORE = 46

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	1
Safety	1	Readiness	3
Equity	3	Multimodal	3
Growth	5	Synergy	1
		Community	1

MAINTENANCE & OPERATIONS

- New snow maintenance operations for new median divided roadway

PROJECT IMAGES



PROJECT N | E Prospect Rd Corridor Improvements

Location: Prospect Rd from Sharp Pointe to I-25

Project Type: Corridor Improvements

Project Description: Widen Prospect Rd to a 4-lane median divided facility with active modes/transit elements. Provide sidepaths for active modes.

Goals: Expand vehicular capacity and improve multimodal connectivity.



FINAL DESIGN CONSIDERATIONS

- Natural area coordination
- Coordination with Parks Department
- Minimization of impacts to environment

FUTURE DESIGN CONSIDERATIONS

- None

Total Cost: \$17,009,0000
Construction Cost: \$12,196,000
Design & CEI Cost: \$2,440,000
ROW & Utility Cost: \$2,373,000

TOTAL SCORE = 68			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	1
Safety	2	Readiness	3
Equity	5	Multimodal	3
Growth	5	Synergy	5
		Community	3

MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for widened roadway and sidepaths

PROJECT IMAGES



PROJECT O | S Timberline Rd & E Harmony Rd Intersection Improvements

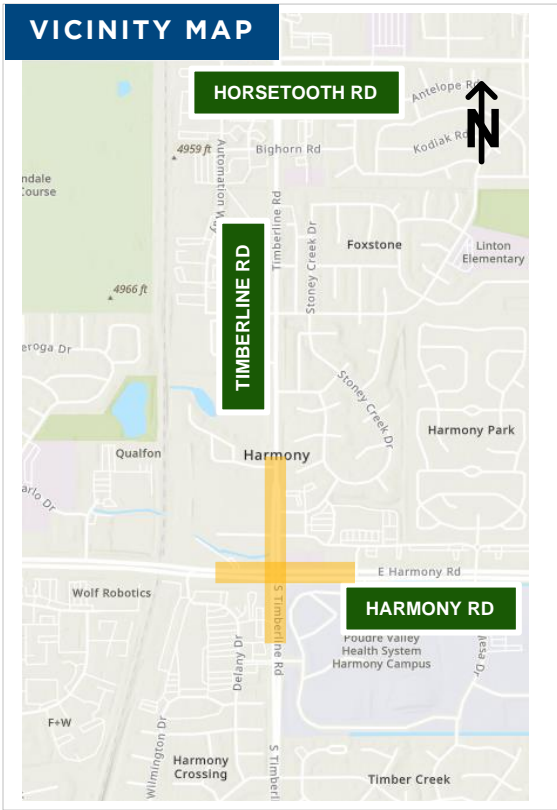
Location: Timberline Rd and Harmony Rd Intersection

Project Type: Intersection Improvements

Project Description: Add 3rd NB & SB through lanes and separated bike lanes on Timberline Road with reduced lane widths. Protected Intersection at Timberline Road and Harmony Road. Prohibit right turn on red and show flashing arrow for right turns.

Goals: Improve safety along arterials and at intersections for multimodal users.

Note: Lane configuration should be evaluated in next phase and may affect scoring and rank



FINAL DESIGN CONSIDERATIONS

- Evaluate ultimate lane configuration of Timberline Rd (4 lanes vs 6 lanes)
- Consider sidewalk grade separated bike lanes.
- Consider speed cameras

FUTURE DESIGN CONSIDERATIONS

- None

Total Cost: \$8,163,000
Construction Cost: \$6,330,000
Design & CEI Cost: \$1,267,000
ROW & Utility Cost: \$565,500

TOTAL SCORE = 55			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	2	Cost	3
Safety	1	Readiness	3
Equity	5	Multimodal	5
Growth	1	Synergy	1
		Community	3

MAINTENANCE & OPERATIONS

- Evaluation of snow removal practices at complex intersections for at street grade separated bike lanes

PROJECT IMAGES



5. IMPLEMENTATION

5.1 Final Revised Scores & Recommendations

After the completion of Phase 3, the conceptual designs, cost estimates and environmental screening for each of the recommended projects was used to update the scores to reflect the most current information. The revised project scoring summary is shown below in **Table 25**. These scores are intended to reflect the priority of project relative to each other and is not intended to be a prescriptive order in which projects shall be executed. Certainly, as funding becomes available or opportunities to collaborate with other work within public right-of-way, projects may be executed independent of the ranking below.

Project ID	Project Name	Project Limits	Project Type	Cost	Score	Rank
B	S Shields Street & W Prospect Road Intersection Improvements	W Stuart St to W Prospect Rd	Intersection Improvements	\$8,680,000	84	1
A	E Troutman Parkway & JFK Parkway Corridor Improvements	S College Ave to Boardwalk Dr & Harmony Rd to E Horsetooth Rd	Road Diet	\$2,518,000	81	2
E	Lemay Avenue & Drake Road Intersection Improvements	-	Intersection Improvements	\$4,850,000	77	3
J	N Timberline Road Overpass at E Vine Drive	Sykes Dr to E Suniga Rd	New Construction	\$55,927,000	76	4
D	Drake Road Corridor Improvement	Overland Trl to Taft Hill Rd	Road Diet	\$2,115,000	72	5
F	N Timberline Road - Segment 1 - Roadway Improvements	E Lincoln Ave to Sykes Dr	New Construction	\$12,264,000	70	6
G	N Timberline Road - Segment 2 Roadway Improvements	Suniga Dr to Mountain Vista	New Construction	\$12,452,000	69	7
H	Heatheridge Road & W Prospect Road Intersection Improvements	-	Intersection Improvements	\$1,519,000	69	7
N	E Prospect Rd Corridor Improvements	Sharp Pointe to I-25	Corridor Improvements	\$17,009,000	68	8
C	S Shields Street & W Horsetooth Road Intersection Improvements	-	Intersection Improvements	\$3,746,000	64	9
K	Boardwalk Drive & Harmony Road Signal Improvements	-	Intersection Improvements	\$616,000	62	10
O	S Timberline Road & E Harmony Road Intersection Improvements	-	Intersection Improvements	\$8,163,000	55	11
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	-	Intersection Improvements	\$670,000	47	12
I	Shields Street Corridor Improvements	Mulberry St to Mountain Ave	Road Diet	\$460,000	46	13
M	Suniga Road Roadway Improvements	Lemay Rd to Timberline Rd	New Construction	\$31,341,000	46	13

5.2 Funding

Capital projects are selected and funded through the Budgeting for Outcomes (BFO) process. Through the BFO process, projects apply for funding with the City and have a larger chance of success if the project aligns with the City's goals. Currently projects that score high in this process improve safety, promote mode shift in alignment with the climate action plan, or collaborate with projects from department. Additionally, projects that can bring outside funding from partners or State or Federal funding are view as highly favorable to implement. The BFO process occurs every 2 years, in which projects are submitted to City Council for recommendation and selection.

Many capital projects are funded by outside grants, and given the recommended improvements in TCPPS, there will be several opportunities to bring outside funding to the table for consideration in the BFO process. If projects qualify for grants, the BFO traditionally will approve the matching amount off-cycle. The following is a list of grants that are most relevant to transportation capital projects and should be pursued. They are categorized by the source of the funding pool.

5.2.1. Federal

These are available from budget allocated to various transportation related administration (FWHA, FRA, etc) are administered either through the North Front Range MPO or directly with the federal agency. It should be noted that these funds bring with them various requirements and administrative duties beyond that of a locally funded project and should be pursued strategically such that the size and scope of the project is large enough to realize economy of scale and therefore absorb the additional cost to administer the project.

Funding	Description	Most Recent Annual Program Budget	Eligible or Representative Activities	Most Recent NOFO Date
RCE	Improve safety at roadway or pathway at-grade rail crossings, especially by elimination thereof	\$ 573,264,000	Planning; Construction; Equipment and Materials; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility; Security	7/12/22
INFRA	Planning and construction of "Nationally Significant Freight & Highway Projects" to improve safety, efficiency, and reliability ^{1,2}	\$ 1,500,000,000	Planning; Construction	3/22/22
MEGA	Large projects difficult to fund by other means ²	\$ 1,000,000,000	Planning; Construction; Operations and Maintenance; Accessibility	3/23/22
RAISE	Local or regionally significant projects that improve safety, mobility, and quality of life. Projects are secondarily considered based on readiness and economic benefit.	\$ 2,300,000,000	Planning; Construction	11/30/22

Funding	Description	Most Recent Annual Program Budget	Eligible or Representative Activities	Most Recent NOFO Date
SS4A	A discretionary grant to improve safety for all users, especially active modes. The grant also favors projects that address equity needs with low-cost, systemic strategies.	\$ 1,000,000,000	Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education; Accessibility	3/30/23
RCP	Pilot program to reducing barriers between communities caused by large highway or rail projects ²	\$ 198,000,000	Planning; Construction; Technical Assistance, Workforce Development, and Training/Education; Accessibility	6/30/222
SMART	Funding for demonstration projects that apply new technology or systems to improve transportation safety and efficiency	\$ 100,000,000	Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education	9/19/22
HSIP	Long-standing grant funding source to reduce fatalities and serious injuries on all streets. ²	\$ 3,110,000,000	Intersection safety improvements; multimodal roundabouts; construction and improvement of railway-highway safety features; traffic calming measures; traffic control devices for pedestrians and bicycles; improvements that separate vehicles and active users; pedestrian security features	-
CMAQ	Primarily used for projects the improve air quality, especially for areas in nonattainment.	\$ 2,639,000,000	Shared Micro-mobility; purchase of diesel replacements or zero emission vehicles; modernization of lock and dam or marine highway corridor; infrastructure that would reduce emissions from nonroad vehicles	-
STBG	Highly flexible source of general funding for transportation projects.	\$ 14,394,000,000	Planning; Construction; Operations and Maintenance; Accessibility	-

1. Application is through Multimodal Projects Discretionary Program (MPDG)

2. Requires Benefit-Cost Analysis (BCA)

In addition to longstanding sources like Surface Transportation Block Grant (STBG) and Highway Safety Improvement Program (HSIP), several new grant opportunities have risen from the Bipartisan Infrastructure Law (BIL). This legislation focuses on, among other things, funding projects that advance safety and equity. Funding opportunities from the BIL are listed above with eligible activities and required local match amounts. The USDOT has created a landing page for information related to the BIL which can be found at [USDOT Navigator](#).

5.2.2. State

Colorado is fortunate to have financial support for transportation projects specifically funded through state government. Senate Bill 2021_260 appropriated funds from the American Recovery Plan Act (ARPA) to specifically fund projects for the state's transportation network. Additionally, CDOT administers several grants supported by other federal or state sources. Below is a list of programs that stem from that funding sources.

- [Revitalizing Main Street \(RMS\)](#)
- [Transportation Alternatives \(TAP\)](#)
- [Multimodal Operations Fund \(MMOF\)](#)
- [Safe Routes to School](#)

5.2.3. Local

The City of Fort Collins also administers several funding sources for transportation capital projects. These have risen from the City's vision to fund and build a world-class transportation system.

[Transportation Capital Expansion Fee \(TCEF\)](#)

This program, which is funded by fees collected from new development or redevelopment is used to support transportation projects to expand the system in response to additional trips associated with development. Several projects in northeast Fort Collins, including the new segments along Timberline Road and Suniga Road, are candidates to receive funding from this source.

[Community Capital Improvement Program \(CCIP\)](#)

Funded by a voter-approved quarter-cent sales tax, the CCIP supports several infrastructure projects including arterial intersection construction and bike and pedestrian infrastructure. This has been a primary source for arterial street projects. Note that these funds are currently programmed for projects; however, it is set to expire in 2025 at which point the next round of projects can be identified and sourced from, among other lists, the TCPPS project list.

APPENDIX A

Public Engagement Summary

PUBLIC ENGAGEMENT SUMMARY

**TRANSPORTATION
CAPITAL PROJECTS
PRIORITIZATION
STUDY**

PREPARED FOR: **THE CITY OF FORT COLLINS, CO**
FEBRUARY 2022



OLSSON PROJECT NUMBER 021-01676

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- Appendix B Virtual Open House Record
- Appendix C Complete Public Survey Responses Record

ACKNOWLEDGEMENTS AND OVERVIEW

Thank you to all participants in the project, especially Fort Collins residents who provided valuable insight into the city's transportation system. Participants' time, technical expertise, and guidance was critical to the development of the Transportation Capital Projects Prioritization Study.

Good public engagement lies at the heart of successful planning. It is a conversation by one side that has the technical understanding to help problem solve and by the other side that has the real-world knowledge of a place. It is collaborative, engaging, personal, and it involves much listening.

In the end, a good plan is developed with the community, and not just for it. The Transportation Capital Projects Prioritization Study (TCPSS) was developed with the community and stakeholders. Through a series of online and in-person engagement opportunities, the planning team was able to collaborate with the community on the thoughts, ideas, and comments that became the recommendations put forth in the TCPSS. As a result, the TCPSS is better for it.

1. PUBLIC ENGAGEMENT PLAN

To ensure mutual understanding and an organized engagement process, the planning team prepared a Public Engagement Plan (PEP) for the TCPPS at the beginning of the project. As the PEP was an ever-changing document throughout the TCPPS, the most recently updated version of the PEP is included on the pages that follow. The PEP supported and reinforced the principles and goals of the official City of Fort Collins Public Engagement Guide.

The PEP included the following sections:

- **General Guidelines.** Set forth procedures for reviewing and controlling the quality of public engagement materials and how public engagement work was to be shared between the city and Olsson.
- **PEP Snapshot.** Provided a brief overview of key city contacts for the project, the purpose of engaging the public on the TCPPS, and a list of project stakeholders.
- **Phase 1: Quantitative Analysis.** Detailed the key messages for the public during Phase 1 of the TCPPS, as well as the tools and techniques to inform and consult with the public. Phase 1 included tools such as social media, newsletters, press releases, Our City TCPPS webpage updates, a public survey, and more.
- **Phase 2: Qualitative Analysis.** Noted the key message for the public during Phase 2 of the TCPPS, as well as the tools and techniques to inform the public. Phase 2 included tools such as social media, the Our City TCPPS webpage updates, and more.
- **Phase 3: Concept Design.** Stated the key message for the public during Phase 3 of the TCPPS, as well as the tools and techniques to inform and consult with the public. Phase 3 included tools such as a virtual public open house, social media, newsletters, Our City TCPPS webpage updates, and more.
- **Schedule.** Presented the detailed PEP schedule as a supplement to the overall project schedule.

The complete PEP is included in Appendix A Public Engagement Plan.

2. MARKETING AND OUTREACH

Multiple media outlets were utilized to ensure the public was aware of the opportunities to be involved in the TCPPS. Such outlets included a dedicated Our City TCPPS website, various social media accounts, press releases, newsletters, email blasts, and an in-person open house.

2.1 Our City TCPPS Webpage

A webpage (<https://ourcity.fcgov.com/tcpsps>) via Fort Collins' Our City platform was created to provide a landing page for anyone interested in learning about the TCPPS. The webpage was available in both English and Spanish.

The webpage provided information on a variety of topics related to the TCPPS, including:

- A project overview, which detailed the purpose of the TCPPS;
- A project timeline of the phases of the project;
- Key dates;
- A listing of the different ways to engage with the project as a member of the public, (e.g., public survey, virtual public open house, etc.);
- Project downloads that summarized public engagement findings;
- A way to sign up for project notifications; and
- A listing of which city staff members and Olsson employees were appropriate project contacts, alongside their contact information.

The webpage (see Figure 1) was regularly updated throughout the TCPPS to be used as a community information resource. Primary updates included public survey and virtual public open house promotions.

As of February 15, 2022, the webpage was:

- Viewed 1,400 times;
- Visited by a maximum of 70 visitors per day; and
- Primarily visited via direct webpage URL access.



Figure 1. Transportation Capital Projects Prioritization Study Our City Project Webpage

2.2 Social Media

Multiple social media accounts were used to promote the TCPPS and inform people about ways to get involved in the project. A specific focus was placed on public survey participation in the social media outreach posts. The following social media accounts were utilized in TCPPS promotions:

- Facebook
 - City of Fort Collins
 - FCMoves
 - Transfort
- Twitter
 - City of Fort Collins
 - FCMoves
 - Transfort
- Instagram
 - City of Fort Collins
- Nextdoor
 - City of Fort Collins

2.3 Press Releases

Two press releases were published by the city during the TCPPS. Press releases were used to formally announce milestones in the project's process and included project information and direction to the TCPPS webpage.

The first press release was on April 15, 2021 and read as follows:

Residents asked for input on transportation planning project

FORT COLLINS – The City of Fort Collins and Larimer County are seeking public input to help guide future transportation projects in the City’s Growth Management Area.

The opportunity is part of the Transportation Capital Projects Prioritization Study (TCPPS), an effort that will result in a list of key transportation improvement projects for which the City will seek future funding.

Residents are invited to complete a two-part survey at <http://ourcity.fcgov.com/tcpps>. Part 1 asks a series of questions about personal usage and perceived quality of transportation infrastructure for all modes of travel (automobiles, bicycles, walking, and transit). Part 2 of the survey asks respondents to identify locations of safety or congestion issues for each mode of travel. Participants can upload pictures of the safety and congestion locations to provide more detail in their response.

Additional opportunities for public input will be announced later in the project.

Overall, the TCPPS will analyze safety and congestion data for intersections and arterial roadways such as Drake Road, Shields Street, and Timberline Road, and not local neighborhood streets. While previous planning efforts like the Transportation Master Plan will be used as touchpoints to include multimodal improvements, the intent is not to update those existing documents.

For more information and resources about the project, visit <http://ourcity.fcgov.com/tcpps>.

The second press release was on October 15, 2021 and read as follows:

Residents asked for input on transportation planning project

FORT COLLINS – The City of Fort Collins and Larimer County are seeking public input to help guide future transportation projects in the City and its Growth Management Area.

The opportunity is part of the Transportation Capital Projects Prioritization Study (TCPPS), an effort that will result in a list of key transportation improvement projects for which the City will seek future funding.

Residents are invited to participate in a virtual open house at <http://ourcity.fcgov.com/tcpps>. The virtual open house will be open until Oct. 31 and will allow residents to learn about the TCPPS process and provide feedback on the draft

prioritization criteria that will be used to rank and determine the final list of transportation improvement projects.

The virtual open house will also be the final opportunity to complete the TCPPS public survey, which asks respondents to identify locations of safety or congestion issues for each mode of travel.

Overall, the TCPPS will analyze safety and congestion data for intersections and arterial roadways such as Drake Road, Shields Street, and Timberline Road, and not local neighborhood streets. While previous planning efforts like the Transportation Master Plan will be used as touchpoints to include multimodal improvements, the intent is not to update those existing documents.

For more information and resources about the project, visit <http://ourcity.fcgov.com/tcps>.

2.4 Newsletters

Two rounds of newsletters were published by the city and various organizations during the TCPPS. Newsletters were used to formally announce milestones in the project's process, encourage the public to engage with the project, and directed those interested to the TCPPS webpage for more information. Information about the TCPPS was published in City News, Momentum, Transfort, and Development Review.

The first round of newsletters introduced the TCPPS, explained the intent and purpose of the project, and asked residents to take the public survey via the TCPPS project webpage. The second round of newsletters advertised the virtual open house and public survey as the key engagement opportunities for the project.

2.5 Community Partners Email Blast

In coordination with the Larimer County Department of Health and Environment, an email blast was sent out to various community partners regarding the TCPPS. The email blast introduced the project and its scope, explained why public input was important to the planning process, and explained and encouraged those interested to take the public survey via the TCPPS project webpage.

2.6 In-Person Open House Table

To capitalize on another transportation-oriented city project, the TCPPS hosted an informational and engagement table at a public open house for the West Elizabeth Corridor Design Project on July 9, 2021 from 4:00 p.m. to 7:30 p.m. near Canvas Stadium. The West Elizabeth Corridor Design Project is a coordinated effort between the City of Fort Collins, Transfort, and Colorado

State University to do preliminary designs for Bus Rapid Transit service along the West Elizabeth Street corridor.

The TCPSS project table was staffed and included two posterboards as well as a flyer about the public survey (available in both English and Spanish), as shown in Figures 2 and 3. An additional flyer was handed out to those that did not have time to engage with the TCPSS at the table, which included a QR code to take the public survey later via the TCPSS project webpage.



Figure 2. Public Survey Flyers (English and Spanish)

WHERE DO YOU SEE SAFETY OR CONGESTION ISSUES WHILE YOU DRIVE, BIKE, WALK, OR TAKE TRANSIT?

WHAT IS THE TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY (TCPPTS)?

In its final form, the TCPPTS will be a document and tool that:

- Compiles transportation safety and congestion data for intersections and corridors;
- Identifies and analyzes transportation problems;
- Develops transportation solutions, and
- Prioritizes transportation improvements.

The TCPPTS will recommend and prioritize transportation improvement projects at intersections and arterial roadways within Fort Collins and its Growth Management Area.

The TCPPTS will guide the City and County as they develop a capital improvement plan and seek funding to improve the transportation network.

WHAT ARE THE PROJECT GOALS?

Using data-driven decision making, the TCPPTS will identify and prioritize transportation projects that:

- INCREASE SAFETY**
Reduce number and severity of traffic crashes for all modes of travel
- DECREASE CONGESTION**
Lower overall and peak hour congestion and congestion during incidents
- IMPROVE MULTIMODAL CONDITIONS**
Enhance the safety, capacity, adequacy, and comfort of multimodal facilities
- ENHANCE NATURAL ENVIRONMENT**
Improve air quality and provide ample active transportation opportunities
- ADVANCE EQUITY**
Ensure social equity so all people have their transportation needs met
- ALIGN WITH DEVELOPMENT**
Co-locate improvements with upcoming developments

HOW ARE WE ASKING FOR YOU TO HELP?

YOU use the City's transportation network. You're our "eyes and ears" on the streets, sidewalks, and trails.

We ask that you **show us where you notice safety and congestion issues** within Fort Collins and its Growth Management Area.

To do this, please take the **PUBLIC MAP SURVEY** at ourcity.fcgov.com/tcpsps, or scan the QR code with your phone camera below.

SCAN ME

TAKE THE PUBLIC MAP SURVEY NOW!

HOW CAN YOU LEARN MORE?

Stay in the loop on the project's progress by subscribing to TCPPTS update emails at ourcity.fcgov.com/tcpsps.

If you have specific questions, contact:

Kyle Lambrecht
Project Manager
klambrecht@fcgov.com

TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY

City of Fort Collins
Lambert Engineering

Figure 3. Project Posterboard at West Elizabeth Corridor Design Project Open House

3. VIRTUAL OPEN HOUSE

A TCPPS virtual open house was held from October 14-31, 2021, available via the TCPPS project webpage in both English and Spanish. The purpose of the virtual open was to provide a robust project progress update, display analysis findings via interactive web maps, garner feedback on the draft prioritization criteria, and encourage viewers to take the public survey if they had not yet done so.

The virtual open house included the following webpages, images of which follow:

- **Home/Welcome.** Provided an overview of the virtual open house and the webpages to follow.
- **Sign In.** Asked participants to (optionally) sign in to the virtual open house and enter themselves into a drawing for one of four \$25.00 Noco Nosh gift cards.
- **Project Overview.**
 - Explained the TCPPS and its two-phase project approach: (1) quantitative and qualitative analysis of existing transportation conditions within the city and (2) prioritization of the identified transportation improvement projects.
 - Displayed an interactive web map of the TCPPS study area, identifying signalized intersections, unsignalized intersections, arterial road segments, and the city's Growth Management Area.
- **Progress to Date.**
 - Described the methodology behind the Tier 1 Intersection Screening and displayed an interactive web map of the top 50 intersections within the TCPPS study area that experience the highest traffic crash frequencies and congestion levels. (The project team combined this excess traffic crash cost with an excess user delay cost to create an overall excess cost to determine which intersections need the most attention.)
 - Described the methodology behind the Tier 1 Road Corridor Segment Screening and displayed an interactive web map of the top 50 road corridor segments within the TCPPS study area that experience the highest traffic crash frequencies. (This data was used in conjunction with the arterial intersection safety and congestion analysis to identify places that should be prioritized for improvements.)
 - Explained what tasks were to be included in the Tier 2 Analysis.
- **Draft Prioritization Criteria.**
 - Presented the draft criteria that was used to evaluate and prioritize transportation improvements projects. The draft criteria were presented as follows:
 - **Peak Hour Delay Reduction:** Reduction in average delay per vehicle across all peak hours

- **Crash Reduction:** Reduction in crashes per year
- **Overall Cost:** Considers overall costs (monetary or otherwise) including construction cost, complexity, duration, right-of-way impacts, and utility impacts
- **Growth:** Expected traffic growth that could indicate future operational issues
- **Active Modes Compatibility:** Addresses how the improvements' impact on safety and accessibility for active modes (walking, biking, and taking transit) and verifies alignment with current active mode plan(s)
- **Funding Availability:** Addresses the potential to receive federal or state funding or the ability to share costs with other agencies like CDOT and Larimer County
- **Compatibility with Other Projects:** Addresses the potential to support other public infrastructure or private development projects
- **Equity:** Addresses whether implementing improvements enhance transportation in areas of underserved or disadvantaged communities using U.S. Census data
- **Public Engagement:** Addresses whether implementing improvements addresses feedback received from the public engagement surveys
 - Asked participants to rank the importance of the draft prioritization criteria by selecting their top five most important criteria via an embedded survey.
 - Asked participants if any criteria were missing from the draft list.
- **Public Survey.** Encouraged participants to take the public survey via the TCPPS project website if they had not yet done so.
- **Thank You.** Thanked the participants for their participation and input and provided a contact form to ask questions, which were directed to Dana Hornkohl, City of Fort Collins Capital Projects Manager/TCPPS Project Manager.

The virtual open house was attended by 69 unique individuals during 83 site sessions. Sixty of the site sessions were via desktop computer, whereas 23 were via mobile access. Traffic levels to the virtual open house varied over its lifetime but experienced a peak from October 19-21, 2021, as seen in Figure 4.

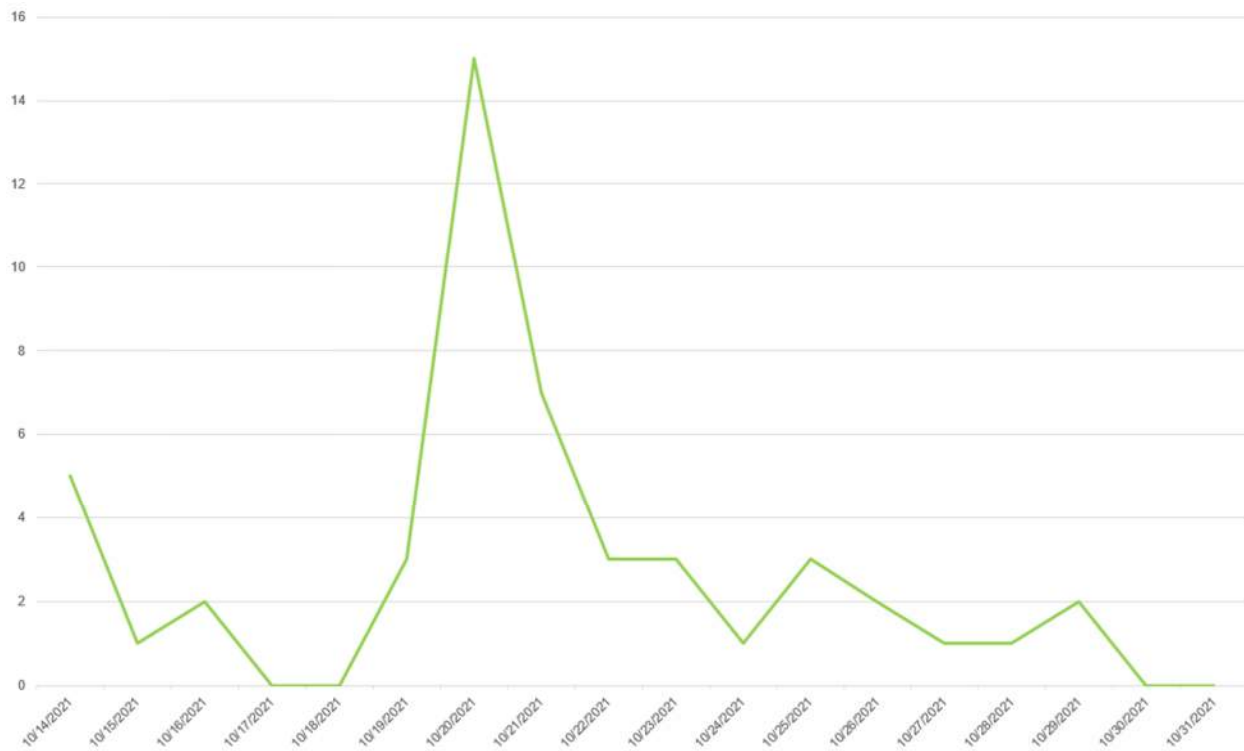


Figure 4. Virtual Open House Traffic Over Time

Of those that attended the virtual open house, 10 participants completed the draft prioritization criteria survey questions. Of the 10 respondents, “Crash Reduction” and “Active Modes Compatibility” were the most highly valued prioritization criteria, as shown in Figure 5.

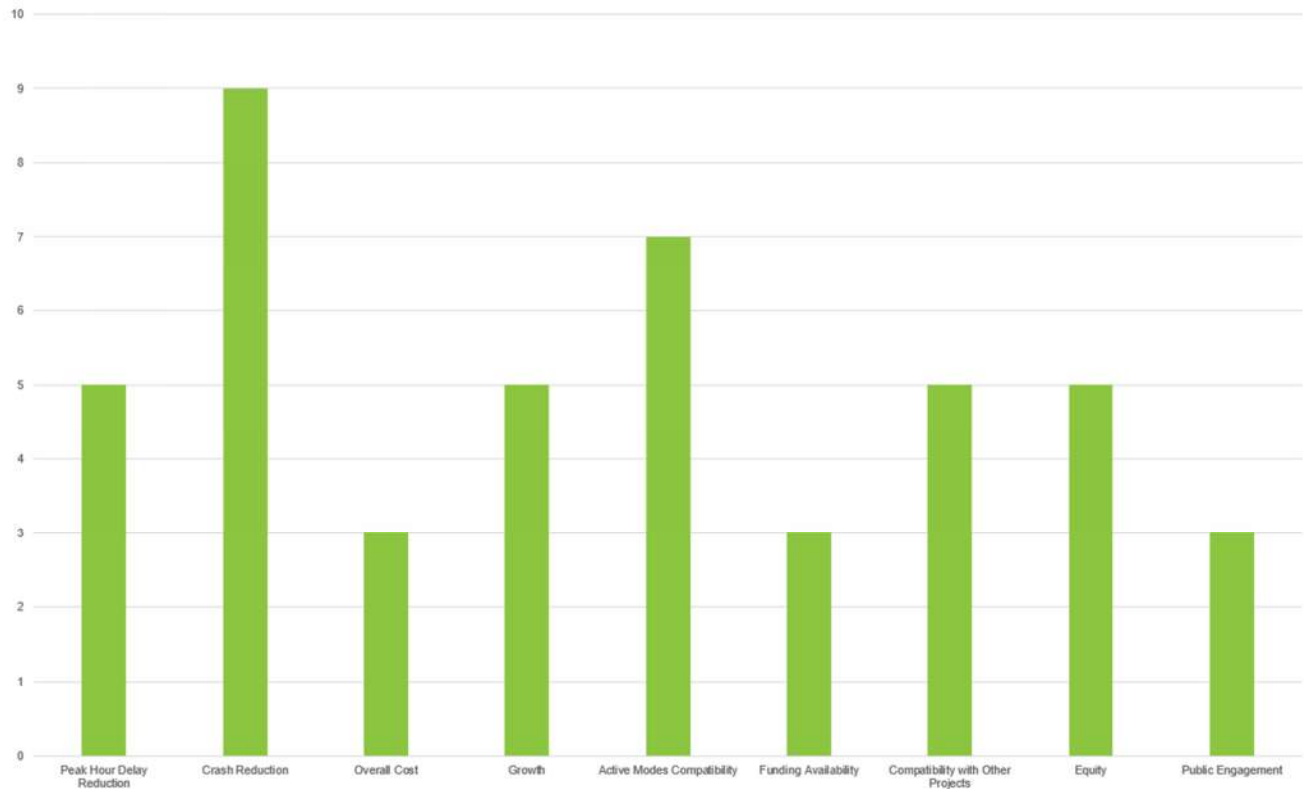


Figure 5. Draft Prioritization Criteria Survey Results

In response to the survey question about what criteria may be missing, the following responses were received:

“Compatible with alternative transportation (bikes and pedestrian)”

“Priority should be given to projects that encourage people to stop using personal motor vehicles.”

“This may be covered by your ‘Active Modes Compatibility’ but something related to meeting the City’s professed climate action goals and reducing vehicle miles driven. Congestion happens in cities and isn’t the end of the world - reducing congestion during peak hours shouldn’t even be on this list considering what’s in City Plan.”

“Environmental responsibility and CAP goal synergies”

4. PUBLIC SURVEY

The primary public engagement tool for the TCPPS was the public survey, available via the TCPPS project webpage. The intent of the public survey was to gather information regarding transportation issues (broken down by mode: biking, walking, driving, and taking transit) within Fort Collins and its Growth Management Area. Incorporating a public survey into the TCPPS process acknowledged that a transportation network and its potential issues cannot be fully understood by data alone. Those people that use the transportation system every day can provide valuable input into what is working and what is not working within the system. The public survey allowed the planning team to capture such knowledge and sentiments.

Note that the TCPSS public survey was not intended to be statistically significant survey, but significant effort was made to encourage residents to take the survey via the outreach and marketing tools detailed in **Section 2 – Marketing and Outreach**. Additionally, the planning team coordinated and cross-marketed with the ongoing Fort Collins Active Modes Plan, Safe Routes to School interest group, and the Larimer County Department of Health and Environment to ensure a wide range of public responses to the survey.

The public survey utilized Our City's (Bang the Table) Places tool, which allows participants to place pins on an interactive web map to identify and comment on specific geographic locations. The map is updated in real-time so that all respondents can view all live responses. Once a pin is placed, a viewer can click on the pin and read the associated comment.

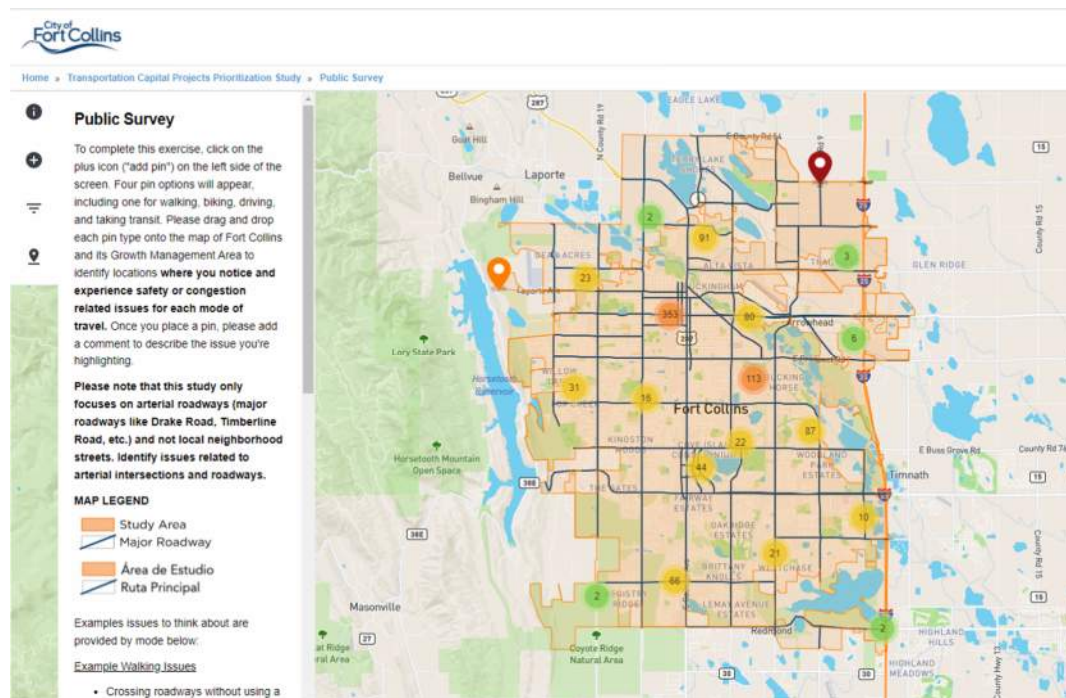


Figure 6. Places Tool

Instructions for the public survey were as follows:

- To complete this exercise, click on the plus icon ("add pin") on the left side of the screen. Four pin options will appear, including one for walking, biking, driving, and taking transit. Please drag and drop each pin type onto the map of Fort Collins and its Growth Management Area to identify locations where you notice and experience safety or congestion related issues for each mode of travel. Once you place a pin, please add a comment to describe the issue you're highlighting.
- Please note that this study only focuses on arterial roadways (major roadways like Drake Road, Timberline Road, etc.) and not local neighborhood streets. Identify issues related to arterial intersections and roadways.

- Map Legend:



- Examples issues to think about are provided by mode below:
 - Example Walking Issues
 - Crossing roadways without using a pedestrian facility like a crosswalk
 - Crossing roadways or walking on the shoulder due to the absence of a sidewalk or curb ramps
 - Frequent jaywalking
 - Large groups of pedestrians cross a street (schools, entertainment areas, etc.)
 - Non-existent pedestrian facilities
 - Too narrow of pedestrian facilities
 - Example Biking Issues
 - Cyclists traveling in the same lane as automobiles (i.e., not in a designated bike lanes)
 - Cyclists traveling on the shoulder due to the absence of bike lanes/facilities
 - Large number of traveling cyclists, creating congestion along the roadway
 - Poor visibility for bicyclists
 - Example Driving Issues
 - Drivers running red lights or stop signs
 - Drivers traveling faster than the posted speed limit
 - Obstructed sight distances
 - Drivers dangerously passing vehicles/buses/transit
 - Example Transit Issues

- Transit riders running/crossing roadways while boarding or departing the transit service
 - Transit riders traveling on the shoulder due to the absence of transit facilities or sidewalk
 - Large number of traveling transit riders, creating congestion along the roadway
 - Non-existent transit infrastructure where a transit stop should be located
- If you prefer, you can upload a photo of the location with your map pin. It is recommended to have these photos ready before starting this survey.

Respondents received a thank you email from Dana Hornkohl, City of Fort Collins Capital Projects Manager/TCPPS Project Manager, on December 9, 2021 for their participation in the virtual open house and/or public survey.

4.1 Participation

The public survey was widely utilized by the Fort Collins community. The public survey was accessed by 472 visitors, contributed to by 166 unique people, and received 1,020 pins/comments.

SAMPLE PUBLIC SURVEY COMMENTS

“Lack of crosswalk; Need for more crosswalks up and down Mulberry. There are lots of us who literally live across the street from Old Town and could easily bike and walk to downtown. The current situation encourages jaywalking across five lanes of traffic.”

“Poor shoulders on Kechter east of Timberline. A bike lane should be added in this area.”

“Cars cannot see bikes on sidewalk and do not look south to enter College - they routinely do not stop; the view is obstructed by the Budget Inn.”

The highest number of survey responses were received from residents that self-associate with the 80525 zip code (34.7% of survey respondents), followed in decreasing number by 80524 (25.4% of survey respondents), 80521 (19.5% of survey respondents), 80526 (13.6% of survey respondents), and lastly by 80528 (6.8% of survey respondents).

Table 1. Public Survey Zip Code Analysis compares the population of each zip code to the percentage of survey respondents that self-associated with each zip code to understand if the public survey captured respondent opinions in each zip code proportionate to the actual zip code population. It was found that 80521 was slightly overrepresented in the survey results, 80524 was overrepresented, 80525 was overrepresented, 80526 was underrepresented, and 80528 was underrepresented. The margin of error ranged from being seven percent overrepresented to 9.7 percent underrepresented. Such response rates in relation to actual zip code population are reasonable to expect with a survey of this type.

Table 1. Public Survey Zip Code Analysis

Zip Code	Population	Percentage of Total Population	Percentage of Survey Respondents	Overrepresentation / Underrepresentation
80521	36,729	18.5%	19.5%	1.0%
80524	36,497	18.4%	25.4%	7.0%
80525	56,425	28.4%	34.7%	6.3%
80526	46,271	23.3%	13.6%	-9.7%
80528	22,641	11.4%	6.8%	-4.6%

4.2 Findings

Once the public survey officially closed on February 15, 2022, the planning team downloaded all results and began analysis of the survey responses. Each of the 1,020 received pins/comments were read and organized by 16 different tags, based on the content of the comment. Comments received more than one tag if the comment applies to multiple tags. The tags are as follows:

- **Level of Stress Concern:** Cases where poor quality of service of the transportation system causes stress to the extent that people choose not to use it altogether and use a more favorable alternative.
- **Sidewalk / Bike System Continuity Concern:** Cases where there are physical gaps and rough edges to the multimodal network that go against the expectations of the bicyclists and pedestrians.
- **Multimodal Concern:** Cases where there is a conflict between one or more modes of transportation in a shared space (e.g., pedestrians concerned about an intersection being designed to favor motorists unequally over other multimodal forms of transport).

- **Traffic Delay Concern:** Cases where traffic delay is perceived as unacceptable.
- **Queueing Concern:** Cases where traffic queues are perceived as unacceptable.
- **Timing / Detection Concern:** Cases where there are perceived timing and/or coordination and/or lack of assumed warranted detection issues for any one mode of transportation.
- **Pedestrian Crossing Concern:** Cases where concerns regarding existing pedestrian crossings and the need for crossings that do not exist.
- **School Zone / Event Concern:** Cases where areas experience excessive delay and queues during specific peaks during the day like school release times and sporting events.
- **Traffic Calming Concern:** Cases where traffic (motorists or bicyclists) is too aggressive or fast, and that physical measures like speed bumps, roundabouts, or physical separation of traffic flows should be installed.
- **Striping / Roadway Geometry Concern:** Cases regarding the striping and/or geometrical configuration of the transportation network.
- **Bike Crossing Concern:** Cases regarding bike crossings at intersections, railroad crossings, and crossing bike trails.
- **Driver Expectancy / Signage Concern:** Cases regarding roadway signage and the general miscommunication of what vehicle drivers' / bicyclists' / pedestrians' expectations are versus the expectations of other drivers / bicyclists / pedestrians.
- **Lighting / Weather Concern:** Cases regarding transportation system accessibility during nighttime and/or inclement conditions like weather events, debris, snow, and other hazards.
- **Sight Distance Concern:** Cases in which there is either improper sight distance or there is a lack of visual awareness of a user of the transportation system.
- **Equity / Diversity / Inclusion Concern:** Cases in which there is a perceived gap in the transportation system that may place certain groups over others in an unjust disadvantage.
- **Significant Safety Concern:** Cases that emphasize imminent safety issues ranging from fatal accidents, near-misses, and expected severe accidents.

Figure 7 lists the number of times each tag was applied to a received comment and the percentage of all comments that the tag was applied to. The most predominant tags were "Sidewalk/Bike System Continuity Concern" at 32 percent of all comments, "Pedestrian Crossing Concern" at 28 percent of all comments, "Traffic Calming Concern" at 27 percent of all comments, and "Bike Crossing Concern" at 16 percent of all comments. Active mode concerns clearly are important to the Fort Collins community, especially as they relate to potential transportation improvement projects.

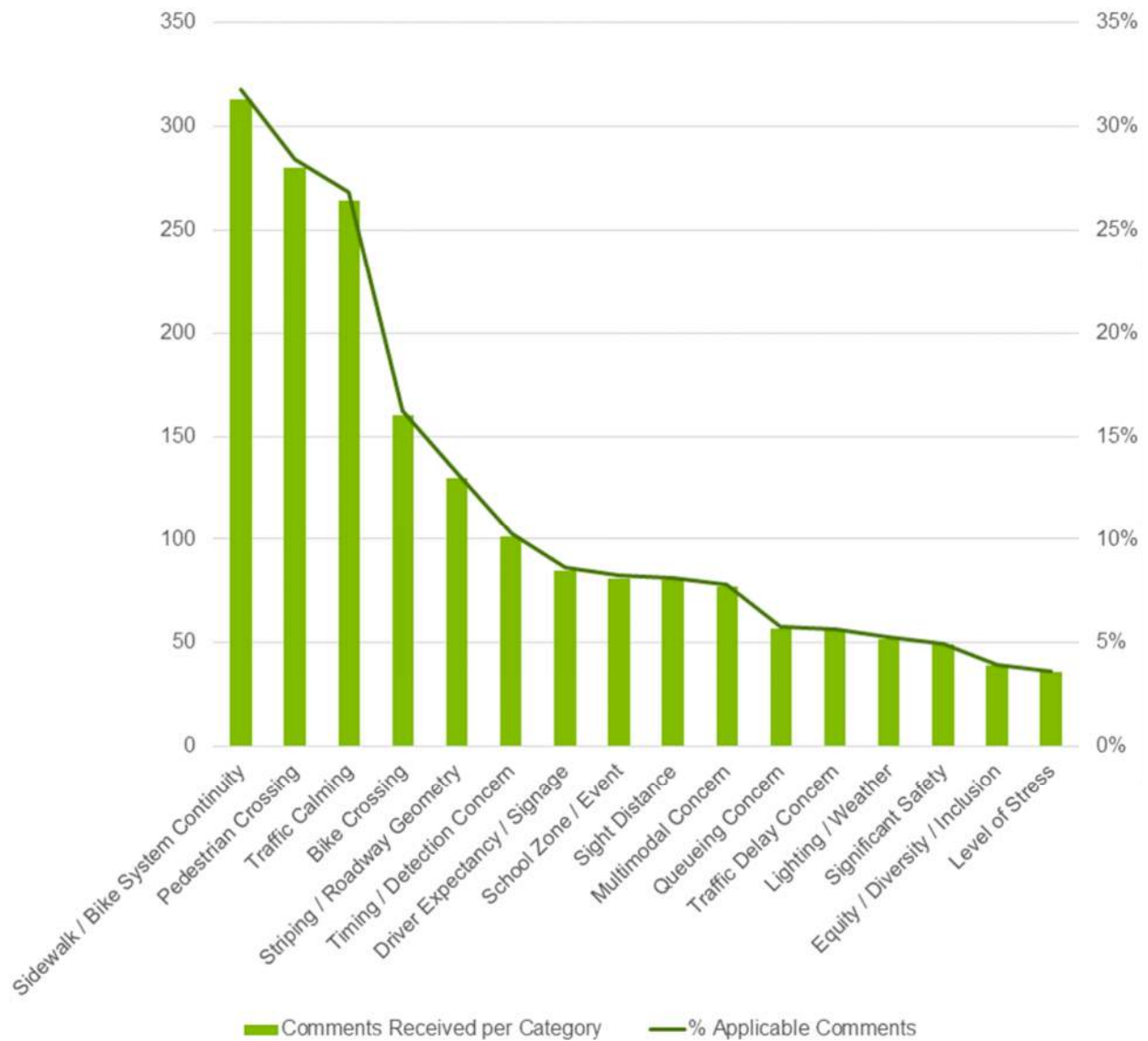


Figure 7. Public Survey Comments Breakdown by Tag

The following list summarizes trends noted in the public survey responses:

1. The MAX bus system is undependable and lacks multimodal connections east-west of the MAX terminals, which prevents a wider demographic of residents from using the MAX.
2. The residents in southwest Fort Collins along the Trilby Road corridor and northeast Fort Collins along Vine Drive are disconnected from the greater Fort Collins bike/pedestrian/transit network.
3. There is great desire to have more east-west connectivity for multimodal travel across College Avenue. People feel as though College Avenue is a “concrete canyon” that divides the city.

4. The number of comments requesting for traffic calming is much higher than comments concerned with vehicle delays.
5. Vehicle queues are the largest concern at fast-casual dining and coffee shops that stack across bike/pedestrian crossings as vehicles are likely to be less cognizant of the crossing as cars in queue block the sight distance for the crossing. Enhanced signage may help here if the queues themselves cannot be addressed.
6. A desire exists to have traffic calming measures along residential minor arterials including sidewalk bulb-outs to decrease crossing distances, road diets that reuse through lanes as bikeways/bus-only lanes, and more physical separation between cars and bikes/pedestrians.
7. Striping on multi-use paths is greatly appreciated on curves with short sight distances.
8. Most comments concerning equity and inclusion were focused on connecting low-income areas to the multimodal network in addition to ensuring that these connections are ADA compliant.
9. There is an identified potential for a road diet on West Mulberry Avenue between Riverside Avenue and Shields. There is little east-west delay in this typical four-lane section with no bike routes. There is interest in a major east-west bike connection.

To further understand and illustrate the public survey findings, the planning team created an ArcGIS web map. The web map shows each comment as an icon, broken down into each mode: biking, walking, driving, and taking transit. On the web map, a user can view any or all the modes. Within each mode category, the comments are further organized by the 16 tag categories. Again, a user can view any or all the tagged mode comments. Figures 8 through 11 illustrate the tagged breakdown of each mode of comments.

Each of the 1,020 comments received via the public survey are recorded in Appendix C Complete Public Survey Responses Record.

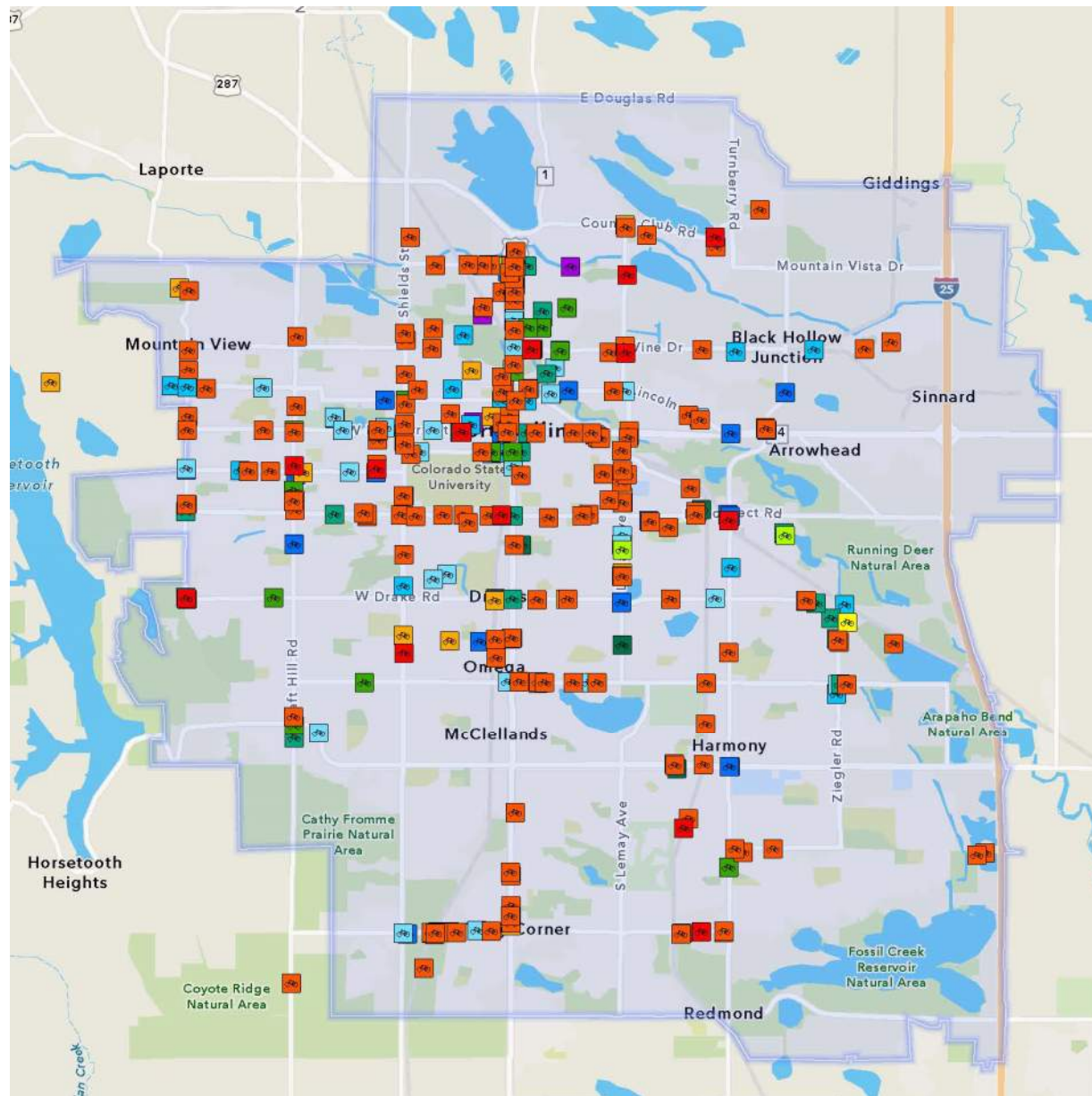



















Figure 8. Public Survey Biking Issues by Tag

-  Fort Collins Growth Management Area (GMA)
-  #1 - Level of Stress
-  #2 - Sidewalk / Bike System Continuity
-  #3 - Multimodal Concern
-  #4 - Traffic Delay Concern
-  #5 - Queuing Concern
-  #6 - Timing / Detection Concern
-  #7 - Pedestrian Crossing
-  #8 - School Zone / Event
-  #9 - Traffic Calming
-  #10 - Striping / Roadway Geometry
-  #11 - Bike Crossing
-  #12 - Driver Expectancy Signage
-  #13 - Lighting / Weather
-  #14 - Sight Distance
-  #15 - Equity / Diversity / Inclusion
-  #16 - Significant Safety

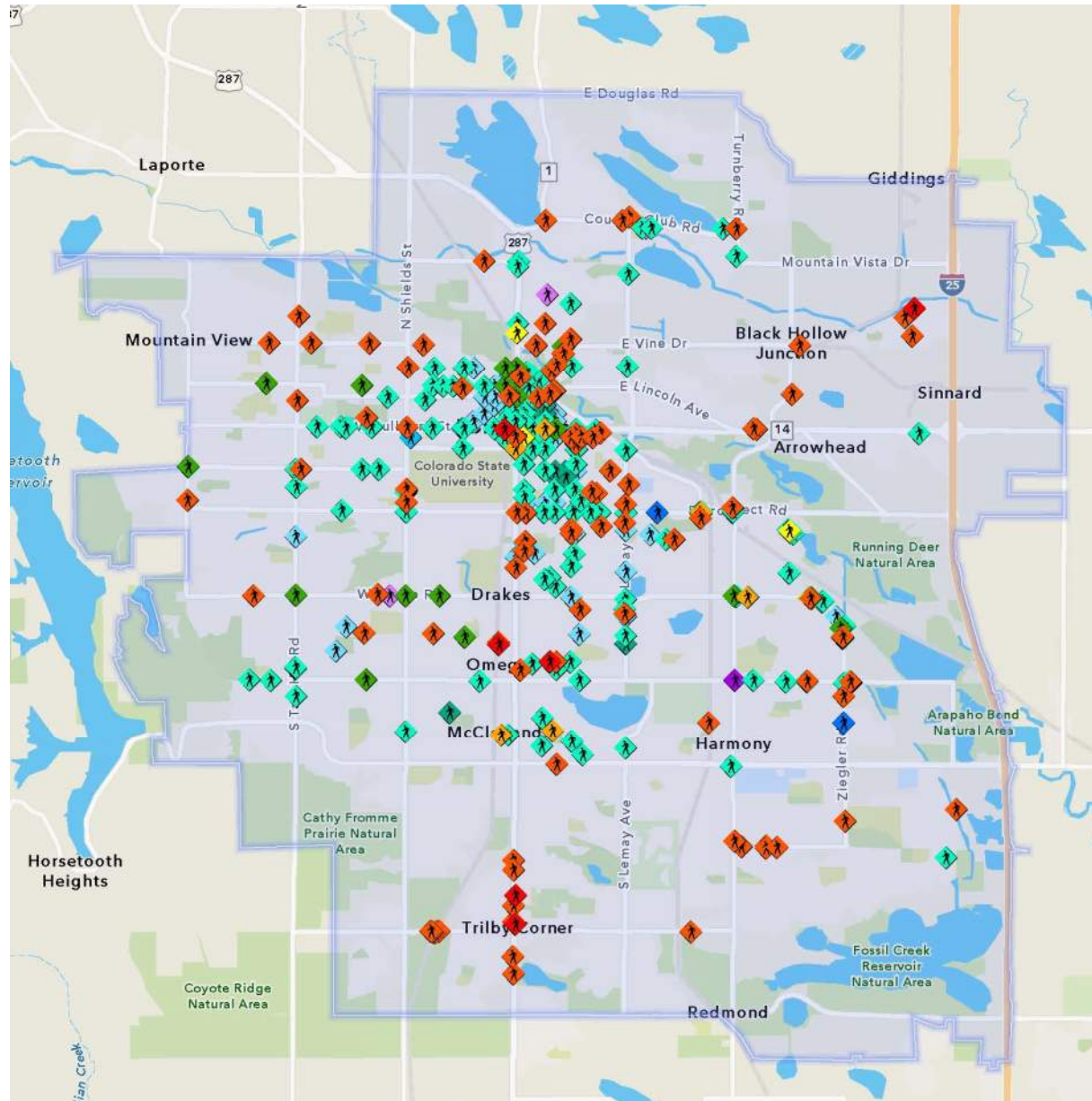
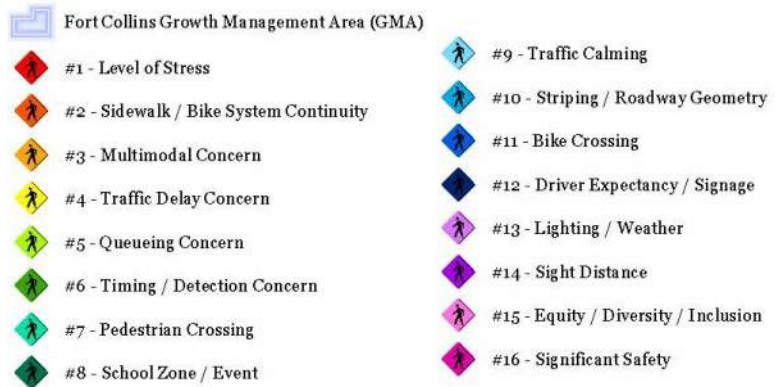


Figure 9. Public Survey Walking Issues by Tag



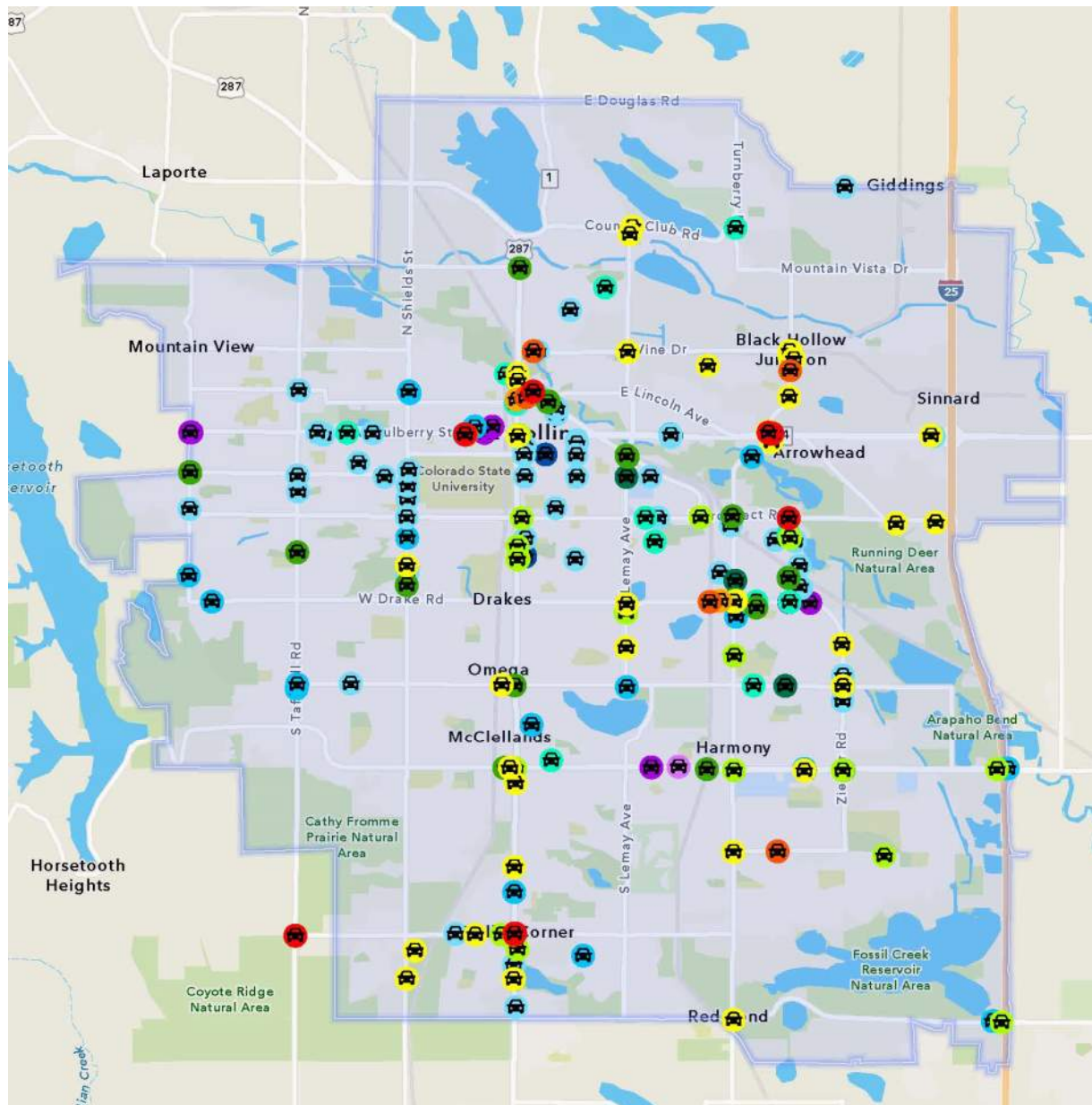


Figure 10. Public Survey Driving Issues by Tag



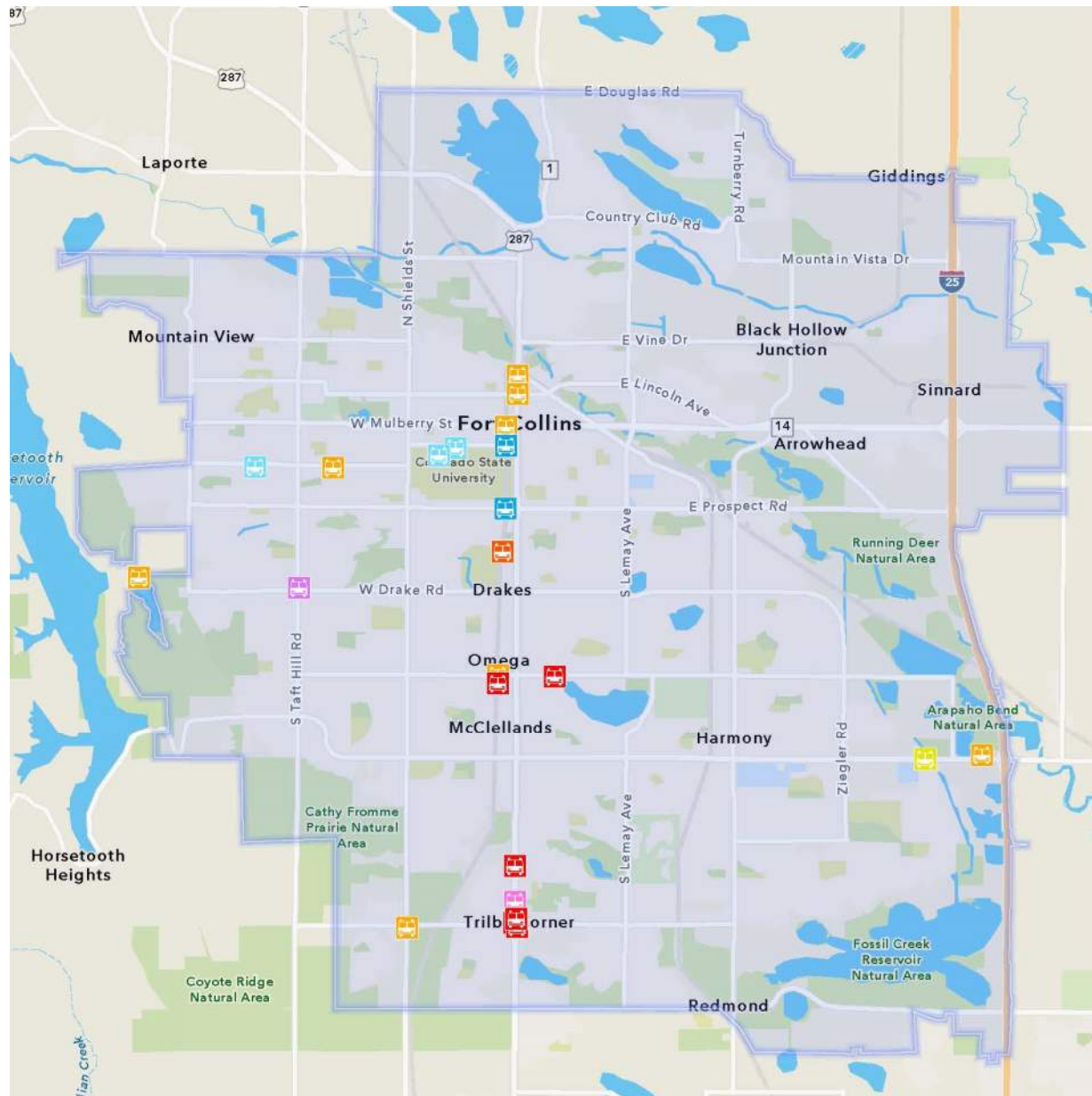


Figure 11. Public Survey Transit Issues by Tag

-  Fort Collins Growth Management Area (GMA)
-  #1 - Level of Stress
-  #2 - Sidewalk / Bike System Continuity
-  #3 - Multimodal Concern
-  #4 - Traffic Delay Concern
-  #5 - Queueing Concern
-  #9 - Traffic Calming
-  #10 - Striping / Roadway Geometry
-  #13 - Lighting / Weather
-  #15 - Equity / Diveristy / Inclusion

APPENDIX A PUBLIC ENGAGEMENT PLAN



City of
Fort Collins
Engineering



PUBLIC ENGAGEMENT PLAN

FORT COLLINS AND LARIMER COUNTY
TRANSPORTATION CAPITAL PROJECT
PRIORITIZATION STUDY

UPDATED NOVEMBER 30, 2021

“The City of Fort Collins places a high value on the involvement and engagement of our citizens. Local government has the advantage of being closest to the people it serves. It protects and enables the lives of the community’s residents every day...”

- City of Fort Collins Public Engagement Guide

This Public Engagement Plan (PEP) supports and reinforces the principles and goals of the official City of Fort Collins Public Engagement Guide.

Images are credited to the City of Fort Collins, Colorado.

General Guidelines

- **Review and Quality Control.** All public-facing material will be reviewed by the City of Fort Collins and Larimer County prior to publishing to ensure the material is consistent with the city's and county's brand and communication style.
- **Scheduling.** This PEP will work to ensure this project does not overlap with other simultaneous project timelines in a way that distracts or dilutes this or other projects. Additionally, this PEP encourages the combination of public engagement events/tactics between simultaneous city projects, if possible.
- **Work Sharing and Coordination.** Each item/task shown in this PEP will be developed through **coordination between Olsson, the City of Fort Collins, and Larimer County.** Items/tasks to be led by Olsson are denoted by an orange circle (●), items/tasks led by the City of Fort Collins are denoted with a blue circle (●). Olsson will share marketing materials with Larimer County, through Eric Tracy, to be cross-posted on county communication outlets. Marketing material will be clear that this project is a joint effort between the City of Fort Collins and Larimer County.

PEP Snapshot

Project Title

Fort Collins Transportation Capital Project
Prioritization Study

City/County Project Contacts

Nicole Hahn, PE, Project Manager, Fort Collins
Aaron Iverson, AICP, CTP, Project Manager,
Fort Collins

Matt Murphy, Communications Specialist, Fort
Collins

Heather Cox, Senior Communications
Coordinator, Fort Collins

Eric Tracy, County Engineer, Larimer County

Overall Public Involvement Level

Inform and Consult

Bottom Line Question

What intersection and transportation corridor
improvement projects should be prioritized over
the next 10 years?

Stakeholders

City Council

Property owners

Business owners

Business tenants

Major employers

Transportation advocacy groups

City Transportation Board

Developers

Fort Collins residents

Various City of Fort Collins departments

Larimer County residents

Various Larimer County departments

CDOT

INFORM AND CONSULT

Phase 1: Quantitative Analysis

Key Messages

- Between now and November 2021, Fort Collins city and Larimer County staff members will be engaging city and county residents and specific stakeholders to help compile data on problems regarding intersections and corridors and prioritize improvements.
- City and county residents and stakeholders can weigh in on the intersection and corridor issues through a public survey and study proposed solutions later in the process to help create a prioritized list of transportation improvements.

Tools and Techniques

Initial Project Marketing and Education (*Inform*)

- Tailored social media posts
 - City of Fort Collins Facebook, Twitter, Instagram, and Nextdoor
 - FCMoves Facebook and Twitter
 - Transfort Facebook and Twitter
- Email newsletters
 - City News
 - Momentum (FCMoves)
 - Transfort newsletter
 - Development Review newsletter
- Press releases
 - One each to advertise the public survey and public open house

- Our City page
 - Branded banner
 - Project overview
 - Project timeline
 - FAQs
 - Key dates
 - Newsfeed (monthly update posts)
 - Video links
 - Issue integration with draft reports and document library
 - Who's listening

Public Survey (*Consult*)

- Survey that is 10 minutes or less, using Bang the Table's "Places" tool
 - Market it through full marketing approach
- Adjust marketing approach to reach specific low responses areas by utilizing HOAs, Nextdoor, and various neighborhood groups to target specific areas

Other Events

- City Board and Commission meetings to introduce the project

Responsible Party

City of Fort Collins (●)
Olsson (●)

INFORM

Phase 2: Qualitative Analysis

Key Message

Thank you for taking the public survey. Results are being analyzed and will be fully reviewed as an important factor as transportation projects are identified.

Tools and Techniques

Public Survey Summary *(Inform)*

- "What we heard" summary PDF about public survey results
- Market the PDF with Our City and social media posts

Other Events

- City Board meeting to present analysis findings

Responsible Party

City of Fort Collins (●)

Olsson (●)

INFORM AND CONSULT

Phase 3: Concept Design

Key Message

City and county residents and stakeholders can weigh in on the intersection and corridor proposed improvement concepts through an online public open house to help finalize the prioritized list of transportation improvements.

Tools and Techniques

Public Open House (*Consult*)

- Market the virtual public open house with Our City, email newsletters, social media posts, and a press release
- Online open house
 - Open for 2 weeks
 - Our City
 - Series of videos and posters for online open house
 - Welcome video with project overview, findings so far, and instructions for the open house
 - Step through poster-by-poster to gather comments on concepts
 - Ask specific questions

Wrap-Up (*Inform*)

- Compile summary PDF and post to Our City
- Market the PDF with Bang the Table, email newsletters, and social media posts

Responsible Party

City of Fort Collins (●)

Olsson (●)

Schedule

This PEP schedule is part of the overall project schedule, but provides more detail as it relates to public engagement. Specific dates may change over the project timeline.

TASK/EVENT	LEAD PARTY	DATE
Our City webpage launch	Olsson	February 9, 2021
Video publish to introduce project	Fort Collins	February 9, 2021
Social media post to introduce project	Olsson	February 12, 2021
Launch public survey	Olsson	February 19, 2021
Press release publish to introduce project and push survey	Olsson	February 19, 2021
Our City webpage post to push survey	Olsson	February 19, 2021
Email newsletters publish to introduce project and push survey	Olsson	Next applicable publishing date
City Transportation Board Meeting to introduce project	Olsson	June 16, 2021
West Elizabeth BRT open house <i>(TCPPS survey marketing material to be handed out)</i>	Fort Collins	July 9, 2021
Initial marketing blast for virtual public open house	Olsson / Fort Collins	September 24, 2021
Virtual public open house	Olsson	October 14-31, 2021
Second marketing blast for virtual public open house	Olsson / Fort Collins	October 15, 2021
Third marketing blast for virtual public open house	Olsson / Fort Collins	October 25, 2021
Final marketing blast for public open house (during virtual public open house)	Olsson / Fort Collins	October 28, 2021
Close public survey	Olsson	October 31, 2021
Send follow-up thank you email to survey respondents about results; Noco Nosh giftcard winners	Olsson	November 12, 2021
Public engagement summary report submission; post report to Our City webpage	Olsson	December 15, 2021
City Transportation Board meeting to present analysis findings	Olsson	December 15, 2021

APPENDIX B VIRTUAL OPEN HOUSE RECORD

City of Fort Collins
Engineering

HOME OPEN HOUSE CONTACT US EN

FORT COLLINS TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY

VIRTUAL OPEN HOUSE

Welcome and thank you for joining us!

By participating in this open house, you'll learn more about this study, why it's important, and how you can provide feedback on future transportation improvements within Fort Collins and its Growth Management Area (GMA).

The open house includes six pages, and is estimated to take approximately 20 minutes. The pages include:

- Sign In and Gift Card Entry (1 minute)
- Project Overview (2 minutes)
- Progress to Date (Analysis of Arterial Intersections and Segments) (5 minutes)
- Draft Prioritization Criteria (Feedback Opportunity) (5 minutes)
- Public Survey (Feedback Opportunity) (7 minutes)
- Contact Form (1 minute)

Click the ORANGE button to begin!

LET'S GO! >

The screenshot shows a website header with the City of Fort Collins Engineering logo on the left and navigation links for HOME, OPEN HOUSE, CONTACT US, and a language dropdown menu (EN) on the right. The main content area has a dark green background with the heading "FIRST THINGS FIRST!". Below the heading, there is a paragraph: "Please use the form below to sign in and enter into an attendance drawing. Four open house participants will win a \$25 Noco Nosh gift card!". This is followed by the instruction "Use the form below to sign in and enter the drawing:". A white-bordered sign-in form is centered on the page, containing the heading "SIGN IN HERE" in orange, and three input fields: "First Name", "Last Name", and "Email". A yellow "SUBMIT" button is located at the bottom right of the form.

City of Fort Collins Engineering

HOME OPEN HOUSE CONTACT US EN

FIRST THINGS FIRST!

Please use the form below to sign in and enter into an attendance drawing.
Four open house participants will win a **\$25 Noco Nosh gift card!**

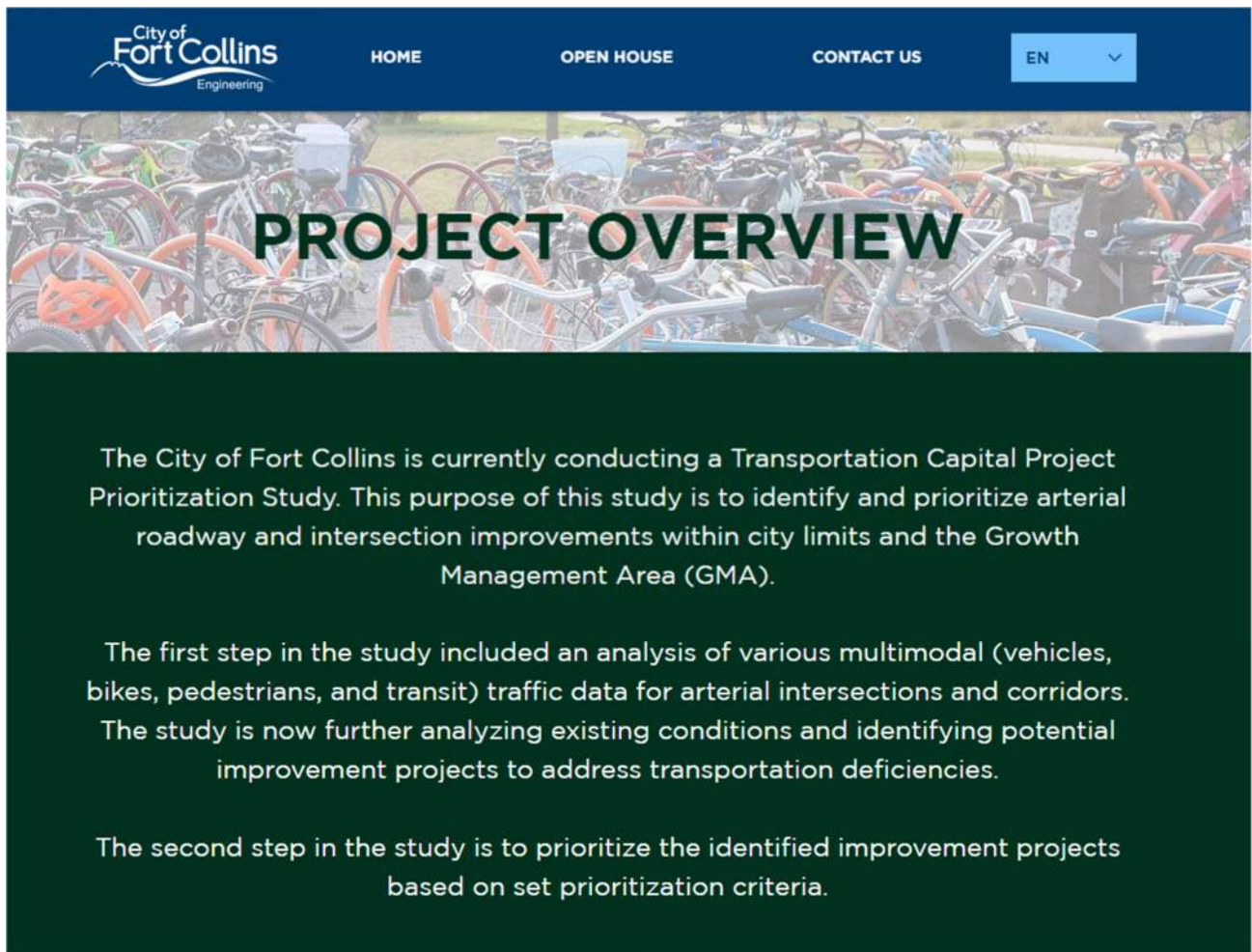
Use the form below to sign in and enter the drawing:

SIGN IN HERE

First Name Last Name

Email

SUBMIT



City of Fort Collins
Engineering

HOME OPEN HOUSE CONTACT US EN

PROJECT OVERVIEW

The City of Fort Collins is currently conducting a Transportation Capital Project Prioritization Study. This purpose of this study is to identify and prioritize arterial roadway and intersection improvements within city limits and the Growth Management Area (GMA).

The first step in the study included an analysis of various multimodal (vehicles, bikes, pedestrians, and transit) traffic data for arterial intersections and corridors. The study is now further analyzing existing conditions and identifying potential improvement projects to address transportation deficiencies.

The second step in the study is to prioritize the identified improvement projects based on set prioritization criteria.

The screenshot shows a website header for the City of Fort Collins Engineering. The header is dark blue with the city logo on the left and navigation links for HOME, OPEN HOUSE, CONTACT US, and EN (with a dropdown arrow) on the right. Below the header is a banner image of a street with cars and trees, overlaid with the text 'PROGRESS TO DATE' in large, bold, green letters. The main content area has a dark green background with the title 'TIER 1 INTERSECTION SCREENING' in white. The text describes a two-phase study to identify and prioritize transportation projects based on safety and congestion. It mentions that the project team has reviewed all arterial intersections and roadway segments within the city and GMA, determining areas with the highest crash frequency and congestion. The study considers the number of crashes occurring beyond what is happening at other comparative locations, with an emphasis on severe crashes. The project team combined excess crash cost with excess user delay cost to create an overall excess cost and determine which intersections need the most attention. A note states that the lower the ranking, the greater the need for congestion and safety improvements, with a ranking of '1' indicating more issues than a ranking of '15'. A call to action asks users to click each star to see how the intersection performed in the initial screening.

City of Fort Collins
Engineering

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PROGRESS TO DATE

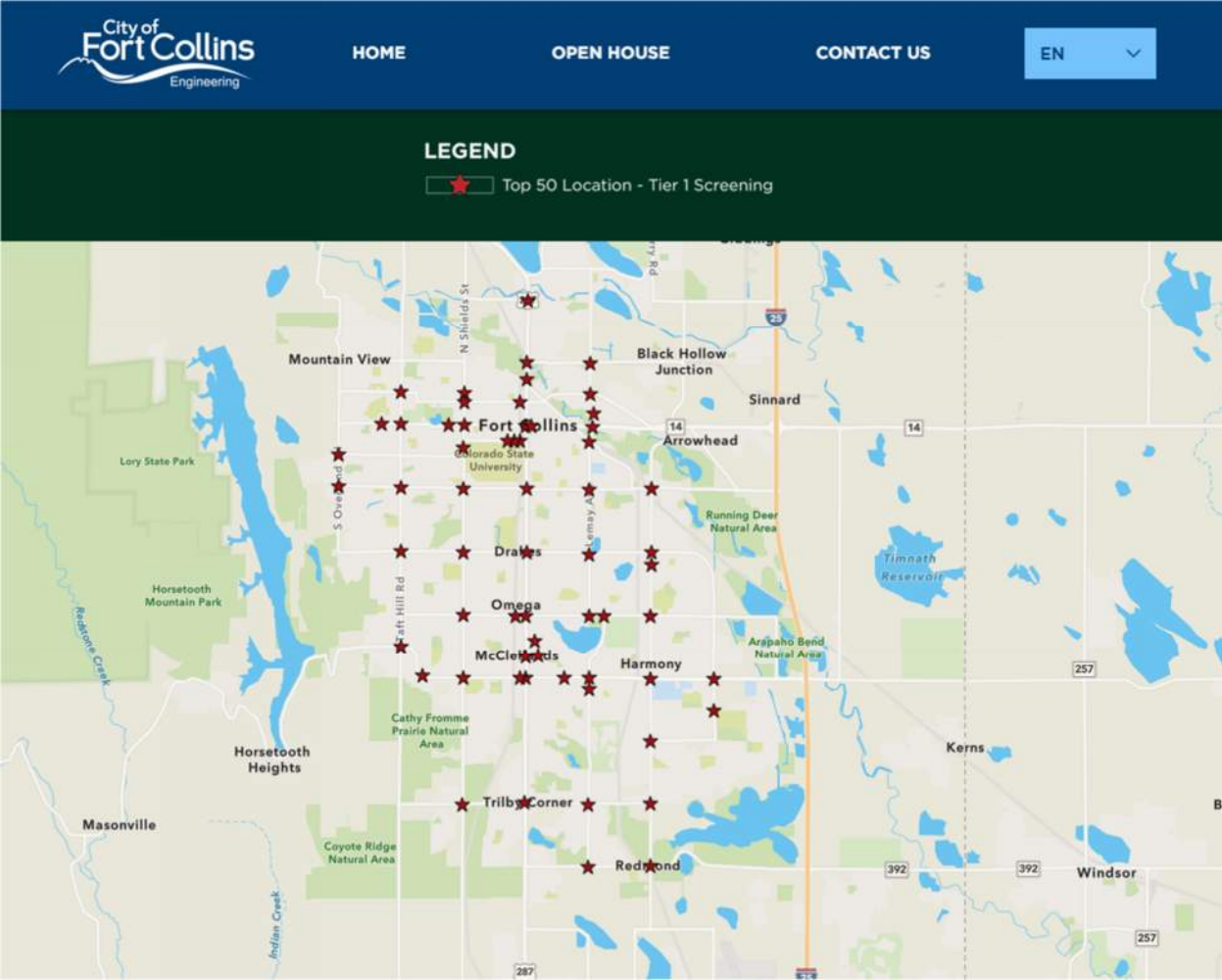
TIER 1 INTERSECTION SCREENING

This study includes two phases to identify and prioritize transportation projects. Phase 1 is an initial, high-level "Tier 1" screening evaluation of arterial intersections and arterial corridors based on their current safety and congestion levels.

To date, the project team has reviewed all arterial intersections and roadway segments within the city and GMA and determined the areas that currently experience the highest crash frequency and congestion. At the intersections, the project team reviewed all crashes to determine the "Level of Safety Service" and excess crash costs. This considers the number of crashes that are occurring beyond what is happening at other comparative locations, with an emphasis on severe crashes. The project team combined this excess crash cost with an excess user delay cost to create an overall excess cost and determine which intersections need the most attention.

The map below shows the results of the Tier 1 screening evaluation.
Click each star to see how the intersection performed in the initial screening.

NOTE: The lower the ranking, the greater the need for congestion and safety improvements (i.e., an intersection with a ranking of "1" has more safety and congestion issues than an intersection with a ranking of "15").



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TOP 50 ROAD CORRIDOR SEGMENTS

During the Tier 1 screening, the project team also reviewed crashes along roadway segments, in between intersections, and identified segments with the highest incidences of crashes. This data will be used in conjunction with the arterial intersection safety and congestion analysis to identify places that should be prioritized for improvements.

The map below shows the segments with the highest incidences of crashes.

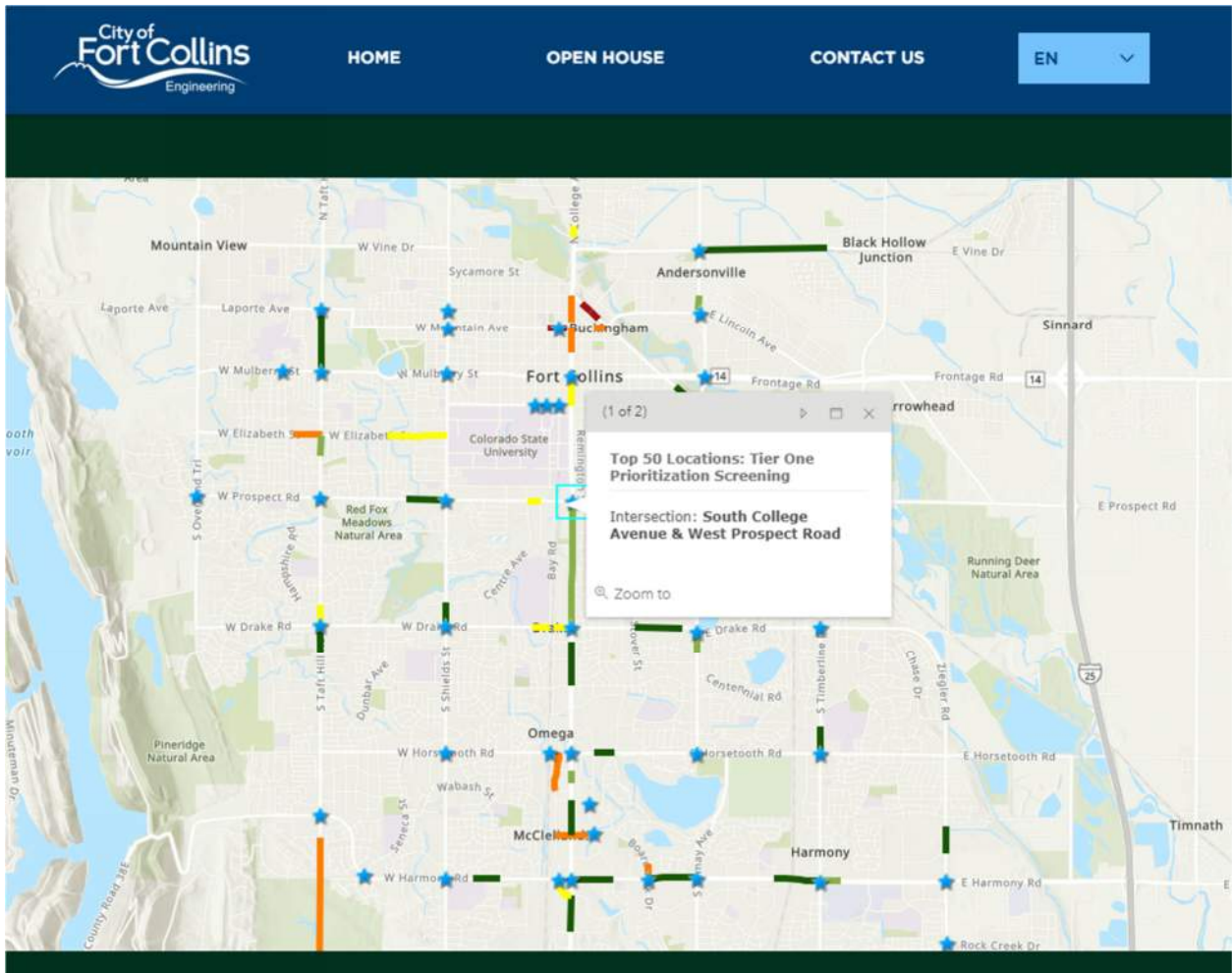
NOTE: The lower the ranking, the greater the need for congestion and safety improvements (i.e., a corridor segment with a ranking of "1" has more safety and congestion issues than a corridor segment with a ranking of "15").

LEGEND

- Top 50 Location - Tier 1 Screening

Crash Rates per 100 Million Vehicle-Miles of Travel (MVMT)

- Greater than 1,000 crashes/MVMT
- 400 to 1,000 crashes/MVMT
- 250 to 400 crashes/MVMT
- 175 to 250 crashes/MVMT
- Less than 175 crashes/MVMT



City of Fort Collins Engineering

HOME OPEN HOUSE CONTACT US EN


W 22nd St W 18th St Esri, NASA, NGA, USGS, FEMA | City of Fort Collins, Esri, HERE, Garmin, SafeGraph, INCREME

WHAT WILL BE INCLUDED IN TIER 2?


Potential projects will be identified during the Tier 2 Analysis that will then be ranked based on a series of prioritization criteria. The criteria will consider a range of potential operational, economic, and societal benefits.

[← BACK](#) Click **CONTINUE** to move on to Draft Prioritization Criteria, or click **BACK** to return to Project Overview. [CONTINUE →](#)

City of Fort Collins Engineering



HOME OPEN HOUSE CONTACT US EN ▾



DRAFT PRIORITIZATION CRITERIA

Having identified locations with the Tier 1 screening, intersection improvement recommendations can be developed to address operational issues. Improvements will be prioritized using both quantitative and qualitative criteria. Recommended intersection improvements will be presented in the following Tier 2 analysis of the study.

These criteria will be evaluated using the results of our analysis and previous public engagement efforts as well as many other data sets from local agencies. Please see the table below for descriptions of the criteria and how they will be evaluated.

DRAFT PRIORITIZATION CRITERIA LIST

Peak Hour Delay Reduction

Reduction in average delay per vehicle across all peak hours

Crash Reduction

Reduction in crashes per year

Overall Cost

Considers overall costs (monetary or otherwise) including construction cost, complexity, duration, right-of-way impacts, and utility impacts

Growth

Expected traffic growth that could indicate future operational issues

Active Modes Compatibility

Addresses how the improvements' impact on safety and accessibility for active modes (walking, biking, and taking transit) and verifies alignment with current active mode plan(s)

Funding Availability

Addresses the potential to receive federal or state funding or the ability to share costs with other agencies like CDOT and Larimer County

Compatibility with Other Projects

Addresses the potential to support other public infrastructure or private development projects

Equity

Addresses whether implementing improvements enhance transportation in areas of underserved or disadvantaged communities using U.S. Census data

Public Engagement

Addresses whether implementing improvements addresses feedback received from the public engagement surveys

WHAT DO YOU THINK?

We would like your input on these criteria. Which evaluation measures are most important to you? Please answer the two questions below to rank each measure from what you think is most to least important, with Rank 1 being highest priority and Rank 9 being lowest priority.

Draft Prioritization Criteria Feedback

* 1. Please select your top five (5) most important prioritization criteria from the options below. **Be sure to click "Done" to submit your responses.**

- Peak Hour Delay Reduction
- Crash Reduction
- Overall Cost
- Growth
- Active Modes Compatibility
- Funding Availability
- Compatibility with Other Projects
- Equity
- Public Engagement

2. Are there any other prioritization criteria that the city should consider? Please tell us.

DONE

HAVE YOU COMPLETED THE PUBLIC SURVEY YET?

The City has been engaging with the public during this project through a public survey on ***Our City***, the City's public engagement website. If you have not yet participated in the public survey, please consider doing so. The survey is a mapping exercise for you to show us where issues related to biking, walking, driving, and taking transit exist within the City and GMA.

Public input has been encouraged throughout the course of the study as it will help the City develop the best possible prioritized lists of transportation projects and evaluation criteria.

Click [TAKE THE SURVEY](#) below to complete the survey.

[TAKE THE SURVEY](#)

[← BACK](#)

Click [CONTINUE](#) to complete the open house, or click [BACK](#) to return to Draft Prioritization Criteria.

[CONTINUE →](#)

City of Fort Collins
Engineering

HOME OPEN HOUSE CONTACT US EN

THANK YOU!

We appreciate your time and feedback!

If you have additional thoughts or any questions about the project, please use the form below to reach out.

<i>First Name</i>	<i>Last Name</i>
<i>Email</i>	
<i>Type your message here...</i>	

DANA HORNKOHL
PROJECT MANAGER
CITY OF FORT COLLINS
DHORNKOHL@FCGOV.COM

SUBMIT

APPENDIX C COMPLETE PUBLIC SURVEY RESPONSES RECORD

Date of Comment	Comment Marker Location Details			Issue Category	Comment
	Latitude	Longitude	Address		
Apr 17 21 10:46:41 am	40.60900046	-105.0570095	1110 Lindenwood Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42309	Biking	I am concerned with the crosswalk just south of the irrigation ditch on Lindenmeyer/Lemay. The neighborhoods that utilize this crosswalk include Greenbriar, evergreen, and greenbrier village. We are unable to use any other crosswalk to cross Lemay. This crosswalk is just outside of the school zone. Very often drivers do not stop when the lights are flashing. With the congestion at pick-up drop-off at Tavelli from limited busing, and even last year when bussing was at normal function, this crosswalk could use attention. I have many suggestions and would love to talk more about this. I'm in contact with out SRO.
Apr 17 21 10:55:19 am	40.60720854	-105.0615907	813 Quail Run, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42310	Driving	The traffic on Willox has increased since we moved here 7 yrs ago. Drivers go above the 30 mph speed limit. I would love to see speed bumps installed like on Swallow and Elizabeth. Those have done a great job in reducing speeds, I've observed. People and families with kids have to wait until there is no traffic to cross to and from the park. Drivers do not see the crosswalks until they're through them. Drivers will sometimes even go around a car that stops for the crosswalk.
Apr 23 21 10:09:21 am	40.58003057	-105.0959015	635 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42698	Biking	Shields from LaPorte south to Laurel is unsafe for biking due to lack of bike lanes/roadway space to share with motor vehicles.
Apr 23 21 10:10:55 am	40.56880095	-105.1149774	1551 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42699	Biking	Taft Hill Road from Laporte south to Prospect is unsafe for biking due to lack of bike lanes/roadway space to share with motor vehicles.
Apr 23 21 10:16:01 am	40.55267851	-105.1338387	2555 South Overland Trail, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42700	Biking	Unsafe intersection, primarily for bicyclists being the more vulnerable road users. Motorists are also somewhat confused and therefore not safe. Traveling south on Overland Trail all traffic is required to yield to northbound traffic. There is one road sign indicating this, which is part of the confusion. Biking north through that intersection on Overland, most motor vehicle traffic does yield but it's clear from looking at them they are confused. Some traffic does not yield. Eventually there will be a serious or fatal bicycle casualty at this intersection.
Apr 23 21 10:17:50 am	40.56715465	-105.0856018	545 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42701	Biking	Prospect going east is unsafe for biking due to lack of bike lanes/roadway space to share with motor vehicles.
Apr 23 21 10:22:24 am	40.59225225	-105.0768471	406 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42702	Driving	Congested and unsafe intersection. Lots of large truck traffic. Heaviest traffic flow is westbound Cheery/Willow traffic turning right (north) on to College. Turn lane just disappears on College resulting in congestion. Signals/signal timing at this intersection DO NOT traffic level safety.
Apr 23 21 10:24:17 am	40.59213819	-105.0767505	223 Willow Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42703	Biking	Signal timing unsafe for bicyclists crossing College headed west. Signal is green for very short time (seems like 15 seconds?). Unless the cyclist starts immediately when the signal turns green it is impossible to cross before yellow.
Apr 23 21 10:26:46 am	40.59538064	-105.0572777	622 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42704	Biking	Horrible intersection, very congested, very unsafe. Virtually no traffic control. Cyclist safety depends upon making eye contact with motorists at all four intersection points.
Apr 23 21 10:29:16 am	40.596012	-105.05768	1030 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42705	Driving	Horrible congestion and traffic control at this intersection (Vine/Lemay). Lots of backups multiple times daily, with resulting poor air quality. Only control is four way stop, which motorists interpret for themselves - some stop and look, others roll through, etc.
Apr 24 21 06:27:34 pm	40.49448156	-105.0466776	1702 East Trilby Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42763	Walking	No sidewalk from power trail to Timberline Rd.
Apr 24 21 06:28:26 pm	40.49444893	-105.0474072	1630 East Trilby Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42764	Biking	No sidewalk or bike lanes between power trail and Timberline Rd.
Apr 24 21 07:11:32 pm	40.50916605	-105.0334811	5602 Kadenwood Drive, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42765	Walking	No sidewalks along Ketcher Rd and Timberline Rd
Apr 24 21 07:16:02 pm	40.51556096	-105.0007367	5114 Strauss Cabin Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42766	Walking	Need sidewalks along entire section of Strauss Cabin Road between Harmony and Ketcher Rd.

Item 3.

Apr 27 21 04:33:14 pm	40.52352111	-105.0791216	224 West Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42866	Driving	I wasn't sure whether to call this a walking or a driving issue, but this stretch of Harmony, between College and the railroad tracks, is often congested and confused. The timing of the signal at Mason seems to be slow (or rarely offers pedestrians a green light?) because there are SO many pedestrians who cross against the light here. At night especially, it's really unsafe. But even during the day, with pedestrians crossing against the light, and with all the traffic coming off of College, it can be a dangerous intersection, trying to keep track of all the various pedestrians, cars, bikes, wheelchairs, etc crossing.
Apr 27 21 04:36:35 pm	40.58110616	-105.0501966	417 South Link Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42867	Driving	This intersection is confusing and dangerous, especially for out-of-towners. I often need to turn west onto Mulberry from the southern frontage road, and making that left turn is crazy... you're trying to keep an eye on drivers in the frontage road (some of whom are turning onto Mulberry, some of whom are continuing east) and the oncoming Link Lane traffic often doesn't signal...it's chaotic. I'm not sure how to resolve it but it sure needs it!
Apr 27 21 04:41:30 pm	40.53112967	-105.0743902	4221 John F Kennedy Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42868	Driving	On at least three different occasions, I've been sitting in the left-most lane of the exit road from the post office, trying to turn left onto JFK Parkway, and drivers on JFK Parkway have nearly hit me head-on, thinking that's the entry to the post office (rather than the one-way westbound exit road, where drivers wanting to turn left out of the post office parking lot are asked to use the left lane).
May 01 21 08:22:35 am	40.53149662	-105.0724053	4027 Boardwalk Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42999	Walking	I often walk to post office on boardwalk — the crossing at the post office is not marked. This is dangerous because the curve in road makes it hard to see traffic far enough distance to make a safe crossing
May 01 21 08:24:36 am	40.5263102	-105.0580072	4420 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43000	Walking	This is the only east exit out of our neighborhood and traffic can be heavy and fast along lemay so crossing can be challenging to a walker. A button on-demand stop light would be very helpful
May 01 21 08:26:00 am	40.52515217	-105.0654531	4522 Boardwalk Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43001	Walking	This is only east exit out of our neighborhood. A crosswalk and push button on demand traffic light would be very helpful during times of fast, heavy traffic
May 01 21 08:27:25 am	40.4944595	-105.1154755	West Trilby Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43002	Driving	No traffic signal at Trilby and Taft Hill to enable safe left turn.
May 01 21 08:27:40 am	40.52348849	-105.0699377	356 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43003	Walking	Close enough I could bike or walk to King Soopers etc except the sidewalk is incomplete along harmony. I have walked but it is very dangerous.
May 01 21 08:31:50 am	40.50833895	-104.9946211	4225 East County Road 36, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43004	Biking	No safe bicycle route along Kechter over I25 from CR7 to CR5
May 01 21 08:34:21 am	40.52331883	-105.0061515	3733 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43005	Transit	Need BRT on Harmony Rd. from S. Transit Center to a new transit center in Timnath to reduce traffic congestion
May 01 21 08:37:57 am	40.51357496	-105.0199794	5117 Ziegler Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43006	Walking	Need to complete sidewalk on west side of Ziegler Rd., if Ron Ruff is willing.
May 01 21 08:39:31 am	40.47966117	-104.9941521	4497 Carpenter Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43007	Driving	Left turn single need for southbound I25 frontage road onto eastbound SH392
May 01 21 08:41:44 am	40.58071167	-105.0072075	Frontage Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43008	Walking	Pedestrians crossing Mulberry from hotels located on the north side to the gas stations on south side. VERY DANGEROUS
May 01 21 08:43:17 am	40.58747077	-105.0291702	County Road 9e, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43009	Walking	Gap in sidewalk that could be completed at relatively low cost
May 01 21 08:44:40 am	40.58169285	-105.0325155	South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43010	Driving	Very dangerous intersection as I am sure you are aware. I would be willing to discuss what I think might be good options for this intersection

Item 3.

May 01 21 08:47:44 am	40.59570312	-105.0381184	2090 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43011	Biking	Major pinch point at canal bridge. This is a major path to old down from my residence in Waterglen. Side note to this entire stretch of road, adding lighting and/or a barrier at least on one side of the road with possibly a two way path would greatly increase the safety of riding, especially kids, at night.
May 01 21 08:51:23 am	40.57416657	-105.0578957	1001 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43012	Driving	East bound Elizabeth to North bound Lemay could benefit from a right turn arrow at this intersection. to increase flow especially during school hours but also in general
May 01 21 08:54:05 am	40.56345906	-105.0754842	1800 Remington Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43013	Driving	I've witnessed multiple cars blow through this stop sign coming from the North. This is particularly of concern as this is also a crossing for Spring Creek Trail. Perhaps bumps on the road to help remind?
May 01 21 11:52:48 am	40.53531279	-105.0202739	3808 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43014	Walking	Would be nice to have a pedestrian crossing here or at Paddington to connect the neighborhoods on either side - right now the options are go all the way up to Horsetooth or down to Council Tree Avenue.
May 01 21 04:50:01 pm	40.5610402	-105.0579221	1101 Stoney Hill Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43059	Biking	Lemay is congested and can be quite dangerous to cross.
May 01 21 04:50:43 pm	40.55670982	-105.0579388	1100 Parkwood Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43060	Biking	Lemay is congested and can be quite dangerous to cross.
May 01 21 04:56:58 pm	40.59857017	-105.0855638	702 Harts Gardens Lane, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43061	Biking	Poudre Trail is poorly marked in this area, leading to confusion. Main trail should be clearly marked, separating it from spur trails.
May 01 21 04:59:46 pm	40.5799501	-105.0951917	1004 Mantz Place, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43062	Walking	Poorly marked. Main trail should be clearly delineated from spurs.
May 01 21 05:03:13 pm	40.55995521	-105.0768497	2120 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43063	Driving	Cain's Chicken is so popular, College Ave. traffic backs up as people wait to access the drive-through and/or parking lot. This presents a potentially serious hazard.
May 01 21 05:08:11 pm	40.55065714	-105.0580275	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43064	Driving	Lemay Ave. traffic often backs up as people try to drive to/from the popular Starbucks. I've witnesses several close-call "almost accidents" there.
May 01 21 05:13:20 pm	40.59602982	-105.0576388	701 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43065	Driving	Intersection of Lemay and Vine becomes a nightmare at commute times. Over-building in NE Fort Collins has shown extremely poor planning by the city, and a serious lack of control on development.
May 01 21 08:20:36 pm	40.56722451	-105.0637349	813 East Prospect Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43069	Biking	it is dangerous to ride a bike on this street. There are no usable separated bike lanes, traffic is oft heavy, the sidewalks are not appropriate, either. So I use neighborhoods and Spring Creek Trail.
May 01 21 08:22:25 pm	40.55257062	-105.0494803	1601 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43070	Biking	scary to bike ride on the street here, I use the neighborhood streets and the sidewalk.
May 01 21 08:25:11 pm	40.55266565	-105.0415917	1955 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43071	Driving	This is a dangerous intersection now that apartments due to vehicle/ped/bike interaction. With increased traffic it is difficult to turn left or right on to Drake. Furthermore, there is construction here and it will be around for another year. AND I am concerned about new and existing driveways on this part of Joseph Allen making the turning more complicated.
May 01 21 08:26:18 pm	40.55269041	-105.0416986	1955 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43072	Biking	It is hard to feel safe turning north onto Joseph Allen due to the construction and the many fast driving vehicles on the road here. Accidents waiting to happen in my opinion

Item 3.

May 01 21 08:30:29 pm	40.55751659	-105.0416648	2215 Joseph Allen Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43073	Driving	hard to back out of my driveway here due to fast moving vehicles and a decent amount of bike riders. Could a 4 way stop be added? Could speed enforcement be added between Bear Mountain and Drake? This seems to be a well used short cut...
May 01 21 08:33:16 pm	40.53532753	-105.0203102	3036 Eastgate Lane, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43074	Driving	This is a very difficult area to turn into when heading north on Zeigler. Furthermore, the snow is not plowed there and it becomes icy and dangerous for weeks at a time.
May 01 21 08:36:28 pm	40.54506684	-105.0201493	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43075	Biking	it is dangerous trying to get across Zeigler to enter this neighborhood after riding bike trails around the lakes. I generally avoid it now but other times I run with my bike to cross the street. I hope there is good mitigation before the new subdivisions are built to the east.
May 01 21 08:38:52 pm	40.55539485	-105.0960963	2339 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43076	Driving	The green light signal is to short and also the red light signal is way toooo long. Commentary: I could take a nap...
May 02 21 07:33:53 am	40.56666564	-105.0707531	409 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43077	Biking	No bike lanes
May 02 21 07:36:27 am	40.5547246	-105.0960839	2507 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43078	Biking	North bound bike lane is very narrow. Morning car commuters turning right onto Centre regularly cut off bikes.
May 02 21 07:38:33 am	40.53819924	-105.0757742	200 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43079	Biking	No bike lane for traveling east.
May 02 21 07:41:50 am	40.54310754	-105.0959229	3226 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43080	Biking	Following heavy snows, snow plows throw all the Shields snow onto bike lanes and sidewalks, leaving both unusable for days at a time while the street is polished to a bone dry state. Shows the City places a hugely lopsided priority in catering to motorists.
May 02 21 10:08:09 am	40.58123654	-105.0768042	502 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43081	Driving	This intersection, Mulberry from Mason, across College, to Remington frequently experiences "gridlock" in the true sense. Cars on Mulberry block Mason frequently and Remington occasionally causing north and southbound traffic to be unable to move even when their light is green. I thought this might be due to train backups, but it happens even when there isn't a train.
May 02 21 10:10:27 am	40.55991697	-105.076654	Frontage Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43082	Driving	I cannot believe that the city cannot do something, issue tickets for blocking traffic?, to deal with the drive through backup at Raising Canes, Starbucks and the Human Bean. A sign saying "congested area" is not adequate.
May 02 21 03:12:33 pm	40.52354551	-105.0789027	224 West Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43084	Driving	Making left turns off of Harmony onto Mason (both directions) is dangerous. Difficult to see oncoming traffic to yield to, since the turn lanes on Harmony obstruct the view from each other. If they were offset more, with a skinnier island next to the turn lane, this would allow a much better line of sight behind the vehicle opposite you as you try to turn left safely.
May 02 21 03:14:05 pm	40.524842	-105.0709612	4515 John F Kennedy Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43085	Driving	This uncontrolled intersection can get very busy. I think a roundabout would solve it quite easily, and allow for the most flow of traffic as possible. Adding a stoplight on JFK would add to the congestion, while a roundabout would likely be easiest. Also dangerous here for pedestrians trying to cross since it's so busy.
May 02 21 03:16:09 pm	40.52372744	-105.0488126	1550 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43086	Driving	Burned out street light for more than a year makes it difficult to see where to turn right on McMurry into the shopping center when traveling west on Harmony.
May 02 21 03:19:35 pm	40.52335995	-105.0269526	2690 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43087	Driving	Turning west on Harmony from South on Corbett drive can be very confusing to motorists sometimes. The paint lines for the bike lane make it appear there is a merge lane on Harmony for cars turning right, but there is not. I have seen many people coming out of Corbett cut someone off in the far right lane of Harmony, thinking they had their own lane. The nearby bust stop may be contributing to this confusion. This could possibly be easily solved with some updates/refreshing to the painted road lines or signage as you approach the turn.
May 02 21 03:22:08 pm	40.52341826	-104.9915807	4828 East Harmony Road, Timnath, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43088	Driving	Road line paint needs to be refreshed on Harmony west-bound at this intersection. If you come off north I-25 and turn left on Harmony, without oncoming traffic and in poor weather, it can be very difficult to clearly see where your lane is (it's a double turn lane). I see they are re-doing the intersection soon, but some paint or cones in the meantime would be helpful.

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May 02 21 03:23:19 pm	40.52331559	-104.9934465	4414 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43089	Driving	Traffic from westbound Harmony onto I-25 is almost always severely backed up and cuts off other traffic flow. Not sure this can be easily/quickly fixed, so hopefully the construction they are doing on this whole interchange will improve that issue.
May 02 21 03:27:04 pm	40.47945029	-104.9926407	4497 Carpenter Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43090	Driving	Southbound I-25 turning left onto 392 is frequently backed up. The lights just need to be timed appropriately with all others in the close area to avoid back-ups. I've sometimes had to sit through 3 green lights at the front because the traffic from I-25 blocked my way forward because they were stopped at the next red light. I know construction is happening right now, but if you can fix the timing of the lights in the short term, that would really help a lot.
May 02 21 03:29:46 pm	40.52360878	-105.0535591	1402 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43091	Driving	Turning from Eastbound Harmony onto northbound Wheaton - visibility issues arise if there's a car from westbound Harmony turning on southbound Wheaton. The two cars at the same time block the view of oncoming traffic in order to make a safe turn. If the island in between was configured such that the two turn lanes offset each other more, it would make the view much easier to see for both directions in order to make a safe left-hand turn.
May 02 21 03:33:03 pm	40.52346239	-105.0772387	West Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43092	Driving	The light for east bound Harmony crossing College seems quite short. If traffic is backed up on Harmony (which sometimes I've seen back to Larkbunting), the only cars which make it through one green light on Harmony are cars that are already east of Mason Street. That's only one block of stacked up cars to get through one green light. If you adjust the timing to allow twice as long for that direction, it would clear a lot of rush hour congestion that stacks up frequently.
May 02 21 04:23:57 pm	40.53780108	-105.0198212	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43093	Biking	Granted, this is a fairly low-volume traffic road, but signing for bikes/peds would be a benefit.
May 02 21 04:25:59 pm	40.56573753	-105.0397854	2600 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43094	Driving	Grade-separated RR/auto crossings should be considered for at least some of the RR/roadway crossings in town.
May 02 21 04:29:04 pm	40.5377041	-105.0578356	1028 Driftwood Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43095	Driving	East-bound Horsetooth takes a slight jog to the right on the eastside of the intersection with the result that drivers sometime "drift" between lanes.
May 02 21 04:30:56 pm	40.53789208	-105.0704784	514 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43096	Transit	Frequencies on the non-Max lines tend to be, well, infrequent.
May 03 21 08:49:08 am	40.61551207	-105.0417423	1905 Country Club Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43131	Biking	No safe way to ride a bike on Country Club Road
May 03 21 08:49:37 am	40.61626948	-105.0411093	1927 Country Club Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43132	Walking	No safe way to walk along Country Club Road
May 03 21 10:18:39 am	40.57506385	-105.100708	820 City Park Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43144	Biking	bike lane too close to parking cars, is always risk when parked cars open their doors
May 03 21 10:19:35 am	40.57453008	-105.1036584	1501 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43146	Walking	No crosswalk painted, car drivers do not know where to stop for pedestrians
May 03 21 10:20:06 am	40.57451786	-105.1142317	2012 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43147	Walking	Sidewalk is too narrow
May 03 21 10:23:56 am	40.57453416	-105.1151007	1001 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43148	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.
May 03 21 10:24:11 am	40.57451786	-105.100708	1108 City Park Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43149	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.

Item 3. 10:24:37 am	40.57460343	-105.1054394	1601 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43150	Biking	Need a physical separation in the bike lane
May 03 21 10:25:47 am	40.57422856	-105.1089907	1709 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43151	Transit	Need a better bus stop
May 03 21 10:26:40 am	40.57166965	-105.1150149	1044 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43152	Driving	Cars go to fast
May 03 21 10:26:51 am	40.57143739	-105.1150149	1044 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43153	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.
May 03 21 10:27:38 am	40.57046758	-105.0960034	1306 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43154	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.
May 03 21 10:27:52 am	40.57038609	-105.0959605	1306 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43155	Driving	Cars go to fast
May 03 21 10:28:16 am	40.57088729	-105.0959069	1306 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43156	Walking	No pedestrian crosswalk painted
May 03 21 10:29:45 am	40.56901285	-105.1337099	3032 West Lake Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43157	Biking	Please add a physical separation for the bike lanes
May 03 21 10:30:02 am	40.56862165	-105.1338762	1504 South Overland Trail, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43158	Driving	Cars go too fast
May 03 21 10:31:28 am	40.57774894	-105.0946999	1005 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43159	Biking	Please add a physical separation fro the bike lane
May 03 21 10:32:03 am	40.58149321	-105.0859237	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43160	Driving	Cars go too fast
May 03 21 10:32:29 am	40.5815421	-105.0860524	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43161	Walking	There is not a crosswalk available
May 03 21 10:33:10 am	40.58156655	-105.0861275	503 South Whitcomb Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43162	Biking	The bike lane is not clear here Cars go too fast I har to cross this intersection
May 03 21 10:34:10 am	40.57801785	-105.0823295	330 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43163	Biking	Please add a physical separation in the bike lane in all Laurel
May 03 21 Page 210	40.58676091	-105.0768256	FirstBank, 100 S College Ave, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-43164	Driving	Cars are too loud Some times truck release extra smoke to bring social attention

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May 03 21 10:35:58 am	40.57416337	-105.0999784	1335 W Elizabeth St 160, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43165	Driving	Traffic is too loud
May 03 21 10:36:56 am	40.58606021	-105.1146984	101 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43166	Biking	Please add physical separation in the bike lane
May 03 21 10:37:22 am	40.58853709	-105.0862455	601 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43167	Walking	Side walk is to narrow
May 03 21 10:37:39 am	40.58895669	-105.0875276	628 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43168	Biking	Not clear bikelane
May 03 21 10:38:12 am	40.58641871	-105.095644	110 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43169	Biking	Please add physical separation in the bike lane
May 03 21 10:38:49 am	40.59832966	-105.1145697	822 North Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43170	Biking	Please add physical separation in the bike lane
May 03 21 10:39:21 am	40.59590202	-105.1334524	528 North Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43171	Biking	Please add physical separation in the bike lane
May 03 21 10:40:51 am	40.5808943	-105.0566983	South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43172	Biking	Please add physical separation in the bike lane
May 03 21 10:40:59 am	40.58179877	-105.0567198	South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43173	Biking	Please add physical separation in the bike lane
May 03 21 10:41:30 am	40.56924104	-105.0577068	1316 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43174	Biking	Please add physical separation in the bike lane
May 03 21 10:41:47 am	40.5740778	-105.0755811	1008 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43175	Biking	Please add physical separation in the bike lane
May 03 21 10:42:09 am	40.58883855	-105.0784189	121 Laporte Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43176	Biking	Please add physical separation in the bike lane
May 03 21 10:42:31 am	40.58855339	-105.0788051	144 North Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43177	Biking	Please add physical separation in the bike lane
May 03 21 10:42:59 am	40.58322879	-105.0788373	401 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43178	Biking	Please add physical separation in the bike lane
May 03 21 10:43:39 am	40.57261907	-105.095939	800 Hughes Way, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43180	Driving	Cars go too fast, and are very loud

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May 03 21 10:44:20 am	40.58149729	-105.1106215	1901 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43181	Driving	Car go too fast
May 03 21 10:45:02 am	40.58183544	-105.1064748	1703 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43182	Driving	Drivers do not respect pedestrian crossing
May 03 21 10:45:24 am	40.5817947	-105.1063031	1701 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43183	Walking	Pedestrian crossing is not well desinged
May 03 21 10:45:59 am	40.58182729	-105.101915	499 Sheldon Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43184	Walking	Not pedestrian crossing available here and is needed. Many J walking
May 03 21 10:46:23 am	40.58192915	-105.1018882	499 Sheldon Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43185	Walking	No cross walking available in this part
May 03 21 10:46:40 am	40.58178655	-105.102033	499 Sheldon Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43186	Driving	Cars go too fast
May 03 21 10:47:54 am	40.58189655	-105.1113993	500 Crestmore Place, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43187	Walking	No cross walking available, Where you spect pedestrian can cross here yo need to go or Taft or Sheldon lake? that is to dangerous
May 03 21 10:48:07 am	40.58189655	-105.1116568	2001 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43188	Driving	Cars go too fast
May 03 21 10:48:45 am	40.58184766	-105.1072955	512 Cook Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43189	Walking	Cross walk missing
May 03 21 10:50:04 am	40.58702571	-105.0991577	110 Jackson Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43190	Walking	Car stop is needed, is not possible to cross walking this intersection
May 03 21 10:50:31 am	40.58712349	-105.0992006	115 Jackson Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43191	Biking	Bike crossing here is too dangerous, please add a stop sing
May 03 21 10:52:28 am	40.56027561	-105.0959015	1091 Sundering Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43192	Biking	Please add physical barrier between cars and bikes
May 03 21 10:53:11 am	40.56689385	-105.1022959	1605 Heatheridge Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43193	Biking	Please add physical barrier between cars and bikes
May 03 21 10:53:29 am	40.5672769	-105.1023334	1500 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43194	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:53:42 am	40.56725653	-105.0960088	1512 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43195	Biking	Please add a physical barrier between cars and bikes

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May 03 21 10:54:12 am	40.5671628	-105.0960463	1512 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43196	Walking	Please remove the walking button here!
May 03 21 10:54:32 am	40.56718317	-105.0961053	1512 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43197	Driving	Drivers go too fast and are too loud
May 03 21 10:54:51 am	40.5671791	-105.0964648	1110 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43198	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:55:17 am	40.59160455	-105.0956172	333 North Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43199	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:55:43 am	40.5912583	-105.0789016	311 Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43200	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:55:56 am	40.59337245	-105.0768095	425 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43201	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:16 am	40.59928685	-105.0766057	920 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43202	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:33 am	40.61051134	-105.0763643	1660 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43203	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:45 am	40.61269005	-105.0765252	1910 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43204	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:59 am	40.60695604	-105.0766164	1415 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43205	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:57:55 am	40.59985708	-105.0766808	942 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43206	Walking	Please remove the walking button in the traffic light
May 03 21 10:58:18 am	40.58882633	-105.0771958	121 Laporte Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43207	Walking	Please remove the walking button in the traffic light
May 03 21 10:58:32 am	40.58702979	-105.0771528	109 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43208	Walking	Please remove the walking button in the traffic light
May 03 21 10:58:48 am	40.58901779	-105.0741863	251 Jefferson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43209	Walking	Please remove the walking button in the traffic light
May 03 21 10:59:03 am	40.58914408	-105.0768846	200 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43210	Walking	Please remove the walking button in the traffic light

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May 03 21 10:59:16 am	40.58705423	-105.074079	378 Walnut Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43211	Walking	Please remove the walking button in the traffic light
May 03 21 10:59:40 am	40.58909519	-105.0767398	225 Pine Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43212	Walking	Cross walk is not clear here
May 03 21 10:59:56 am	40.58876929	-105.0764984	200 Walnut Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43213	Walking	Cross walk is missing here
May 03 21 11:00:39 am	40.58851265	-105.0747442	321 Old Firehouse Alley, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43214	Walking	Crosswalk is missing here
May 03 21 11:01:52 am	40.58419026	-105.0780058	111 West Olive Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43215	Walking	Crosswalk is missing here
May 03 21 11:02:28 am	40.58416582	-105.075506	300 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43216	Walking	Crosswalk is missing here
May 03 21 11:02:36 am	40.58279286	-105.0755221	426 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43217	Walking	Crosswalk is missing here
May 03 21 11:02:53 am	40.58005501	-105.0755489	604 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43218	Walking	Crosswalk is missing here
May 03 21 11:03:36 am	40.58007538	-105.0788695	600 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43219	Walking	Crosswalk is missing here
May 03 21 11:03:52 am	40.58280508	-105.0788265	401 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43220	Walking	Crosswalk is missing here
May 03 21 11:04:36 am	40.57809526	-105.0861382	524 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43221	Walking	Crosswalk is missing here
May 03 21 11:05:44 am	40.58028317	-105.0326443	South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43222	Driving	Congestion/Longer Traffic Signal. During Weekends and PM Rush you often have to wait multiple cycles heading North on Timberline here.
May 03 21 11:05:57 am	40.57494976	-105.1337421	920 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43223	Walking	Crosswalk is missing here
May 03 21 11:06:14 am	40.57495384	-105.1338065	920 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43224	Biking	Bike lane crossing is missing here
May 03 21 11:08:08 am	40.5886756	-105.0594878	1014 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43225	Biking	Please add a physical separation between bikes and cars

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May 03 21 11:08:30 am	40.59554357	-105.0601101	1020 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43226	Biking	Please add a physical separation between bikes and cars
May 03 21 11:08:51 am	40.58446322	-105.0463772	227 Lincoln Court, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43227	Biking	Please add a physical separation between bikes and cars
May 03 21 11:09:19 am	40.59655374	-105.0574493	701 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43228	Biking	Please add a physical separation between bikes and cars
May 03 21 11:10:10 am	40.59762908	-105.0955153	708 North Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43229	Biking	Please add a physical separation between bikes and cars
May 03 21 11:11:02 am	40.58145247	-105.0765306	215 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43230	Driving	Left turn lane from E Mulberry onto College frequently overfills blocking left west bound through lanes creating additional delays and congestion and dangerous swerving.
May 03 21 11:13:40 am	40.5671954	-105.0394785	2097 East Prospect Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43231	Biking	The Southbound bikelane disappears before this intersection creating a dangerous situation as folks attempt to access the Spring Creek Trail or continue South on Timberline
May 03 21 11:14:49 am	40.56735433	-105.0394678	1613 South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43232	Driving	Southbound Timberline light cycle is too short. Usually have to wait multiple light cycles to get through at many times not just after a train
May 03 21 11:29:09 am	40.52329276	-105.0439095	1829 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43233	Driving	Light cycles throughout the Harmony corridor are poorly timed causing too much stop and go on a major arterial with a 45+ MPH speed limit
May 03 21 11:36:11 am	40.58292211	-105.0842546	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43234	Driving	Cars frequently stop on Canyon Ave. (both directions) because they think there there are stop signs, but there aren't. This causes right of way issues on the other three streets that have stop signs.
May 03 21 11:38:05 am	40.58278415	-105.0843665	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43235	Driving	Diagonal and other parked cars block view of oncoming traffic for leaving parking lot.
May 03 21 03:22:32 pm	40.5819047	-105.032655	South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43242	Driving	Unsafe intersection at Lincoln Ave and Timberline Rd - backups on EB Lincoln Ave lead to dangerous driver behavior
May 04 21 08:45:41 am	40.4946121	-105.0440991	1854 East Trilby Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43263	Biking	No bike lane, no sidewalk, no safe way to get from Lemay to Timberline along Trilby.
May 04 21 08:47:23 am	40.51259469	-105.0471532	5339 Golden Willow Drive, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43264	Biking	No safe way to get across the railroad tracks from the Power Trail to the east of the tracks. From Harmony and to the south.
May 04 21 08:48:44 am	40.49466106	-105.0773335	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43265	Driving	Intersection is unsafe for cars, pedestrians, bikers, everything. This entire intersection needs to be re-done. Too many issues to list. I'm sure you're well aware.
May 04 21 08:50:42 am	40.49100576	-105.0654173	6833 Autumn Ridge Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43267	Driving	The lanes stripping on Autumn Ridge was never fixed after they tried to get rid of parking on the east side of the road a few years ago, now vehicles can't drive north on Autumn Ridge without crossing the center lane. The lane stripping needs to be fixed

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May 05 21 07:30:47 am	40.57952128	-105.075565	611 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43342	Driving	Cars trying to avoid intersection of Mulberry and College speed down Remington. Would there be a way to calm this traffic, especially since the street is intended as a bicycle thoroughfare? Sidewalk bulb-outs at Myrtle and Remington?
May 05 21 07:47:54 am	40.58148099	-105.0741005	219 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43343	Walking	Lack of crosswalk Need for more crosswalks up and down Mulberry. There are lots of us who literally live across the street from Old Town and could easily bike and walk to downtown. The current situation encourages jaywalking across five lanes of traffic.
May 05 21 07:51:17 am	40.57806267	-105.0770026	704 South College Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43344	Biking	Light does not change for bicyclists crossing College on Laurel unless there is a car present to activate the sensor. I have been stranded at this intersection several times. The stoplight literally skips my part of the cycle. This should be changed, since Laurel is a major source of bicycle traffic towards the university campus.
May 05 21 07:52:51 am	40.57804637	-105.0806934	230 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43345	Biking	Difficult left turn for bicycles traveling west on Laurel and turning onto Howes to access university. Would there be a way to make this turn safer and easier?
May 05 21 07:55:32 am	40.57803822	-105.0770617	704 South College Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43346	Walking	This is such a busy pedestrian area that the pedestrian light should really go on automatically. As it stands, the light does not change for pedestrians unless someone pushes the button. (Which usually means waiting an entire other cycle for your turn.) The current situation encourages jaywalking across a busy intersection.
May 05 21 08:15:41 am	40.56698757	-105.0752485	209 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43347	Walking	Sidewalks need widening along Prospect. Almost absurdly narrow, especially given that it is along an extremely busy road. Not wheelchair-accessible. Dangerous for pedestrians, especially in winter.
May 05 21 01:53:01 pm	40.59222429	-105.0956466	400 North Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43375	Walking	Please encourage property owners to keep sidewalks clear in winter and keep motorists out of the bike lane as well. This past winter I had to walk in the motorist lane, as a pedestrian, because the sidewalks were covered in deep snow (and they're pretty darn skinny to begin with) and there were work trucks blocking part of the skinny sidewalk and all of the bike lane! There literally was no where else for me to walk except for in the traffic lane or across the person's lawn (which was fenced and full of bushes).
May 05 21 01:54:20 pm	40.59645953	-105.1023233	1401 West Vine Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43376	Walking	Please add a sidewalk to the extensive sections of Vine that don't have diddlysquat.
May 05 21 01:55:06 pm	40.59648043	-105.11244	1934 West Vine Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43377	Walking	Please encourage Larimer County to add sidewalks along the sections of Vine that are sidewalk free.
May 05 21 01:56:35 pm	40.58418935	-105.1080007	415 South Bryan Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43378	Biking	I fairly frequently bike through this intersection. The stop sign seems like overkill. Perhaps a mini-roundabout, or some other treatment might make more sense here.
May 05 21 01:58:05 pm	40.58391323	-105.1079178	415 South Bryan Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43379	Biking	I fairly regularly bike along this section of Bryan. Probably just under half the time a motorist will end up behind me. I always take the lane because the full width of the travel lane really isn't much larger than a bike lane as it is. And there is no bike lane. But what's I'd like here is some sharrows or signs or something that I can point to on the occasions when the person behind me seems upset that I'm slowing them down as they drive through the park.
May 05 21 02:00:09 pm	40.58339076	-105.1028149	321 Sheldon Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43380	Walking	Generally I can walk in the grass so that cars don't run me over. But when the grass is wet, I'd prefer to walk in the street. (I also bike in this street.) Despite the fact that this is a 10 mph zone, motorists often get frustrated that I'm traveling 8-10 miles in front of them (or even slower as a pedestrian). It would be great to have a multi-use trail through this area. Or at least some on-the-pavement signage reminding people to slow the heck down.
May 05 21 02:02:58 pm	40.58183137	-105.106582	1703 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43381	Biking	Rojasdav is right on. Despite the fact that this intersection is waaaaay better than it used to be (Thank you, Tessa!), it's still got some problems. Motorists travel a bit slow than they used to, but they're still not always aware that there's a light there that they should be paying attention to. Bulbouts might help here. That would help motorists traveling south on Bryan also be more aware of pedestrians.
May 05 21 02:05:38 pm	40.58657568	-105.0926859	915 West Mountain Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43382	Walking	This intersection SUCKS for pedestrians. Motorists turn too quickly onto Oak (going both directions). Pedestrians have no north-south crosswalk and no east-west crosswalk and speeding motorists that are trying to beat the light on Mountain and aren't paying attention to peds. This is a tad big better since the right-sizing, but more improvements could be made.

<p>Item 3.</p> <p>May 05 21 02:08:38 pm</p>	<p>40.58148506</p> <p>-105.085811</p>	<p>521 West Mulberry Street, Fort Collins, Colorado 80521, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43383</p>	<p>Driving</p>	<p>Though the speed is reduced here, I have yet to see or talk to anyone that actually realizes that. I was talking to a City staff-person before and had to show them using Google streets that there was a reduced speed side there because they didn't know it existed. Most drivers not only don't reduce their speed here, but actually speed up to make the light at Loomis. There really should be a roundabout here. There's probably enough room for it. And how many motorists have hit that sidewalk on the southside (west side of Whitcomb)? It looks like it's taken multiple beatings. Clearly something should be done there as well.</p>
<p>May 05 21 02:11:10 pm</p>	<p>40.58157062</p> <p>-105.0860095</p>	<p>521 West Mulberry Street, Fort Collins, Colorado 80521, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43384</p>	<p>Walking</p>	<p>I think it would be difficult to find a more dangerous intersection for pedestrians in all of Fort Collins. Sure, there's now a crosswalk (Thank you, Tessa!) at Sherwood. But going two blocks out of your way just to cross the street is a pain in the butt. And we need something here to slow motorists down anyway. It's a crazy intersection and is terrifying to cross as a pedestrian.</p>
<p>May 05 21 02:13:14 pm</p>	<p>40.58156247</p> <p>-105.0857842</p>	<p>521 West Mulberry Street, Fort Collins, Colorado 80521, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43385</p>	<p>Biking</p>	<p>I avoid this intersection like the plague when biking. I avoid Mulberry like the plague when biking. BUT, just because I avoid it doesn't mean that the new students that arrive and don't know any better avoid it. I regularly see them here and along Mulberry and they're doing their best to ride in the gutter and get to where they need to be without dying, but heavens! It shouldn't have to be like that in a Platinum Level bike city. Mulberry should have multi-use sidewalks, better signage helping bicyclists know where they should be, and please, please, please, deal with this freakin' crazy intersection at Whitcomb and Mulberry.</p>
<p>May 05 21 02:14:18 pm</p>	<p>40.58275212</p> <p>-105.0844377</p>	<p>312 Canyon Avenue, Fort Collins, Colorado 80521, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43386</p>	<p>Walking</p>	<p>Ever since the diagonal parking was added I've had a harder time seeing oncoming cars (and they've had a harder time seeing me) and I've had more close calls. Just because I haven't been hit yet shouldn't be an indication that the intersection is in any way safe.</p>
<p>May 05 21 02:14:58 pm</p>	<p>40.5814074</p> <p>-105.0789329</p>	<p>501 South Mason Street, Fort Collins, Colorado 80524, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43387</p>	<p>Biking</p>	<p>Definitely a crappy intersection to traverse by bicycle.</p>
<p>May 05 21 02:16:54 pm</p>	<p>40.58871914</p> <p>-105.0955796</p>	<p>134 North Shields Street, Fort Collins, Colorado 80521, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43389</p>	<p>Driving</p>	<p>Why are right hand turns allowed here (for east bound motorists)? You can't see oncoming traffic from Shields to the north. It used to be you could hug the turn and end up in the right lane while surprise oncoming traffic would end up in the left. But since the right-sizing, which was a good change, motorists now end up right in front of that surprise oncoming traffic. Right hand turns just plain shouldn't be allowed.</p>
<p>May 05 21 02:19:21 pm</p>	<p>40.5870161</p> <p>-105.0770049</p>	<p>109 North College Avenue, Fort Collins, Colorado 80524, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43390</p>	<p>Walking</p>	<p>I'm pretty sure there are no-right-turn-on-red signs here. And yet it happens all the time. And it's not for lack of signage. Please post some traffic enforcement officers to this location and help the local populace learn how to read and obey street signs.</p>
<p>May 05 21 02:21:15 pm</p>	<p>40.57537798</p> <p>-105.0957394</p>	<p>815 South Shields Street, Fort Collins, Colorado 80521, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43391</p>	<p>Driving</p>	<p>Now that we have two really great, and improved pedestrian/bicyclist routes for crossing Shields and students are no longer playing frogger in the street, could we maybe pop the speed limit up to 35? 30 seems a bit low.</p>
<p>May 05 21 02:25:14 pm</p>	<p>40.50070374</p> <p>-105.0770415</p>	<p>Ram Glass Service, 6132 S College Ave, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43392</p>	<p>Walking</p>	<p>S. College between ... well about where the MAX line ends all the way south to where the City ends... really needs some sidewalks. I have to walk this section fairly regularly when dropping off or picking up my car from Carl Duke's Volvo shop. I try to stick to the social trails when I can. But there are times when you have to walk in the street. And recently, when some new pipes were being laid, the "bike lane" was blocked such that I had to walk ... as a pedestrian with no armor but my self-fortitude, in the travel lane where motorists are traveling at 50-55 mph coming right at me. It was horrifying. But the service road was entirely blocked to pedestrians and the bike lane, which would have been my alternative, was blocked as well. What. Where. They. Thinking?!!!! Aren't there rules for how that kind of construction should create a protected way for bicyclist and pedestrians so that it's not us against highway speed motorists? Honestly, Fort Collins. We can do better.</p>
<p>May 08 21 10:38:50 am</p>	<p>40.50792615</p> <p>-104.9960804</p>	<p>4225 East County Road 36, Fort Collins, Colorado 80528, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43489</p>	<p>Biking</p>	<p>Shoulders insufficient. I don't like riding my bike on Harmony Road east of Ziegler due to high traffic speeds. However, the Kechter road overpass is also quite dangerous.</p>
<p>May 08 21 10:40:12 am</p>	<p>40.50844822</p> <p>-105.03685</p>	<p>2205 Kechter Rd, Fort Collins, Colorado 80528, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43490</p>	<p>Biking</p>	<p>Poor shoulders on Kechter east of Timberline. A bike lane should be added in this area.</p>
<p>May 08 21 10:41:39 am</p>	<p>40.49456315</p> <p>-105.0401974</p>	<p>1900 East Trilby Road, Fort Collins, Colorado 80528, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43491</p>	<p>Biking</p>	<p>No shoulders west of Timberline on Trilby. Dangerous for cyclists.</p>
<p>May 08 21 10:47:10 am</p>	<p>40.53793832</p> <p>-105.0724804</p>	<p>351 East Horsetooth Road, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43492</p>	<p>Biking</p>	<p>No bike lane on Horsetooth east of College.</p>
<p>May 08 21 10:50:31 am</p>	<p>40.5083177</p> <p>-105.0130749</p>	<p>3402 Long Creek Drive, Fort Collins, Colorado 80528, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43493</p>	<p>Driving</p>	<p>High School Traffic backs up traffic at Lady Moon and Kechter.</p>
<p>May 08 21 11:04:05 am</p>	<p>40.48568565</p> <p>-105.1154923</p>	<p>Taft Hill Road, Fort Collins, Colorado 80526, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43494</p>	<p>Biking</p>	<p>Narrow shoulders and high speed traffic on Taft Hill make it hard to bicycle to Coyote Ridge Natural area. Wider shoulders or an alternate route would be good.</p>

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May 10 21 11:09:54 am	40.51428855	-105.0463772	1803 Rosemary Court, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43543	Biking	Need a safe way to cross the railroad tracks.
May 10 21 11:12:43 am	40.54559417	-105.0204617	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43544	Biking	Need a light at this intersection to cross Ziegler when going from the Rendezvous Trail to the Poudre Trail (ELC).
May 10 21 01:13:48 pm	40.58201878	-105.0333309	East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43546	Driving	The EB straight/right lane gets congested during rush hour. Many people use this route to get onto EB Mulberry, but the left turn lane on SB Timberline fills quickly. So, even when the coast is clear to turn right onto Timberline, people sit at the stop sign for several minutes until there is space for them to go into the far left turn lane on Timberline. It is very frustrating for those of us who just want to turn right and either stay on Timberline or turn right onto Mulberry.
May 10 21 01:15:18 pm	40.58185174	-105.0331861	East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43547	Driving	Instead of waiting, drivers often use the shoulder to bypass cars in the right-most lane in order to turn right onto Mulberry.
May 10 21 01:20:02 pm	40.58229175	-105.0329179	South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43548	Biking	This whole intersection/area is not bike friendly. Myself and others who work in the commercial area west of here and are coming from the south or east would love to have an underpass or something to ride to work.
May 10 21 01:23:07 pm	40.58139543	-105.0352889	2200 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43549	Walking	I've seen people walking along Mulberry going both east and west; looks very unsafe. It doesn't seem like a great place for a sidewalk, but perhaps the Frontage Rd could be extended.
May 10 21 01:28:53 pm	40.567065	-105.0396019	2097 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43550	Driving	People still sometimes stop in the right turn lane when traffic is coming, not realizing their lane continues for a while before they have to merge. Drivers also don't always wait until they've passed the solid white line to change lanes.
May 10 21 01:29:54 pm	40.54990682	-105.0388241	2042 Custer Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43551	Driving	Drivers turning right onto Timberline often use the shoulder/bike lane and sometimes bypass cars in the actual car lane.
May 10 21 01:45:23 pm	40.55984361	-105.0767988	Frontage Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43552	Driving	I would like to third the issue of congestion in the NB right-most lane when the drive-thru lines get long for Raising Canes & Starbucks. Has high potential for accidents.
May 10 21 01:46:50 pm	40.56210955	-105.076831	1822 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43553	Driving	Congestion occurs in the right lane when the drive-thru line for The Human Bean spills onto College Ave. It creates a higher risk for accidents.
May 10 21 01:50:59 pm	40.58148099	-105.0501806	Frontage Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43554	Driving	Chaotic and dangerous intersection. No one seems to know how to use a frontage road and who has the right of way. Turning onto Mulberry in either direction is terrifying.
May 10 21 01:52:46 pm	40.58153803	-105.0502288	417 South Link Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43555	Driving	SB Link Ln has a wide shoulder that drivers confuse for a right turn lane onto Mulberry (when there are no semi trucks parked there), and then they cut off the people who are in the correct lane.
May 10 21 01:53:53 pm	40.58128135	-105.0501215	1432 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43556	Driving	Drivers often turn right on red onto Link Ln from Mulberry even though there is a (small) sign that says it is not allowed. Could use a bigger sign.
May 10 21 01:56:06 pm	40.58152173	-105.0358415	2200 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43557	Walking	I often see people walking on the shoulder along all of Lincoln Ave between Timberline & the roundabout because there is no sidewalk
May 10 21 02:03:11 pm	40.53788532	-105.0202471	East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43558	Driving	Traffic gets congested here (mostly on SB Ziegler and EB Horsetooth, in my experience) because drivers fail to yield and give a car to their right or left a turn to go. So there will be a steady stream of cars in either the N/S or E/W direction while those in the other directions just have to wait until there's a break.

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May 10 21 02:06:45 pm	40.55273965	-105.0391835	2195 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43559	Driving	Sometimes the green light for Drake Rd is too short. The light has often turned yellow as I reached the middle of the intersection even though I was the first or second car to cross. This happens the most at night when there isn't much traffic, but it is scary when it happens during busier times.
May 14 21 01:57:29 pm	40.55737945	-105.0960231	2209 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43723	Driving	Excessive speeding/racing down the hill heading North on Shields due to the nature of the landscape (downhill). The area is not heavily monitored by local law enforcement.
May 14 21 02:01:29 pm	40.55882065	-105.0961053	2209 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43724	Driving	Area becomes heavily congested when sporting events take place at Rolland Moore park and causes safety issues for bike/pedestrians looking to cross the street.
May 16 21 06:25:23 pm	40.53798403	-105.0773307	130 West Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43742	Driving	EB Horsetooth often gets congested around College and Mason. Seems the traffic lights are not in sync to let enough cars go through at one time.
May 16 21 06:27:52 pm	40.58729876	-105.0714427	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43743	Driving	Turning left onto Riverside from Lincoln Ave is difficult during busy times of day. It would be nice if there were a dedicated left turn light, even if it were just long enough to let a few cars through.
May 16 21 06:31:23 pm	40.56703647	-105.0760961	209 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43744	Driving	Traffic gets backed up enough to prevent cars from crossing Remington. The lane changes made previously have helped some.
May 16 21 06:34:37 pm	40.56718007	-105.0450146	1678 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43745	Driving	The rightmost left-turn lane often fills before the leftmost because people don't want to deal with merging right after they turn. This prevents more cars from reaching the leftmost turn lane and traffic backing up pretty far on Riverside
May 17 21 01:22:44 pm	40.5670039	-105.0624194	1004 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43829	Walking	Many people dart or bike across Prospect here to get to or from the bus stop or to the Spring Creek Trail entrance.
May 20 21 10:52:03 am	40.56585062	-105.0847435	Bay Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44148	Biking	Lanes are very narrow and no bike lane. People drive too fast here
May 20 21 10:54:24 am	40.56714242	-105.0891584	711 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44150	Biking	This is where I meant to put the pin, not Bay Dr. Difficult to have bikes on Prospect, but seems like it is needed due to vicinity of campus
May 20 21 10:55:52 am	40.57781413	-105.0805378	291 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44151	Biking	With all that is going on here it is difficult to make sure you are in the correct lane and that you watch for bikes.
May 20 21 11:00:51 am	40.59192636	-105.0788212	323 Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44152	Walking	There is a cross walk with flashing lights, but due to two sets of train tracks and traffic coming from 4 directions here it is very difficult for pedestrians to cross here safely
May 20 21 11:03:22 am	40.59093241	-105.0768256	300 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44153	Driving	This is a crazy place to enter onto College Ave from Jefferson and difficult to get into the left lane at most times of the day
May 20 21 11:12:17 am	40.58899335	-105.0741005	316 Jefferson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44154	Driving	Difficult to drive either direction here on Jefferson with so many pedestrians, bikes and semi trucks. Lanes are narrow and seem more narrow where cars are allowed to park along this stretch of Jefferson.
May 20 21 04:45:33 pm	40.4960807	-105.0773907	6508 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44167	Walking	No sidewalk, people frequently walking in street on College between Trilby and Harmony

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May 20 21 04:46:18 pm	40.50434772	-105.0772905	161 East Saturn Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44168	Biking	No bike lane, dangerous for commuters between Trilby and Harmony
May 20 21 04:46:22 pm	40.48699124	-105.0774479	7027 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44169	Driving	Dangerous entry and exit from neighborhood.
May 20 21 04:47:34 pm	40.49493846	-105.0774622	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44170	Transit	Bus route is not inclusive of south side of town. There is no bike lane, no sidewalk, and no alternative transportation that reaches the communities near Trilby and College
May 20 21 04:48:01 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44171	Biking	There is no direct access from the Ridewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:48:03 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44172	Biking	There is no direct access from the Ridewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:48:22 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44173	Biking	There is no direct access from the ridgewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:48:24 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44174	Biking	There is no direct access from the ridgewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:49:28 pm	40.49422048	-105.0770187	6600 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44175	Transit	No public transportation options this far south and still in city limits.
May 20 21 05:09:21 pm	40.49413345	-105.0905514	871 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44176	Biking	It is dangerous to bike along Trilby to the bike trails at Shields and Trilby. A bike lane and sidewalk is needed.
May 20 21 05:09:50 pm	40.49452236	-105.0907105	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44177	Walking	It is dangerous to walk along Trilby to the bike trails at Shields and Trilby. A sidewalk is needed.
May 20 21 10:10:59 pm	40.49487319	-105.0831985	320 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44182	Biking	Please consider making it safe for bicyclists on Trilby between college and Shields.
May 20 21 10:13:24 pm	40.48720135	-105.0774103	7015 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44183	Walking	Please add a sidewalk or Trail on the west side of college between Trilby and Loveland and consider connecting to Loveland trails.
May 20 21 10:19:25 pm	40.49017758	-105.0775337	6815 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44184	Walking	It's dangerous for both pedestrians and bicyclists along South College. Wheelchair-bound pedestrians are out of luck. Sporadic sidewalks at best and no bike lanes.
May 20 21 10:21:23 pm	40.49479568	-105.0806451	217 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44185	Biking	There is no direct access from the Ridgewood Hills/Shenandoah neighborhood for biking walking or public transportation.
May 20 21 10:32:44 pm	40.49453052	-105.0894213	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44186	Biking	The newly paved path that's accessible at Trilby and Shields is nice if you can get to it safely. This part of Trilby desperately needs a bike lane (or at least a sidewalk). The narrow and steep shoulder between College and Shields is always littered with broken glass and you're inches away from traffic.

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May 21 21 12:28:40 am	40.49464474	-105.0899792	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44187	Biking	No side walk to bike or walk down to new bike trail along Shields
May 21 21 12:29:58 am	40.49455703	-105.090242	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44188	Walking	Blind hill as well as it being dangerous since there's no sidewalk along Trilby so walkers are often right along the roadway
May 21 21 12:31:46 am	40.49444485	-105.0905585	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44189	Biking	The sidewalk ends here. It would be nice and much safer for pedestrians to have a sidewalk down to Shields and the new bike trail.
May 21 21 12:32:49 am	40.49563196	-105.0771904	6520 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44190	Transit	No safe spot for bus goes to wait for the bus. There's also no sidewalk here.
May 21 21 12:34:29 am	40.49623571	-105.0772977	6508 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44191	Biking	Please help to connect Trilby to Harmony by adding a sidewalk, bike lane, or bike path! Many people are walking and or biking along the road on College on a regular basis.
May 21 21 12:35:17 am	40.49623163	-105.0773406	6508 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44192	Walking	No sidewalk for over a mile along College. Many people are walking along College, which is technically a highway here!
May 21 21 12:37:53 am	40.48207066	-105.077126	7424 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44193	Driving	Many cars driving over the speed limit here. I believe that with new development happening along college and in Ridgewood Hills, that there should be 40-50 MPH speed through this stretch.
May 21 21 11:33:58 am	40.51529945	-105.0765896	5124 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44207	Biking	No safe bike lane, cyclists are frequently riding on shoulder and close to traffic
May 21 21 11:36:24 am	40.50678829	-105.0773621	5740 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44208	Walking	Lack of sidewalk places pedestrians in danger by forcing them to walk along 287
May 21 21 11:38:30 am	40.49499466	-105.0773138	6540 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44209	Transit	Lack of public transportation to this part of town leaves people without access to services
May 21 21 11:52:19 am	40.49455493	-105.090757	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44210	Biking	The lack of a bike lane creates dangerous conditions for cyclists, particularly going down a steep hill toward railroad tracks. It also makes it difficult and dangerous to bike to the trail.
May 21 21 11:54:10 am	40.49436748	-105.0909555	871 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44211	Walking	No sidewalk creates dangerous conditions for pedestrians
May 25 21 03:30:45 pm	40.49918095	-105.0772333	6250 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44459	Biking	No safe bike lane, people frequently biking in traffic on College.
May 25 21 03:31:40 pm	40.49890764	-105.0774211	6300 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44460	Walking	No sidewalk, daily people are walking on College, very dangerous.
May 25 21 03:32:27 pm	40.49866697	-105.0774157	6300 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44461	Transit	Bus route does not reach south fort collins.

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May 25 21 03:33:41 pm	40.49439997	-105.0912023	871 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44462	Biking	No bike lane, dangerous to try to bike to the trail.
May 25 21 03:34:27 pm	40.49448972	-105.0913739	871 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44463	Walking	No sidewalk, not safe for walking.
May 25 21 05:07:16 pm	40.50518524	-105.0773621	5817 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44465	Walking	No sidewalk, daily people are walking on College, very dangerous.
May 25 21 05:07:51 pm	40.5049609	-105.0773889	5837 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44466	Biking	No safe bike lane, people frequently biking in traffic on College.
May 25 21 05:08:22 pm	40.50478959	-105.0773782	5837 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44467	Transit	Bus route does not reach south fort collins.
May 25 21 05:09:17 pm	40.49450604	-105.091213	871 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44468	Biking	No bike lane, dangerous to try to bike to the trail.
May 25 21 05:09:54 pm	40.4945142	-105.0917119	871 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44469	Walking	No sidewalk, not safe for walking.
May 26 21 09:08:34 am	40.5677822	-105.0449932	1640 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44521	Biking	Biking on Riverside is unsafe. There should not be signs that direct cyclists to take the lane as cars speed by and around above the speed limit. This street needs separated bike facilities terribly or someone is going to get killed.
May 26 21 09:09:42 am	40.56721985	-105.0448591	1831 East Prospect Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44522	Walking	Cars do not yield to peds/bikes crossing from the north side into the middle island. They travel at high speeds and do not stop to allow users to cross (90% don't stop, 10% do). This intersection is unsafe for peds/bikes.
May 26 21 09:11:05 am	40.5672117	-105.0451005	1678 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44523	Walking	When crossing westbound from the island as a pet, there is low visibility to those heading south on riverside and about to turn west on prospect. You cross from the island and then almost get hit by those turning right on red due to the low visibility on both sides of the peds in the crosswalk.
May 26 21 09:11:43 am	40.56694275	-105.0448805	1831 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44524	Walking	There is no cross walk on the east side of riverside to get across prospect, making for multiple currently dangerous crossings.
May 26 21 09:13:14 am	40.57783043	-105.0580072	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44525	Walking	Intersection is dangerous for peds and bikes. Visibility is low, signal box blocks view from south west corner to those turning right on red too head south on lemay. This is a major access point to the Poudre trail from the south so we need to do much better.
May 26 21 09:14:01 am	40.58100838	-105.0625831	517 Endicott Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44526	Biking	Riverside should have protected/separated bike lanes. It is not safe for cyclists.
May 26 21 09:15:15 am	40.57026791	-105.0578034	1202 East Pitkin Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44527	Biking	Bike signal timing should prioritize bikes vs. waiting 30 seconds to two minutes. Current timing does not promote bicycling on our premier bikeway as it increases trip time significantly, resulting in users j-walking or taking alternate more dangerous routes.
May 26 21 09:18:35 am	40.57426116	-105.060668	908 East Elizabeth Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-44528	Walking	E Elizabeth between Lemay and Stover is failing to support all users' safety as it is currently being used. It seems to be being used as a major street instead of a local neighborhood street based on volume observations. In this area, cars can often be parked on both sides of the street, high volume 30-35 mph vehicles traveling in both directions, bikes trying to find a place to go to not get hit, and peds walking on a skinny sidewalk in many cases having cars buzz by them. Someone is going to get killed or seriously injured if this is not addressed based on the evolving volumes and speeds.

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May 26 21 09:18:47 am	40.57425708	-105.0611669	900 East Elizabeth Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44529	Biking	E Elizabeth between Lemay and Stover is failing to support all users' safety as it is currently being used. It seems to be being used as a major street instead of a local neighborhood street based on volume observations. In this area, cars can often be parked on both sides of the street, high volume 30-35 mph vehicles traveling in both directions, bikes trying to find a place to go to not get hit, and peds walking on a skinny sidewalk in many cases having cars buzz by them. Someone is going to get killed or seriously injured if this is not addressed based on the evolving volumes and speeds.
May 26 21 09:19:45 am	40.57285948	-105.0579643	1027 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44530	Biking	Lemay is not safe for bikes. Bike lanes should be protected/separated.
May 27 21 02:51:29 pm	40.57419596	-105.0570953	1217 East Elizabeth Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44565	Biking	Missing bike lanes and often cars parked on both sides of the street while cars are simultaneously driving east/westbound, creating danger for bicycles. This street needs modern infrastructure to keep everyone safe.
Jun 17 21 02:57:06 pm	40.58183952	-105.0825548	410 South Meldrum Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45900	Driving	When leaving The Lincoln Center parking lot it is really hard to see traffic heading south due to diagonally parked cars. This is a problem turning left or right out of the parking lot.
Jun 17 21 03:11:24 pm	40.49431838	-105.0953436	1039 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45901	Biking	NOT SAFE to get from neighborhood off Trilby down to the Bike Trails
Jun 17 21 03:12:07 pm	40.4946121	-105.0879568	West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45902	Biking	Not Safe to ride bike on Trilby.
Jun 17 21 03:12:56 pm	40.49741872	-105.0773621	6324 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45903	Biking	NOT SAFE to ride bike along 287.
Jun 17 21 03:13:26 pm	40.49477528	-105.0773942	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45904	Driving	Dangerous Intersection
Jun 17 21 03:14:10 pm	40.48693004	-105.0774157	7316 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45905	Driving	Very dangerous to turn onto College. Especially with so many more housing units being built at this time.
Jun 17 21 03:24:12 pm	40.58283768	-105.0843143	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45906	Driving	Dangerous Intersection! Can't see all 5 directions. Cars are unpredictable.
Jun 17 21 03:24:54 pm	40.58159507	-105.0858593	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45907	Driving	Always a predicament turning onto Mulberry at this intersection.
Jun 17 21 03:25:46 pm	40.58181914	-105.0825602	410 South Meldrum Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45908	Driving	Hard to see oncoming traffic from the parking lot.
Jun 17 21 03:26:32 pm	40.58289471	-105.0811869	228 West Magnolia Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45909	Driving	Difficult to turn off Canyon/Whitcomb onto Mulberry. Hard to see where cars are coming with the two turns and there is a curve in the road.
Jun 17 21 03:55:54 pm	40.48702215	-105.0961221	7180 South Shields Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45910	Driving	Can't make left turns onto College during busy times of day
Jun 17 21 03:57:38 pm	40.48695452	-105.077405	6750 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45911	Driving	Can't make left turns during busy times, which are happening more often. Huge increase in traffic due to new development.

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Jun 17 21 03:58:46 pm	40.49463381	-105.0841864	6602 Avondale Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45912	Driving	During 5:00 PM hour, can take upwards of 10 minutes to make a left turn from Avondale unto Shields.
Jun 17 21 03:59:56 pm	40.49453052	-105.0898397	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45913	Biking	Sidewalk and/or bike lane needed to connect neighborhoods to the east to the trail along Shields.
Jun 17 21 04:00:45 pm	40.49484055	-105.0772548	120 East Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45914	Driving	Far too much traffic here for a single-lane Trilby. Traffic backs up far beyond turn lanes at all times of day.
Jun 17 21 06:23:57 pm	40.49476712	-105.0876403	6524 Fossil Crest Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45915	Driving	Hard to see traffic coming from west up the hill, traffic coming from east is driving too fast which makes it difficult to determine a safe maneuver between the car you just saw coming up the hill and how fast is the car coming from the east!
Jun 17 21 06:26:09 pm	40.49484667	-105.0772387	120 East Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45916	Driving	One of the most dangerous intersections around! And traffic often gets backed up to the west (traveling east) all the way to the entrance to Ridgewood Hills. Hate living here mostly because of this intersection.
Jun 17 21 06:27:19 pm	40.48935143	-105.0774962	7029 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45917	Driving	Super dangerous. Need a light here. Adding more and more housing which brings more traffic and even more dangerous conditions.
Jun 17 21 06:28:50 pm	40.50636809	-105.077405	5748 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45918	Driving	Too many people trying to enter the highway from this intersection.
Jun 18 21 09:03:07 am	40.49484055	-105.0773835	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45926	Driving	Backups of close to a mile multiple time per day on Trilby. Frustrated drivers u-turning. Drivers making "new lanes" to get by.
Jun 18 21 09:04:31 am	40.48694636	-105.077523	115 Triangle Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45927	Driving	REALLY difficult to turn left from Triangle onto College. Can't see well to turn right either. Lots of development in this area making congestion REALLY bad.
Jun 18 21 09:06:31 am	40.49436734	-105.0960892	1039 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45928	Biking	Not safe for cyclists to cross Trilby at grade - cars northbound on Shields turning right don't always look right before turning. Would love to see an underpass for cyclists here.
Jun 18 21 09:08:40 am	40.49442445	-105.090462	870 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45929	Biking	Not safe for cyclists to get to the Long View Trail using Trilby. Would love to see a road-separated bike path from Ridgewood hills to the Long View trail. I know the RR crossing is hard, but Loveland is doing it _RIGHT NOW_ on 57th. We can do better.
Jun 18 21 05:04:46 pm	40.49578698	-105.0771046	6520 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45944	Walking	The pedestrian infrastructure in the Trilby/College area is poor and lacking. It's difficult to walk in this area, even trying to get to a bus stop.
Jun 18 21 05:05:36 pm	40.49431022	-105.0476754	1630 East Trilby Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45945	Biking	No bike lanes between the railroad at the Power Trail and Timberline road. Makes biking along this stretch more dangerous.
Jun 18 21 05:12:01 pm	40.49464474	-105.0796044	125 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45946	Driving	Traffic around the college/trilby area gets backed up far during peak hours. Makes getting in and around this area annoying and more difficult
Jun 18 21 05:14:54 pm	40.49449788	-105.0867176	508 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45947	Biking	No easy trail access for both pedestrians and bikers from Ridgewood Hills and the surrounding area.

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Jun 21 21 09:56:36 am	40.58935184	-105.1336241	124 North Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46022	Biking	Poor visibility for bikers at this intersection.
Jun 21 21 09:57:58 am	40.58427582	-105.1336348	328 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46023	Biking	Very narrow bike lane between Mulberry and Laporte along Overland. Drivers seem to think the bike lane is a shoulder and park in it.
Jun 21 21 09:59:44 am	40.53743279	-105.1152778	3700 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46024	Driving	Southbound drivers on Taft Hill will use the last stretch of the right line to pass several cars in front of them before the lane ends.
Jun 21 21 10:02:06 am	40.52309295	-105.026958	2690 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46025	Driving	When there is congestion in the left-turn lanes turning into Front Range Village, drivers frequently run the red light on the left turn signal.
Jun 21 21 10:04:32 am	40.5526459	-105.1223803	2411 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46026	Walking	Pedestrians frequently try to cross Drake Road in between Taft Hill Road and Overland Trail. There are not many crosswalks along this stretch of Drake Road, so people jaywalk.
Jun 21 21 10:06:16 am	40.58873263	-105.0771528	185 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46027	Walking	Drivers turning right from Laporte onto College frequently do not yield to pedestrians in the crosswalk.
Jun 21 21 12:39:06 pm	40.58187427	-105.1337448	2935 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46029	Biking	I find this intersection very dangerous on a bike and know of injuries that have occurred here. Visibility is poor for cyclists and drivers go too fast on Overland. A traffic light or circle would improve safety and comfort.
Jun 21 21 12:45:15 pm	40.58422846	-105.0806841	217 West Olive Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46030	Biking	This is more for the general area around here, but it would be nice if the lights going N/S on either Howes or Mason between Mulberry and Laporte were timed to slower speeds (bicycle speeds). It can be really frustrating stopping at every light for a full cycle while drivers going unsafe speeds for a downtown area cruise right through with all greens.
Jun 21 21 12:46:07 pm	40.58487035	-105.0788703	272 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46032	Biking	The bike lane on Mason can be uncomfortable with no safe space between the door zone and traffic
Jun 21 21 12:48:40 pm	40.58884332	-105.093592	947 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46033	Biking	A bike lane and/or restricting parking to just one side of the street would improve bicycle safety here. This is marked as a bike route, but people often after to merge with traffic to avoid parked cars.
Jun 21 21 12:50:48 pm	40.57567796	-105.1150078	901 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46035	Biking	Bike lanes on Taft Hill in many places are completely unusable. They are extremely narrow, full of debris, occasionally vanish, and next to high speed traffic. Safe and direct N/S route on the west side of town would be beneficial.
Jun 21 21 12:54:36 pm	40.58239287	-105.0992366	404 Jackson Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46037	Biking	Can be very difficult to see north on Jackson when turning left off of the bike back around City Park. There have been some great improvements to this area, but still could be better with visibility improvements (remove a few parking spots) and paint/signage across the road to slow drivers.
Jun 21 21 12:57:45 pm	40.60272346	-105.0717717	303 Conifer Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46039	Biking	A light or signalized crosswalk would be nice here. It can be difficult to cross Conifer on Blue Spruce (this could be a nice bike route to the N. College area that avoids having to ride on College which is horrible).
Jun 21 21 01:32:11 pm	40.57488866	-105.1243981	2620 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46041	Biking	Cars frequently park / idle in the bike lane on W. Elizabeth between Overland and Taft Hill
Jun 21 21 01:33:45 pm	40.57661886	-105.1044866	1625 West Plum Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46042	Driving	Cars drive too fast along W. Plum from W. Elizabeth to Shields. Speed bumps would make this more safe for bikers and pedestrians.

Item 3. 01:35:09 pm	40.58020075	-105.1006006	600 City Park Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46043	Biking	No bike lane on City Park Ave. south of Mulberry. This is heavily used by bikers who have to worry about speeding cars.
Jun 21 21 01:36:51 pm	40.57521054	-105.1337904	920 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46044	Biking	This is a dangerous intersections. Cars speed on Overland over the hill and the bike lanes are frequently filled with gravel and debris. A stoplight here would greatly improve safety
Jun 21 21 01:38:46 pm	40.56730089	-105.1080697	1610 Westbridge Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46045	Biking	W. Prospect is dangerous to cross between Taft Hill and Shields. Many bikers and pedestrians cross to access Red Fox Meadows. Please add a stoplight or crosswalk with flashing lights.
Jun 21 21 01:40:27 pm	40.58801972	-105.0753397	320 Walnut Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46046	Driving	Please close walnut street to cars and reserve for pedestrian use only.
Jun 21 21 02:50:27 pm	40.56686175	-105.0939234	929 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46047	Biking	Please add a large bike lane for the entirety of west prospect from college to overland. It is dangerous to bike along prospect and is much needed with the proximity to campus
Jun 21 21 05:49:01 pm	40.57805044	-105.077067	106 East Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46051	Walking	This intersection is a great example of an intersection over-built for cars and under-built for other road users. Pedestrians have to hike across about 7 lanes worth of asphalt, and bicyclists often sit through light signals until there's a "helper" car to trip the signal. This intersection would probably be better as a higher-turnover intersection like Mountain & Mathews. It could also use a lane diet on the Laurel faces to slow drivers down due to how many people on foot and bikes use the intersection. The third southbound lane for College is likely unnecessary here, and the cross-sections for Laurel in this section should really be narrowed to 3 lanes (center turn and 1 lane each direction). This is an anchor intersection for campus-oriented bicycle and pedestrian traffic and is not engineered for it. There's ample room for buffered bike lanes, wider sidewalks (which are need to balance
Jun 21 21 05:51:02 pm	40.58140765	-105.0788909	501 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46052	Walking	This intersection is fairly dangerous for pedestrians due to stressed left turning traffic. It's even worse for anyone with accessibility issues. I've walked a blind man across this street twice who was trying to get to one of the MAX stops because it's too loud, hard to navigate, and there's no audible ped signal anyway.
Jun 21 21 05:52:31 pm	40.58146056	-105.0769919	502 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46053	Walking	Almost every time I walk through this intersection, I experience a near miss from a car due to all the right turn lanes and at-will lefts from Mulberry traffic. Left turns should really be "on signal only" so peds are protected from drivers who either aren't paying attention or are focusing on oncoming traffic. If we wanted to get really progressive, we would eliminate right turns on red, too although that might be too European for our sensibilities. I actively avoid this intersection when I'm on foot because of how dangerous it is.
Jun 21 21 05:54:24 pm	40.58145654	-105.0719172	334 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46054	Walking	For what Mulberry is (an arterial through a neighborhood in downtown), it is built too much like a highway. Despite the proximity to downtown, there's only a few bike/ped crossings. In general, Mulberry seems to follow the City's rule on arterials that there can only be 2-3 ped crossings per mile - a rule that destroys anything resembling neighborhood connectivity.
Jun 21 21 05:55:53 pm	40.58142802	-105.073033	317 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46055	Biking	For what Mulberry is west of Riverside Avenue, it should probably have a road diet and buffered bike line configuration for its full extent between Overland and Riverside. You could use roundabouts to deal with the traffic capacity but also calm traffic down. Arterials through downtown areas should ALWAYS have bicycle infrastructure on them. It's okay to, and should be the goal to, slow down the cars to make this happen.
Jun 21 21 05:57:41 pm	40.58152173	-105.0859559	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46056	Walking	For how Canyon serves as a feeder of sorts between campus, the neighborhoods north of campus, and downtown, this feels like it should be a fully functional intersection with either a roundabout or at least a traffic signal. There are too few pedestrian crossings on Mulberry in this mile section west of Meldrum, especially considering the density that lends itself to walking and biking.
Jun 21 21 05:58:35 pm	40.5815421	-105.0860095	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46057	Biking	Canyon and either Whitcomb or Loomis could easily serve as a good bikeway connection between campus and downtown. As it stands now, this section of Mulberry is notably dangerous and inconvenient for people walking and biking, and this intersection is the worst.
Jun 21 21 05:59:39 pm	40.58175136	-105.0957799	1025 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46058	Walking	Like most arterial-on-arterial intersections in the city, this intersection is dangerous to walk across because traffic is moving quickly, there's a lot of asphalt to cross, and visibility of pedestrians is low.
Jun 21 21 06:01:51 pm	40.58180254	-105.1004702	1339 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46059	Biking	Ideally, all of Mulberry west of Riverside would be three lanes with a buffered bike lane. The current bicycle action on the bikeway here isn't logical for cyclists because the Mulberry crossing is only on one side of the intersection here. We would never limit cars this way and we shouldn't force people walking and biking into inconvenient, somewhat unsafe, and definitely awkward behavior just because making it safer for vulnerable road users will inconvenience drivers. At least extend the bike lane up to Jackson and have left/north-turning cyclists make more logical movements in more logical places, but frankly, it's past time for Fort Collins to embrace the 3-lane arterial, especially in Old Town which was historically built for pedestrians and transit first, and cars much farther down the priority list. We say we want a 60% rideshare of walking, biking, and transit. We're never going to get there if we keep relying on outdated assumptions that car drivers are the only legitimate road users and all other transportation modes are "amenities."
Jun 21 21 Page 226	40.58140976	-105.07007	503 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46062	Walking	As one of the only ped crossings on Mulberry in this mile stretch, Whedbee could use some attention. It does well in giving peds a head start and having a weight sensor for bikes, but it could use pedestrian bulb-outs on Whedbee to pinch the entry into the neighborhoods and signal to drivers to slow down (drivers tend to speed up and down Whedbee, which is highly intimidating to people trying to walk).

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Jun 21 21 10:28:54 pm	40.58142653	-105.0664866	721 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46063	Walking	With Stover classified as a collector street, it should really have a ped crossing up to Riverside - Google Maps thinks there is but nobody would cross the street here without a death wish.
Jun 21 21 10:30:09 pm	40.58137913	-105.066483	500 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46064	Biking	Stover is supposed to be a bikeway but ends abruptly here at Mulberry (or Laurel?) without actually connecting the bikeway into the downtown. To establish connectivity, a crossing is needed, and a logical one, not one of those annoying ones that forces peds and cyclists over to one side of the road. Considering Mulberry travels almost exclusively through neighborhoods west of Riverside, seems like this is a good place to hem the road down to a 3-lane, 30mph configuration. That would do AMAZING things for bicycle and pedestrian connectivity in the downtown area that is otherwise very walkable and bikeable except for the arterial streets.
Jun 21 21 10:31:38 pm	40.58136691	-105.0632054	819 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46065	Walking	This intersection is fundamentally unsafe for pedestrians, despite it being one of the only connections for peds and bicyclists from the neighborhoods to the southwest to reasonably access the Poudre Trail. The road is too wide, the sidewalks too narrow, the traffic too fast.
Jun 21 21 10:33:06 pm	40.58080923	-105.062322	829 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46066	Walking	Riverside south of Mulberry is an obviously overbuilt street. Traffic volumes are too low to justify the five-lane configuration. This is a natural connective route for people walking and biking to connect with the Spring Creek Trail and Edora, and to get at least most of the way downtown before diverting at, say, Lemay or Myrtle. However, the sidewalks are extremely narrow, never shoveled in winter, and there's no crossings to access businesses or facilities on the east side of the street. Granted, a lot of those are industrial and unlikely to attract much walking and biking traffic, but the west side of Riverside does have those businesses (offices, health care, etc.) and could benefit greatly. Maybe this is a spot to try out a two-way buffered bikeway along the west side of the road, with a handful of strategic crossings where they make sense?
Jun 21 21 10:34:39 pm	40.58071504	-105.0621378	829 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46067	Biking	Riverside Ave south of Mulberry is a natural connector route for people walking and biking to the Power/Spring Creek trails and to Edora. Right now, walking is miserable and biking is deadly (is laughable that there's signs saying bikers are allowed to use the full lane; if they tried it, somebody with a big truck would probably run them over just to make a point). Buffered bike lanes are an easy and logical thing to add here to calm traffic and improve neighborhood connectivity.
Jun 21 21 10:36:06 pm	40.57780191	-105.057857	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46068	Walking	This intersection is too wide and fast to be safe for peds - I regularly experience near misses here from left and right-turning traffic because they just aren't looking (street is too wide and peds are tucked out of line of sight).
Jun 21 21 10:37:16 pm	40.58060096	-105.0568163	South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46069	Biking	There is no logical access point from the bike lane to the Poudre Trail. The original access is blocked off and there's no curb cut in a reasonable location - cyclists have to know to hop onto the sidewalk on the south side of the river, or make a hairpin turn in the slip lane onto Mulberry. Either improve the wayfinding signage for northbound riders, establish a logically-engineered curbcut here, or ideally both (or just fix the original access point to the south).
Jun 21 21 10:38:21 pm	40.56708945	-105.044961	1725 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46070	Walking	This is generally not a safe intersection for peds because it's too wide and fast and there's low visibility for drivers. Also no pedestrian crossing on the east side of the intersection - people who walk are not second class citizens - allow us full and logical use of intersections.
Jun 21 21 10:39:22 pm	40.5671302	-105.0450039	1725 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46071	Biking	This should be an intersection to help funnel bicyclists from the neighborhoods to the northwest down onto the Power/Spring Creek Trails or Edora. There are no bike facilities on Riverside or Prospect for at least a mile in any direction, and no connections aside from trying to make do on narrow sidewalks.
Jun 21 21 10:40:29 pm	40.56717366	-105.0393963	1613 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46072	Walking	This is an extremely dangerous intersection for peds and bicyclists due to high speeds and traffic volumes. I try to never ever walk or ride through this intersection because left and right turning drivers simply aren't looking for us.
Jun 21 21 10:41:41 pm	40.56789704	-105.039441	1505 South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46073	Walking	Sidewalk missing - peds have to cut through Nursery garden center (trespass) to get to intersection.
Jun 21 21 10:43:21 pm	40.56621954	-105.039382	1613 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46074	Biking	This segment of Timberline from Prospect to Drake is fundamentally unsafe for road users. It is too wide and too fast and there's almost zero connectivity across the street for the full mile inbetween arterials. It's unsafe for everyone, and those of us walking or biking have to find circuitous, convoluted routes to any destinations along the corridor.
Jun 21 21 10:44:08 pm	40.55251904	-105.0388026	2195 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46075	Walking	Intersection is too wide and fast for safe use by pedestrians.
Jun 21 21 10:45:08 pm	40.55253326	-105.0367749	2195 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46076	Walking	Ped crossing needs street narrowed to one vehicle lane each direction to be safe. One direction has two lanes which means drivers often pop around vehicles actually stopping at the crosswalk and risk hamburgering peds in the crosswalk.
Jun 21 21 10:46:35 pm	40.55210329	-105.0579894	1239 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46077	Walking	Intersection is very dangerous for peds due to high traffic speeds and low visibility from angles. Seems like this would be an excellent candidate for a two lane roundabout with 20-ft separation between the roundabout and ped/bike crossings.

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Jun 21 21 10:48:30 pm	40.55643641	-105.0579375	1113 Parkwood Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46078	Biking	This intersection could actually use a roundabout for full crossing by peds, bikes, and cars. I know a ped/cycle signal is planned here, but drivers on Parkwood/Columbia are unlikely to respect any restrictions on turning actions (they don't at Pitkin/Lemay) which creates a false sense of security for bicyclists. Better to just rebuild the intersection as fully functional and connect the neighborhoods.
Jun 21 21 10:49:09 pm	40.55709667	-105.0579429	2238 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46079	Biking	Lemay between Prospect and Drake is bad to bike on - the bike lanes aren't buffered and traffic is moving too quickly to respect/safely interact with bikers.
Jun 21 21 10:50:30 pm	40.55688066	-105.0579429	2238 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46080	Walking	Crossings at any intersection, especially arterials, is dangerous since turning traffic is moving too fast and there's no pedestrian bulbouts to signal to drivers to slow down as they leave Lemay. Also, in winter, snow removal on this mile stretch is almost non-existent so this mile of arterial is effectively impassable after snow storms for anybody who's not young and able-bodied.
Jun 21 21 10:52:16 pm	40.56358974	-105.0579017	1805 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46081	Biking	Consider a road diet on Lemay within city limits. Lemay, like many other arterial streets, travels almost exclusively past neighborhoods. Any arterial through a neighborhood should be reconfigured to a three-lane with buffered bike lanes and a 30mph speed limit, ideally with roundabouts at key intersections. Our priority should be safety and connectivity, not speed.
Jun 21 21 10:53:09 pm	40.56701613	-105.057857	949 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46082	Walking	Unsafe for pedestrians due to wide, fast intersections (slip lanes and right turn lanes make it worse).
Jun 21 21 10:54:48 pm	40.56926957	-105.0578892	1316 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46083	Biking	Especially considering that most of the mile of Lemay between Prospect and Mulberry is through neighborhoods and past a primary health care center, the five lane highway seems really out of place. This road is screaming for a road diet with buffered bike lanes, separated sidewalks, some City street trees, and roundabouts. People in the neighborhood should feel safe walking to their appointments, not having to drive just to get safely across Lemay. Safety and connectivity first, speed...later or not at all.
Jun 21 21 10:56:41 pm	40.57021087	-105.0578356	1304 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46084	Biking	Signal timing clearly does not prioritize bikes - making driving a more attractive option (not a good way to get down to the 40% automobile rideshare that the City's master plan says is a goal).
Jun 21 21 10:58:47 pm	40.56702017	-105.0641388	807 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46085	Walking	Prospect is a dangerous walk in this section, especially when crossing local/collector streets as they dump onto Prospect. Sometimes there's no separation with traffic that is moving at high speeds, and there's often no pedestrian bulbouts on side streets signaling to drivers to slow down as they leave Prospect and giving peds less street to cross.
Jun 21 21 11:00:32 pm	40.56700795	-105.0648361	801 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46086	Biking	The lack of bicycle lanes along Prospect Road through most of the city where it would be really meaningful is a MAJOR hindrance to bicycle and ped connectivity, much like the same situation on Mulberry. Prospect goes through neighborhoods for most of its extent through the city and should be reduced to a three-lane cross-section with buffered bike lanes and roundabouts at critical intersections. As it's built now, it severs neighborhood connectivity. We should prioritize connectivity and safety first, and deal with speed later.
Jun 21 21 11:01:40 pm	40.56701202	-105.0670838	609 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46087	Walking	The crossing at Stover & Prospect thankfully has a quite responsive signal, but the actual crosswalk is only logically placed for northbound walking and biking traffic and even that's a stretch considering sidewalk dimensions for cyclists. This crossing makes no sense for south-bound active-mode traffic and really doesn't work at all for cyclists.
Jun 21 21 11:02:49 pm	40.56706696	-105.070256	501 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46088	Walking	As a collector street, this really deserves a full crossing. The city should have more than 2-3 crossings per mile on arterial streets in dense neighborhoods. Prospect only has two signaled intersections between College and Lemay, severely hampering neighborhood connectivity, especially for people walking and biking.
Jun 21 21 11:03:04 pm	40.56704312	-105.0721139	401 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46089	Walking	As a collector street, this really deserves a full crossing. The city should have more than 2-3 crossings per mile on arterial streets in dense neighborhoods. Prospect only has two signaled intersections between College and Lemay, severely hampering neighborhood connectivity for all users, especially people walking and biking.
Jun 21 21 11:04:29 pm	40.56708014	-105.0767934	209 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46090	Walking	This intersection is close to impassible for pedestrians. I'm younger and able-bodied and I actively avoid this intersection and any businesses near it due to the high speed and wide streets. If there's low car-on-ped crashes here, it's because no peds would dare use this intersection.
Jun 21 21 11:05:47 pm	40.56704136	-105.0790071	190 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46091	Biking	I know the angles and rights-of-way are limited here, but the at-grade bike crossing involves several hairpin turns and doesn't have enough space for the volume of traffic (peds and bikes). At least should widen the sidewalk, especially the sidewalk connection over to the trail on the north side of Prospect.
Jun 21 21 11:07:44 pm	40.56706095	-105.0810403	239 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46092	Biking	The lack of bike lanes along Prospect in this mile section (College to Shields) is notable and severely hampers the city's bike connectivity in an area (near campus) where it is even more important. The city should consider a road diet and narrowing the street to three lanes with buffered bike lanes at 30mph with roundabouts at key intersections. As this corridor densifies, demands for multi-modal facilities is only going to get worse and unless you're planning on putting all the restaurants in this area up on Lake Street, people are going to want to walk and bike on Prospect.

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Jun 21 21 11:09:23 pm	40.5671791	-105.0959605	1512 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46093	Walking	Like a lot of arterial-on-arterial intersections, this is dangerous for peds due to being wide and fast. Anything you can do to narrow intersections and calm traffic will help.
Jun 21 21 11:11:08 pm	40.57106658	-105.0959337	1000 West Pitkin Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46094	Walking	There's very little connectivity between the east and west side of Shields south of Elizabeth and this should be improved.
Jun 21 21 11:12:01 pm	40.57041878	-105.0960732	1306 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46095	Biking	I'm pretty sure Springfield is supposed to be the westward extension of the Pitkin bikeway but you'd never tell if you were trying to get across Shields from either side. This needs a bike/ped connectivity solution.
Jun 21 21 11:13:32 pm	40.57810037	-105.0931263	1001 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46096	Biking	Bike lanes are decent but traffic is still too fast on Laurel between Shields and Prospect. This street section really needs a road diet down to a standard 3-lane (center turn and 1 lane each direction) with maybe a roundabout here and there to calm traffic and further buffer bicyclists.
Jun 21 21 11:15:08 pm	40.57935243	-105.0957835	624 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46097	Biking	Lack of bike lanes or separated sidewalks is extremely notable here. Could likely use a road diet down to the three lanes to provide buffered bike lanes and separated side walks (maybe with some street trees?)
Jun 21 21 11:17:31 pm	40.58416969	-105.0770169	301 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46098	Walking	Not actually an issue - this is the safest crossing of an arterial I've encountered in FoCo and wish it would be a model for redesigning others throughout the City. I regularly use this crossing even if it's out of my way because it's compact (uses pedestrian bulbouts and cuts of the "cheater" right turn action) and has median islands if you don't quite make the crosswalk. Plus it's well shaded and interesting, and the traffic signal is reasonably responsive to peds. Do more of this, please. :-)
Jun 21 21 11:19:42 pm	40.58715399	-105.0715435	100 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46099	Walking	Extremely dangerous intersection to walk through due to traffic speeds and intersection width. I try to avoid this intersection despite it being a logical way to access the Poudre Trail from downtown because of how unsafe it is.
Jun 21 21 11:20:37 pm	40.58860236	-105.0573707	South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46100	Biking	Not a safe intersection to bike through due to wide intersection and high traffic speeds. Would be better as a roundabout.
Jun 21 21 11:22:16 pm	40.58191285	-105.0326979	South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46101	Biking	Super dangerous intersection with lots of aggressive traffic from all directions. Generally avoid for any biking trips.
Jun 21 21 11:26:02 pm	40.57552166	-105.0769401	830 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46102	Biking	Not having bike lanes on this section of College right across from campus and on a reasonably well-developed commercial corridor seems to counteract city goals about economic development and social sustainability. This section of College is noticeably overbuilt and could very much use a road diet down to five lanes, using the outside lines for buffered bike lines running from Laurel south to Lake or Pitkin on either side (or even Lake Street)
Jun 21 21 11:27:32 pm	40.58645964	-105.1148021	101 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46103	Walking	No sidewalks on the east side of the street is noticeably awkward since it's the only side of the street worth walking on in this section.
Jun 21 21 11:28:38 pm	40.58920653	-105.1148862	201 North Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46104	Driving	For all sorts of traffic reasons, this intersection really seems like it should be a roundabout at this point. The input roads don't need to be more than 3 lanes based on traffic loads and it's really wide and overbuilt as a signaled intersection. It's also fairly dangerous for people walking or biking due to intersection width and approaching travel speeds for vehicles.
Jun 21 21 11:29:49 pm	40.58959631	-105.1364493	3116 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46105	Biking	Like a lot of connections to Overland, the street is overbuilt and traffic too fast - it's hard for people walking or biking to use Overland - or connect to Overland, as a result.
Jun 22 21 08:38:04 am	40.57596503	-105.1007229	809 City Park Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46122	Biking	Bike lane is very narrow and cars often park into the bike lane.
Jun 22 21 08:40:56 am	40.56977759	-105.1149566	1455 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46123	Biking	Taft Hill doesn't have bike lanes all the way down and cars are going very fast, making it unsafe for biking.

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Jun 22 21 01:17:23 pm	40.58934776	-105.133667	124 North Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46133	Biking	Making the left turn from Overland Trail to Laporte is unsafe on a bike.
Jun 22 21 01:19:06 pm	40.581921	-105.1337314	401 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46135	Biking	The bike lane thins very abruptly at this intersection and feels very unsafe to bike through.
Jun 22 21 01:19:45 pm	40.56920029	-105.1338387	1504 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46136	Walking	Side walk switches side of the road and there isn't infrastructure for pedestrians to cross the road
Jun 22 21 01:20:42 pm	40.58927036	-105.1205242	2314 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46137	Biking	please add more separation for bike lanes along Laporte! the cars go very fast here and it's not safe for cyclists
Jun 23 21 10:28:56 am	40.56702017	-105.0768524	1600 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46174	Biking	This bike crossing is very small and sidewalk isn't big enough for bikes and pedestrians to safely turn onto the Mason Trail.
Jun 24 21 01:18:11 pm	40.53606296	-105.0205636	3037 Carrington Court, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46242	Biking	Very challenging to enter roundabouts. Drivers often ignore cyclist and pedestrians. A lot of movement at high speed for a cyclist to process
Jun 24 21 01:18:16 pm	40.53606296	-105.0205636	3037 Carrington Court, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46243	Biking	Very challenging to enter roundabouts. Drivers often ignore cyclist and pedestrians. A lot of movement at high speed for a cyclist to process
Jun 24 21 01:18:32 pm	40.55155354	-105.0191474	South County Road 9, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46244	Biking	Very challenging to enter roundabouts. Drivers often ignore cyclist and pedestrians. A lot of movement at high speed for a cyclist to process
Jun 25 21 09:35:21 am	40.58809615	-105.0702166	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46270	Walking	A Natural Areas fence is blocking walkers along Lincoln Ave. The fence seems inappropriate and forces walkers to step into the busy street. There should be a legit sidewalk here instead.
Jun 25 21 09:42:31 am	40.58811749	-105.0703561	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46272	Biking	Eastbound, there's a curve here that includes a bike lane; however, car drivers seem to always "cut the corner" and encroach into the bike lane. Speeds are also fast.
Jun 25 21 09:46:43 am	40.58821934	-105.0702596	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46273	Walking	This crosswalk on Lincoln needs a bulb-out. It is busy and often there's a constant stream of cars on Willow who are desperately trying to turn left on Lincoln. It makes walking across this area a bit intimidating during busy times.
Jun 25 21 09:50:02 am	40.58770124	-105.0708393	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46275	Walking	No sidewalk here. Depending on the season, there are overgrown weeds and mud pits. Not pedestrian friendly for the downtown / river / brewery corridor.
Jun 25 21 10:01:34 am	40.58713163	-105.0715309	100 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46276	Walking	My family regularly crosses Riverside at Lincoln to get to the river trail, to school, etc. It is dangerous when busy, and we've had close calls multiple times with both rude and distracted drivers. People regularly run red lights on Riverside, and from Lincoln people are desperately trying to turn left, both lead to dangerous crossings for walkers/bikers. Drivers don't seem to recognize there are pedestrians/bikers in the area, since the area looks industrial and purely road-focused. Speeds are too fast on Riverside, and it feels very unsafe for families to be standing on the narrow sidewalk so close to the busy highway. Please add bulb-outs, colorful crosswalks, pedestrian signage, better bike markings, slower Riverside speeds, etc...
Jun 25 21 10:10:46 am	40.58897705	-105.07424	256 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46277	Biking	The SW-bound bike lane (quietly) vanishes and gets merged into traffic. I've seen bike-car conflicts at this intersection. In such a bike-intensive area, it seems like this would have been part of the design of the Linden Street revamp.
Jun 25 21 10:16:53 am	40.58882633	-105.0744385	254 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46278	Walking	Linden Street should be "the Linden Street Mall." Boulder has Pearl Street Mall (which actually attracts tourists!), and Fort Collins should manage Linden Street in the same way. The new Linden Street revamp plan is nicer than the current situation, but it does not fully recognize the huge potential of our downtown!

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Jun 25 21 10:22:43 am	40.58419502	-105.0774929	109 West Olive Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46279	Biking	East-West biking through downtown is very challenging. Bikers are forced to share the road with cars. Cars don't expect to see bikers in these areas. I have experienced many bike-car conflicts (e.g. tailgating, honking, fast passing, yelling, revving engines, etc). We need a few designated East-West bike routes through downtown -- especially on Mountain, Olive, and Magnolia.
Jun 25 21 10:23:22 am	40.58279848	-105.0775092	112 West Magnolia Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46280	Biking	East-West biking through downtown is very challenging. Bikers are forced to share the road with cars. Cars don't expect to see bikers in these areas. I have experienced many bike-car conflicts (e.g. tailgating, honking, fast passing, yelling, revving engines, etc). We need a few designated East-West bike routes through downtown -- especially on Mountain, Olive, and Magnolia.
Jun 25 21 10:24:14 am	40.58701757	-105.0763965	121 East Mountain Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46281	Biking	East-West biking through downtown is very challenging. Bikers are forced to share the road with cars. Cars don't expect to see bikers in these areas. I have experienced many bike-car conflicts (e.g. tailgating, honking, fast passing, yelling, revving engines, etc). We need a few designated East-West bike routes through downtown -- especially on Mountain, Olive, and Magnolia.
Jun 25 21 10:28:14 am	40.5891787	-105.1303286	2944 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46282	Biking	Needs dedicated bike lanes. This could be a major bike route that connects Fort Collins proper with the foothills area -- enabling car-free recreational access (mountain biking, hiking, wildlife, etc)
Jun 25 21 10:29:35 am	40.60618745	-105.133349	3087 Headwater Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46283	Biking	Needs dedicated bike lanes. This could be a major bike route that connects Fort Collins proper with the foothills area -- enabling car-free recreational access (mountain biking, hiking, wildlife, etc)
Jun 25 21 10:31:34 am	40.60665874	-105.1349652	1425 North Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46284	Biking	Install bike racks at Natural Areas that are close to the city. This enables truly car-free recreational opportunities (i.e. bike to a trailhead then go for a hike, watch wildlife, etc).
Jun 25 21 10:32:55 am	40.59021437	-105.157468	4403 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46285	Biking	Install bike racks at Natural Areas that are close to the city. This enables truly car-free recreational opportunities (i.e. bike to a trailhead then go for a hike, watch wildlife, etc).
Jun 25 21 10:39:20 am	40.58910741	-105.0770402	124 Laporte Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46286	Walking	Crossing College as a pedestrian is difficult here, mostly due to east-bound drivers on Laporte that want to turn left onto College. Drivers don't seem to expect pedestrians will be crossing here. I personally have nearly been hit a few times here by left-turning cars.
Jun 25 21 10:43:03 am	40.59168531	-105.0711112	445 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46287	Biking	Would be nice to have a better bike/ped crossing here. Drivers on Linden never stop for crossing pedestrians, and sometimes they are going very fast. Additionally, there's an elderly home and day-care facility nearby.
Jun 25 21 10:46:03 am	40.58369323	-105.0443333	1820 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46288	Biking	Separated bike lanes are needed here. Cars go fast next to bikers (with breweries nearby!)
Jun 25 21 10:50:07 am	40.59248214	-105.1334487	339 North Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46289	Biking	Separated bike lanes are needed the full length of Overland -- this would complete an excellent biking loop in the city. Cars are going too fast, there are curves, and there's often debris in the shoulder where the bikers are.
Jun 25 21 11:04:16 am	40.58695181	-105.0731038	335 East Mountain Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46290	Walking	Mountain Ave in downtown is much too car-focused. Are four lanes of traffic really necessary on a street through downtown? There's also too much space allocated to street-side parking, considering that we have so many parking ramps in the area. Please reallocate some of the car-dominated space to pedestrians and bikes.
Jun 25 21 11:17:30 am	40.58507097	-105.0701043	208 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46291	Driving	Many cars drive too fast down Whedbee. There are car crashes, daily honking, daily tire screeching, etc to prove it. Please add pedestrian bulb-outs and crossing, and also close off the Whedbee-Riverside access point.
Jun 25 21 11:21:04 am	40.58600924	-105.0700634	202 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46292	Driving	Cars turn this corner too fast onto Whedbee, and the pedestrian crossings in the area are non-existent. Please close off the access onto Whedbee from Riverside.
Jun 25 21 11:23:00 am	40.58716192	-105.071544	100 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46293	Driving	Cars frequently run the red lights here on Riverside.

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Jun 25 21 12:55:57 pm	40.58830081	-105.0731295	360 Jefferson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46294	Driving	Many semi-trucks and cars are passing through our busy downtown. In addition to the obvious traffic safety issues, there's also a very high amount of particulate matter pollution from diesel exhaust in this corridor. This negatively affects the health of the the nearby neighborhoods and also those who work in the area. When considering various long-term solutions, please put highway re-routing options on the table.
Jun 26 21 10:05:51 am	40.5381014	-105.0725126	351 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46324	Biking	Bike lane too narrow to be safe. There is not a safe thoroughfare to get from the east to the west sides of college
Jun 26 21 10:05:55 am	40.5381014	-105.0725126	351 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46325	Biking	Bike lane too narrow to be safe. There is not a safe thoroughfare to get from the east to the west sides of college
Jun 26 21 10:06:06 am	40.5381014	-105.0725126	351 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46326	Biking	Bike lane too narrow to be safe. There is not a safe thoroughfare to get from the east to the west sides of college
Jul 06 21 06:21:38 pm	40.59525349	-105.0295701	609 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46729	Driving	Major back ups during rush hour and when there is a train. NE Foco should have no further development until Timberline and Vine has overpass.
Jul 06 21 06:22:50 pm	40.59609435	-105.0278763	2616 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46730	Walking	No sidewalk to connect Trailhead to Mosaic
Jul 06 21 07:24:38 pm	40.58145157	-105.0743988	219 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46731	Biking	Bike and pedestrian crossing very difficult here - think video game of Frogger. Traffic also needs to be slowed down as it transitions into Old Town. Stormwater runoff at this corner drains entire block down to Laurel sewer; each storm the debris accumulates, affecting the pedestrian ramps (x2) and adjacent roadway can turn into Lake Mathews if not cleared out regularly.
Jul 07 21 09:23:10 am	40.5620705	-105.0579451	1817 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46741	Biking	Lemay is terrible for bikers, esp those of us who aren't experienced riders, and the alternate routes take 2-3 times as long. Bikers need protection from cars going 45 mph
Jul 12 21 12:31:01 pm	40.56708945	-105.054574	1307 East Prospect Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46844	Driving	The traffic between Luke Street and the entrance to the Fort Collins Club makes crossing this section very difficult for driving and biking to access the bike trail on the south side.
Jul 12 21 12:57:27 pm	40.60120687	-105.1145911	1024 North Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46845	Walking	There are no sidewalks between neighborhoods and the Poudre River Trail
Jul 12 21 12:58:11 pm	40.59655801	-105.1196841	2302 West Vine Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46846	Walking	There are no sidewalks on Vine between neighborhoods and Irish Elementary
Jul 12 21 04:22:38 pm	40.54559824	-105.0205314	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46847	Biking	Please put in a crosswalk or a signal light at this intersection so bikers and walkers can safely cross Ziegler Road to access the trails on the east side. Ziegler Rd is dangerous to cross on foot or bike! The city has placed crosswalks along other main roads that do not even connect major trails. Why is this area being ignored?
Jul 12 21 07:08:25 pm	40.52088523	-105.0771732	4730 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46860	Driving	Many near accidents due to long back ups on N. bound College waiting for the light to change. In the long back ups, vehicles cut over into the turn lane for SE Frontage roads and dive up to the Eastbound turn lane to Harmony.
Jul 12 21 07:14:35 pm	40.50199797	-105.077405	6024 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46861	Driving	Horrible old curb on College for turning East on to Skyway. Many damaged cars for short turns that hit the curb, and many turns by cars very wide almost hitting cars waiting at Westbound Skyway at the stoplight.
Jul 12 21 09:22:39 pm	40.49478752	-105.077346	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46863	Driving	Living, near by, lv seen BAD accidents on a regular basis here. As more housing goes up in the area, dropping the speed limit could be beneficial. I would not want to be a pedestrian here either, drivers are always highly anxious to make thier light.

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Jul 13 21 05:21:04 am	40.54541177	-105.0204836	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46864	Walking	pedestrians and bikers need a cross walk here connecting the two trails
Jul 13 21 11:06:41 am	40.50727356	-105.0025177	4002 Oak Shadow Way, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46869	Walking	It is impossible to cross over Ziegler safely to access many of desireable trails.Please review a solution to a safe crossing to access the areas. I live in a highly populated area of Rigden Farms and so many have the same concerns
Jul 13 21 11:10:49 am	40.5452436	-105.0203705	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46870	Walking	I originally didnt locate right. Crossing Ziegler from the Rigden Farm HOA is impossible.It is an accident waiting to happen and keeps many of us from exploring or using the trails across Ziegler because of the DANGER!!!
Jul 13 21 11:18:22 am	40.54556563	-105.0203115	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46871	Walking	A lighted crosswalk or underpass is needed here. You could use the creek underpass to add biking and walking. It is hard to cross anywhere here. Someone is going to get killed. The sidewalk ends on the east side so there is no option but to cross.
Jul 13 21 11:21:34 am	40.55265813	-105.039221	2602 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46872	Walking	This light is too short in timing to cross Timberline. I am an agile person and have to speedwalk or jog across. A less abled or older person does not have enough time to cross. Extend the timing on the light.
Jul 13 21 06:20:22 pm	40.54554525	-105.0204241	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46875	Walking	It is unsafe for pedestrians and cyclists to cross Ziegler in this area, even though there is convenient access to trails on either side of the road here. There needs to be some sort of traffic control implemented here.
Jul 13 21 07:23:32 pm	40.53797094	-105.0265503	East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46879	Walking	Over 20,000 residents with no safe access to the Poudre Trail. People who live in mobile homes matter too. We need safe crossing on Horsetooth. The lack is forcing us to abandon bikes and walking.
Jul 13 21 07:28:51 pm	40.53791182	-105.0302678	3529 Fieldstone Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46880	Driving	Traffic is routinely 50-65 mph on Horsetooth as cars race east from Timberline to the Ziegler roundabout and also race west from the roundabout to Timberline. Turning into our neighborhood off of Horsetooth is frightening. Turning out of our neighborhood is challenging. This is unsafe for school traffic as well. Traffic calming has been urgently needed on east Horsetooth for years. Police sporadically issue tickets, but that's not a solution. Our section of town is cut off and bracketed on two sides by high speed traffic.
Jul 13 21 07:32:23 pm	40.54914051	-105.0215292	3000 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46881	Walking	Residents in Rigden Farm, Stone Ridge, English Ranch, Sunstone, Foxstone, E Harmony Mobile homes have no safe access to the Poudre River Trail and Environmental Learning Center. Routine traffic is usually 45-60 mph along this stretch.
Jul 13 21 07:34:22 pm	40.53789552	-105.0201237	3596 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46882	Driving	Trucks do not slow, stop, look, or yield. Large trucks barrel through regardless of right of way and with no regards to pedestrians.
Jul 13 21 07:36:41 pm	40.53767537	-105.0203598	3596 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46883	Biking	No safe use of this roundabout by bicycles due to much needed traffic calming. High speeds, failure to yield a common issue, and heavy traffic make this route bike hostile (and pedestrian hostile).
Jul 15 21 06:11:39 am	40.55220016	-105.0294576	2621 Rigden Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46925	Walking	
Jul 15 21 06:12:48 am	40.55246836	-105.0294992	2602 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46927	Driving	Left and right turns here dangerous with cars traveling upwards of 45 mph. This is also a walking and biking challenge at this intersection.
Jul 15 21 06:14:25 am	40.54918278	-105.0214656	3000 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46928	Biking	Either here or on William Neil the neighborhood is in need of a something to safely cross Ziegler to get to ELC and other natural features safely via bike or walking. Thanks!
Jul 15 21 10:21:01 am	40.55224646	-105.0258476	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-46961	Biking	This intersection connects two very popular bike/walk paths across Ziegler/Drake. It's very hard to cross without a cross-walk as traffic moves pretty quickly. Also, the curb makes it hard to get bikes across.

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Jul 15 21 02:44:01 pm	40.55218124	-105.02581	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47042	Walking	This street intersection is hard to cross and there aren't any safe crosswalks or crossing signals anywhere nearby. This is also a trail intersection. An underpass would be ideal, connecting the trails.
Jul 15 21 02:51:45 pm	40.53788261	-105.0265789	3507 Kingsley Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47044	Walking	We need a safe way to cross Horsetooth, either at this intersection or the one west (Fieldstone and Caribou). The speed limit is too fast to safely get across either on foot or bike. I don't let my kids cross to the park at English Ranch because crossing here, or worse at the traffic circle at Ziegler/Horsetooth) is too dangerous. Please consider a signal-based crosswalk.
Jul 18 21 11:56:42 am	40.53762848	-105.0187933	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47118	Biking	This unpaved area is very rough for cycling to the paved trails at Arapahoe Bend. It would be great to have some safe cycling access from all the neighborhoods along Ziegler Rd to the trails at Arapaho Bend.
Jul 28 21 06:44:00 pm	40.61773133	-105.05687	1102 Country Club Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47293	Driving	Congestion, lack of ways to town, slow speed limit.
Aug 01 21 08:29:28 am	40.52312149	-105.0268722	2690 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47408	Driving	Protected left turn green light is not lasting long enough to allow adequate amount of vehicles to travel north on to Corbett Dr from E Harmony Rd.
Aug 01 21 08:32:39 am	40.52309703	-105.0202632	4666 Ziegler Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47409	Driving	Protected left turn green lights are not lasting long enough to allow adequate amount of vehicles to travel west on to E Harmony Rd. from north bound Zeigler Rd.
Aug 01 21 08:33:59 am	40.52310926	-105.0391996	4520 South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47410	Driving	Protected left turn green lights are not lasting long enough to allow adequate amount of vehicles to travel west on to E Harmony Rd. from north bound Timberline Rd.
Aug 01 21 08:36:42 am	40.52310926	-105.0391942	4520 South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47411	Driving	Green lights are not lasting long enough to allow adequate amount of vehicles to travel north on S Timberline Rd.
Aug 01 21 08:41:44 am	40.52309295	-105.020172	3105 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47412	Driving	Green lights are not lasting long enough to allow adequate amount of vehicles to travel north on Zeigler Rd.
Aug 01 21 09:34:44 am	40.58136691	-105.004921	11 Northwest Frontage Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47413	Driving	Mulberry east traffic trying to go south on west frontage road has already had deaths. Mulberry west traffic trying to go north on west frontage road is very dangerous because of all the 3 different roads of traffic to look out for and sometimes the cars get backed up on Mulberry.
Aug 01 21 09:37:56 am	40.58123654	-105.004406	3850 East Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47414	Driving	This side of I25 & Mulberry should have a traffic light, the same as the east side of I25 & Mulberry because of the dangerous turns and deaths that have occurred.
Aug 01 21 09:45:34 am	40.59622788	-105.0293827	609 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47415	Driving	Timberline and Vine intersection is usually backed up and needs a traffic light or overpass soon.
Aug 01 21 10:27:56 am	40.57789471	-105.0578839	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47416	Driving	When westbound on Riverside, the sharp angle of turn onto southbound Lemay requires both lanes to turn. Combined with vehicles turning right from Riverside (eastbound) onto Lemay (southbound) on red light cause many near misses here. Need a "no turn on red" sign here or a sensor to flash a "no turn on red" when cars turning left are detected.
Aug 01 21 10:35:12 am	40.59616271	-105.0295115	2600 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47417	Driving	Timberline at Vine backs up now throughout the day in both directions due in part to the Mosaic development. Increasingly, there are 20 or more cars trying to get through the 4 way stop. This is especially bad during commuting hours. Add a train and you could be sitting in a line of cars for 10-20 minutes or more. Drivers are becoming increasingly aggressive to get through intersection as they don't follow taking turns. A light would help traffic proceed more smoothly. As the northern end of town gets more developed this problem will only worsen.
Aug 01 21 10:42:00 am	40.6114765	-105.0388241	North County Road 11, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-47418	Walking	It would be helpful to have a pedestrian crosswalk just north of Turnberry and Chesapeake drive. I walk and bike from the east side of Turnberry (Storybook neighborhood) to the west side and walk through the country club neighborhood towards Tavelli elementary school (Lemay) and crossing Turnberry has become increasingly dicey as traffic has increased and it's 40 MPH on this stretch.

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Aug 01 21 01:15:20 pm	40.59717914	-105.0675219	556 Cajetan Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47420	Walking	No sidewalk for extended stretch of Redwood St.
Aug 01 21 01:16:27 pm	40.59592246	-105.0687951	520 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47421	Walking	Crosswalk limited on very busy intersection. Biking and pedestrian use can be challenging to navigate with cross traffic -- especially outside of daylight hours. Push-button signage and flashing lights would be ideal.
Aug 01 21 01:16:55 pm	40.59473453	-105.068804	626 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47422	Walking	No sidewalk
Aug 01 21 01:17:45 pm	40.59169271	-105.0709105	445 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47423	Walking	No sidewalk
Aug 01 21 01:21:07 pm	40.60333677	-105.0674844	545 Conifer Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47424	Walking	Crosswalks limited. Vehicle traffic is increasing with new developments in North FC. Having designated pedestrian/bicycle crosswalks would be ideal.
Aug 01 21 01:23:07 pm	40.60328656	-105.0676739	545 Conifer Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47425	Driving	High number of vehicular accidents at the intersection of Redwood/Conifer. Speeding vehicles on Conifer can be difficult to identify for N/Southbound traffic. Prime location for a roundabout.
Aug 02 21 08:29:21 am	40.53804075	-105.0622959	East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47444	Biking	The bike lane on Horsetooth between Lemay & Stover (East & West bound) is very narrow — half asphalt, half curb concrete. Consequently, I ride in the asphalt half which puts me less than 3 feet from traffic.
Aug 02 21 08:35:59 am	40.53829428	-105.1058392	1549 West Horsetooth Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47446	Driving	Speeding and aggressive driving is very common on this stretch. The merge from two lanes to one brings out the worst in people.
Aug 02 21 08:42:49 am	40.53811363	-105.0795829	200 West Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47447	Driving	The high amount of traffic, non-synchronized traffic lights, and occasional trains make this area a congestion mess sometimes.
Aug 02 21 01:29:32 pm	40.5815584	-105.0860524	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47465	Driving	This intersection is terrible for all modes (I will not bike here and seldom drive or walk). Visible is poor, lanes are unclear, people turn left from eastbound Mulberry into westbound traffic.
Aug 02 21 01:30:19 pm	40.58324508	-105.083735	333 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47466	Biking	The diagonal parking along Canyon reduces the visibility for cyclists turning off Magnolia
Aug 02 21 01:32:01 pm	40.59973488	-105.0908214	835 Wood Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47467	Biking	This connection needs a curb cut, it's too sharp to safely bike up or down, instead cyclists seeking a comfortable connection have to use the driveway of the city facility and the sidewalk. The million-dollar home developer should pay for this.
Aug 02 21 01:33:24 pm	40.57765115	-105.0576854	726 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47468	Driving	Northbound Lemay should have a restricted left turn - only on green arrow. The sight distance is too short (hard to see southbound traffic on Lemay).
Aug 02 21 01:41:15 pm	40.57477456	-105.1229972	1001 Cypress Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47469	Biking	The eastbound bike lane disappears between Cypress and Hillcrest for no apparent reason.
Aug 02 21 01:42:18 pm	40.57473381	-105.1192635	1000 Hillcrest Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47470	Biking	The eastbound bike lane disappears between Cypress and Hillcrest for no apparent reason...

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Aug 02 21 05:39:03 pm	40.58182322	-105.1019955	1501 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47478	Walking	There is no pedestrian crossing here, and it is a natural way to connect with Sheldon street. Should we do street easy for cars or people?
Aug 02 21 05:39:58 pm	40.57801377	-105.0790358	701 South Mason Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47479	Biking	It is not ease to tur in to mason street
Aug 02 21 05:40:41 pm	40.58699312	-105.0789338	201 West Mountain Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47480	Biking	It is dangerous to turn in to mason street
Aug 02 21 05:41:36 pm	40.5881949	-105.0702435	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47481	Biking	is dangerous to cross willow here
Aug 02 21 05:42:11 pm	40.588753	-105.067277	102 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47482	Biking	is dangerous to cross to 1st street, cars go to fats in lincoln
Aug 02 21 05:42:45 pm	40.59237445	-105.0673252	300 1st Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47483	Walking	There is not a pedestrian cross here. cars go to fast in Buckingham
Aug 02 21 05:43:02 pm	40.59261071	-105.069927	445 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47484	Walking	We need a sidewalk here!
Aug 02 21 05:43:40 pm	40.57449341	-105.1007509	1108 City Park Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47485	Biking	This is to dangerous to cross
Aug 02 21 05:44:17 pm	40.57419596	-105.1147842	1004 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47486	Biking	It is very dangerous to cross to King Soopers
Aug 02 21 08:05:34 pm	40.5677822	-105.1339164	1500 South Overland Trail, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47487	Biking	For our kids biking to school, this intersection is very challenging and sometimes dangerous to maneuver as there is no dedicated bike lane on the west bound lane here on prospect when crossing overland trail
Aug 03 21 08:55:07 pm	40.49480384	-105.0774103	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47531	Driving	This corridor is dangerous as it is! The city wants to infill this corridor with medium/high density residential units and the streets cannot accommodate the increase in traffic. It's only going to get worse when the Transfer station goes in at the landfill. If this is to be a major artery, please redesign it before you force more cars onto it.
Aug 04 21 12:13:51 pm	40.59479407	-105.0287819	609 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47571	Driving	Serious congestion (currently exacerbated by Shields and LeMay closures). Rush hours are bad. Trains moving back and forth in the yard along Vine make a bad situation worse.
Aug 04 21 02:21:54 pm	40.57488865	-105.1337636	920 South Overland Trail, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47585	Driving	This intersection is difficult for all road users. It is difficult to get across Overland or to turn left due to traffic volumes. A roundabout would help with flow and safety.
Aug 04 21 02:23:35 pm	40.57502718	-105.1337421	3031 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47586	Walking	This intersection is difficult for all road users. The absence of pedestrian facilities makes it an unsafe crossing for people walking. A protected intersection (with a roundabout) could be a good solution here
Aug 05 21 01:04:30 pm	40.551568	-105.0239211	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47628	Walking	Crossing here as a walker or bike is dangerous. People are often driving 50 mph through here. Can we add a speed bump raised crosswalk?

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Aug 05 21 01:07:36 pm	40.57825755	-105.0580433	1011 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47629	Biking	Could the bike path be connected between the trail behind albertson's and the poudre trail? Crossing this intersection has become more dangerous.
Aug 05 21 04:26:45 pm	40.5456064	-105.0204295	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47634	Walking	Safe crossing for pedestrian & bikers on Rendezvous Trail across Ziegler
Aug 05 21 04:28:09 pm	40.54511315	-105.0204134	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47635	Driving	Speed of traffic is a safety concern as this area is becoming more congested with traffic and pedestrian/bicyclists
Aug 05 21 04:31:21 pm	40.55241765	-105.0295866	2621 Rigden Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47636	Driving	Obstructed Site Distance. Turning vehicles obstruct oncoming traffic, which have resulted in several collisions. High speed of traffic here is an additional concern.
Aug 05 21 04:36:14 pm	40.53777525	-105.020172	3596 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47637	Driving	Speed mitigation: Drivers enter the roundabout at excessive speeds resulting in multiple accidents. Also extremely dangerous for bikes & pedestrians.
Aug 06 21 03:55:15 pm	40.58187211	-105.1004291	1339 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47689	Biking	Transitioning from the bike lane to city park or into the neighborhood north of here fairly awkward and dangerous. To go from a bike lane to nothing on a 40mph road is ROUGH.
Aug 06 21 03:56:29 pm	40.58174174	-105.0958425	427 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47690	Walking	Tiny sidewalks for most of Mulberry and Shields. Pretty dangerous & Inconvenient.
Aug 06 21 03:57:04 pm	40.59233372	-105.0841963	400 North Sherwood Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47691	Biking	This road comes straight out of City Park. Absolutely should be a bike lane on this. Definitely wide enough.
Aug 06 21 03:57:26 pm	40.58154618	-105.0859666	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47692	Driving	I hate this intersection.
Aug 06 21 03:57:53 pm	40.58157877	-105.0862455	611 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47693	Walking	This intersection is terrible. The angle of Mulberry makes it impossible to see. Roundabout.
Aug 06 21 03:58:05 pm	40.58281323	-105.08425	512 West Magnolia Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47694	Driving	Roundabout
Aug 06 21 03:58:46 pm	40.5910261	-105.0770134	300 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47695	Driving	This intersection doesn't work well. The merge is super awkward and could be much better.
Aug 06 21 03:59:51 pm	40.596012	-105.0744331	107 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47696	Biking	Weirdly, there is very few ADA or bike entrances for this brand new park. The curb basically extends all the way through the whole park and if your on a bike, you have to get off and walk above the curb. ADA, you have to walk to the east side.
Aug 06 21 04:00:27 pm	40.59028063	-105.0769114	272 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47697	Transit	General comment... Transit is not frequent enough to make it really an option for most people.
Aug 06 21 04:01:39 pm	40.58126506	-105.0390387	2021 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47698	Biking	Similar to the Laporte bridge crossing, the road narrows and becomes dangerous for no reason. Widen the bridge.

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Aug 06 21 04:04:12 pm	40.58755938	-105.0769973	Jax Fish House Fort Collins, 123 N College Ave, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47699	Driving	Having diagonal parking on both sides is a recipe for disaster. People drive fast through here... People try pulling out of their spots without truly being able to see. Remove the middle area of parking. Make the rest of the parking paid. Parking IS NOT free. People just circle and circle causing more and more congestion and more and more people driving in and out of the middle parking area. Dangerous for everyone involved.
Aug 06 21 04:04:30 pm	40.58749013	-105.0710642	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47700	Walking	Sidewalks!
Aug 06 21 04:05:37 pm	40.58698905	-105.0769061	110 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47701	Transit	There's already some old streetcar infrastructure on this side of the mountain. Let's bring back the electric street car and get rid of that diagonal parking in the middle of the street.
Aug 06 21 04:07:26 pm	40.55505881	-105.1427221	3501 Dixon Canyon Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47702	Transit	Transit should be provided to Horsetooth. You could do something similar to the ski towns and allow people to bring coolers, gear, kayaks on the buses and bring you up to Horsetooth... which is a parking NIGHTMARE.
Aug 06 21 04:10:19 pm	40.57758596	-105.0877047	750 Meridian Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47703	Transit	Put a bus lane on Laurel or plum. Probably doesn't need to be 4 lanes here.
Aug 06 21 04:10:58 pm	40.57634733	-105.0905478	821 West Plum Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47704	Transit	Bus only lane! Prioritize Buses
Aug 06 21 04:12:05 pm	40.58467507	-105.0878334	224 South Loomis Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47705	Biking	Already a buffered bike lane... Use the space to now make it protected!
Aug 06 21 04:13:42 pm	40.55243395	-105.0727487	2600 Tulane Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47706	Biking	The Remington Bikeway has a crossing here that is incredibly awkward. If you are going SB, you have to travel to the EB side of the intersection in order to activate a signal to cross. This is a major N/S bikeway and more attention should be given to this crossing at a fairly major intersection.
Aug 06 21 10:08:22 pm	40.52332156	-105.0391257	2121 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47711	Biking	Hello, the intersection at Harmony at Timberline would greatly benefit from a bike underpass, which can be connected to the power trail. Harmony is the busiest street in the city, and is intimidating to cross on bike or foot.
Aug 06 21 10:14:07 pm	40.52331667	-105.0391727	4520 South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47712	Biking	Hello, the intersection at Harmony and Timberline would greatly benefit from a bike underpass connecting to the power trail. Harmony is the busiest street in the city and is intimidating to cross by bike or on foot.
Aug 20 21 08:03:36 am	40.54557379	-105.0204241	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48258	Walking	This is a very dangerous (and popular) intersection to cross for a typical, fit person, let alone someone who uses a wheelchair. We live near this intersection and our daughter uses a wheelchair, and even if there are no cars in sight (due to the curve in the road) it is not possible to cross the road without the driver (hopefully) slowing down. Even us crossing on foot or bike is scary. There desperately needs to be a signalized crossing point somewhere along this road -- it is 1.9 miles between the pedestrian signal at Drake/Illinois and the roundabout at Drake/Horsetooth, far too long of a stretch in such a populated area with heavily used trails, sidewalks, and bikeways. With so many people and kids crossing it, and so many fast cars, it's a tragedy waiting to happen.
Aug 20 21 08:10:07 am	40.55225054	-105.0259227	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48260	Walking	A walk/bike path leads right to this intersection, but there is no crosswalk. These two family neighborhoods need to be connected. It is dangerous to cross for a typical, fit person, let alone someone who uses a wheelchair. Our daughter uses a wheelchair, and with no cars in view (due to the curves and hills in the road) was nearly hit by a car speeding around the corner from the south (the speeding car almost took out another car when swerving). There desperately needs to be a signalized crossing point somewhere along this road -- it is 1.9 miles between the pedestrian signal at Drake/Illinois and the roundabout at Drake/Horsetooth, far too long of a stretch in such a populated area with heavily used trails, sidewalks, and bikeways. With so many people and kids crossing it, and so many fast cars, it's a tragedy waiting to happen.
Aug 20 21 08:14:50 am	40.53779156	-105.0265878	3507 Kingsley Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48261	Walking	This is a difficult (and popular) intersection to cross for a typical, fit person, let alone someone who uses a wheelchair, like our daughter. Even us crossing on foot or bike is difficult and scary. There needs to be a signalized crossing point somewhere along this road -- it is almost a mile between the pedestrian signal at the high school and the roundabout at Drake/Horsetooth, far too long of a stretch between two family neighborhoods with heavily used trails, sidewalks, and bikeways. People want to walk and bike to the shopping and dining district (and library!) along Harmony, and not have to drive 1 mile for safety. Every time I drive down Horsetooth, people (usually kids) are waiting on bikes for a safe gap in traffic to cross.
Aug 23 21 10:45:23 am	40.55661982	-105.0296938	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48359	Walking	This is quite a dangerous intersection during mornings/afternoons. When trying to cross Miles House from NE to SW, drivers often don't come to a stop when turning from Miles House onto Nancy Grey NE. When walking across Miles House in either direction, drivers turning off Nancy Grey onto Miles House SE often don't look for pedestrians and I've had to wait halfway across the street for someone that didn't stop to complete their turn. This should be a 4-way stop similar to Midpoint/Sharp Pt.

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Aug 23 21 10:53:43 am	40.55223423	-105.0259066	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48360	Walking	Walking/Biking/Driving issues here. 1. There is no sidewalk entry point along Drake to complete the trail coming from Denver Dr. This makes it very difficult to cross on a bike as you have to hop the curb. 2. With no standardized access point, pedestrians cross Drake at random points so drivers don't know where to expect them. 3. There is no stroller/handicap access ramps along the S side of Drake. 4. Drivers on NW bound Drake often go into the middle turn lane to go around people making a right onto Miles House risking a head-on collision to SE Drake drivers turning left onto Miles House.
Aug 23 21 11:10:29 am	40.55804222	-105.0389636	2101 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48361	Biking	Drivers turning left from W Nancy Grey to S Timberline don't stop for bikers with a green light crossing Timerberline E bound on Nancy Grey. Not sure if it is a visibility issue from the hill or because drivers don't wait for the car in front of them to clear the intersection so they can verify no on-coming bikes are coming or someone is entering the crosswalk. I'd recommend adding a left turn arrow during morning hours as drivers are in a hurry and trying to get across before the light turns red and they have to wait 3 more minutes.
Aug 24 21 08:00:16 am	40.58935184	-105.1202077	2224 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48427	Walking	Pedestrian crosswalk and signal needed at this location. Would be used by bicyclists, too, who would prefer not to merge into the very long left-turn lane on Laporte to get onto Impala.
Aug 24 21 10:56:33 am	40.58908297	-105.1036263	150 North Roosevelt Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48437	Walking	Lots of schoolchildren cross here instead of at the crosswalk a little east of here. This could be the better location for a crosswalk.
Aug 24 21 03:57:54 pm	40.55255623	-105.1337206	West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48448	Biking	unsafe approach in multiple directions. in the southbound direction of overland trail, approaching drake, it should be signed to inform drivers and bikers that oncoming (northbound) traffic does not stop. The northbound traffic, approaching drake, should have a sign to "signal your turn". the westbound traffic on drake, approach the intersection in a variety of ways. the unpredictable nature of each cars approach is going to end badly. some vehicles treat the northbound turn onto Overland trail as a yield. this unexpected pause in traffic flow is not only inefficient, but unpredictable (accident material). those vehicle that make the northbound turn and do not stay in their lane, but immediately cross over the bold green bike lane are going to hit a cyclist. this intersection needs better signage in all directions.
Aug 24 21 04:03:46 pm	40.55252362	-105.1299816	2601 Yorkshire Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48449	Driving	this intersection should be replaced with a round-about. countless times, I've witnessed multiple vehicles traveling along Drake, stop at the red light, to let one car on Yorkshire through the intersection. if there was a round about, the traffic would flow more freely and multiple cars would not have to stop just to let one car through.
Aug 24 21 04:05:46 pm	40.58189248	-105.1335543	2935 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48450	Driving	from mulberry the visibility is poor in both directions of overland trail
Aug 24 21 04:08:58 pm	40.5620851	-105.1150471	2024 West Stuart Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48451	Biking	as a dedicated bikeway, this is an unsafe crossing. there is poor visibility to the southbound traffic on Taft Hill Road (and cars are moving fast). An underpass/overpass or other controlled method to cross would be an improvement for cyclist safety.
Aug 24 21 04:11:05 pm	40.56898025	-105.133785	3032 West Lake Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48452	Biking	the transition from lake onto overland trail is eroded. the margin to turn from lake onto overland trail puts bikes very close to the vehicle lane.
Aug 26 21 12:56:06 pm	40.54744281	-105.0200272	South County Road 9, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48548	Walking	We need a crosswalk on Zeigler at William Neal Prkway in order to access the bike and walking path on the east side of Zeigler.
Aug 26 21 01:03:40 pm	40.53775458	-105.0201935	3596 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48551	Driving	Why isn't there a right turn exit from Horsetooth straight onto the right lane on southbound Zeigler. Right now Horsetooth traffic has to merge with the middle lane traffic exiting the roundabout. The right southbound lane is empty. Forcing this traffic to merge with roundabout traffic in the middle lane is dangerous.
Aug 26 21 03:28:49 pm	40.53798686	-105.0265931	3507 Kingsley Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48555	Walking	We really need a crosswalk with flashing light here. There is no other way to safely cross Horsetooth except at Zeigler Rd. or Arctic Fox which are way out of the way.
Aug 27 21 09:52:30 am	40.5378894	-105.0432873	1904 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48606	Biking	Grade-separated crossings (preferably underpasses) along Power Trail would reduce stopping for cars (and cyclists)... reducing commute times and pollution.
Aug 27 21 09:53:02 am	40.55249102	-105.0434053	1955 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48607	Driving	Grade-separated crossings (preferably underpasses) along Power Trail would reduce stopping for cars (and cyclists)... reducing commute times and pollution.
Aug 27 21 09:54:41 am	40.52303178	-105.0397253	2032 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48608	Walking	Need to revise this intersection and include some Pork Chop or Dutch Islands (or something!) because we've nearly been killed by drivers turning right (not paying attention/at ridiculous speeds) while we had the Walk Signal right of way.

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Aug 27 21 09:56:43 am	40.50897028	-105.0392962	5536 South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48609	Driving	Maybe a round-about here. There aren't enough lanes for Right, Left, Straight, so you always end up waiting behind someone trying to turn (when you need to go straight) or waiting behind someone going straight at the light (when you need to turn). Plus people love to speed on this part of Timberline, and I don't think the widening is going to help THAT any.
Aug 27 21 09:57:31 am	40.50582153	-105.039382	5808 South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48610	Biking	Need a grade-seperated crossing for pedestrians and "safe routes to school".
Aug 27 21 09:58:50 am	40.49476712	-105.040133	1900 East Trilby Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48611	Biking	A bike lane here to connect into the Power Trail past the RR tracks would be nice. Plenty of space now (though more car lanes & space under the RR bridge is probably needed)
Aug 27 21 09:59:41 am	40.47989179	-105.0392532	South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48612	Driving	Need a huge roundabout (and/or more turn/lanes) here ASAP. This gets backed up so far, especially 4pm ish.
Aug 27 21 10:01:52 am	40.53809732	-105.0803715	3595 Max Guideway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48613	Transit	Grade-separated crossings along Max would reduce stopping for for the North/South bus route AND for East/West cars... reducing commute times and pollution. It would make Max actually hit those commute times it was sold with! (and then maybe bikes share the underpasses too, which would help everyone)
Aug 27 21 10:02:28 am	40.55259699	-105.0799906	228 West Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48614	Biking	Grade-separated crossings (preferably underpasses) along Mason Trail would reduce stopping for cars (and cyclists)... reducing commute times and pollution.
Aug 27 21 10:05:09 am	40.52364752	-105.0437003	1829 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48615	Biking	If the underpass and (Power) Trail connection at Harmony isn't the most important bike project, I don't know what is. This cuts off the ENTIRE SE corridor of Ft Collins (full of money-spending cyclists with plenty of dough to burn) from the rest of the city. There is NO simple/safe route to bike into the rest of Fort Collins.
Aug 27 21 10:08:48 am	40.58047059	-105.0617087	835 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48617	Biking	Besides East Mulberry, the ugliest stretch in Fort Collins. This should be a NATURAL selection for a fast, straight bike path for S/E bike & ped commuters into Old Town, and beautified with trees, art, riverfront businesses etc.
Aug 27 21 10:14:32 am	40.54243084	-105.0798297	Mcclelland Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48619	Biking	I love grade-seperated crossings more than anyone on earth (see my other comments), yet I hate this one. I NEVER see anyone using it, and maybe that is because it is the Underpass To Nowhere. You can't connect directly into Max/Mason, and it drops you into the Mall in the least "bike friendly" way possible. Why wasn't a bike trail extended from Mason, under College, and safely thru the parking lot, into the mall area, and out the backside onto something low-stress like Stanford, Boltz, Swallow, and Power Trail? Epic fail. The chances of me or anyone else riding a bike to the mall (or really anywhere in midtown) to spend money are exactly zero. This should be our "bike hub" and the rest radiates out from there (like bike spokes!).
Aug 27 21 11:14:30 am	40.61064573	-105.0817931	337 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48620	Biking	The bike lane is too narrow, all the way to shields and the traffic moves at >50MPH
Aug 27 21 11:17:14 am	40.61052356	-105.0778288	134 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48621	Biking	cars routinely block both sidewalk and bike lane when leaving McD's parking lot.
Aug 27 21 11:17:20 am	40.61053171	-105.0766003	1800 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48622	Biking	Traffic moves through this intersection, and on all of college to Jefferson at highway speed. The pedestrian walk signs are not respected by traffic either. Please add a physical barrier between bike lane and the traffic on college, all the way to Cherry St.
Aug 27 21 11:18:27 am	40.61055207	-105.076493	132 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48623	Walking	Dangerous intersection for crossing College. Left-turnng cars often ignore bikes and pedestrians
Aug 27 21 11:19:20 am	40.6091878	-105.0765681	1605 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48624	Biking	Cars often pull into traffic across bike lane without stopping for bikes.
Aug 27 21 11:21:02 am	40.60993306	-105.0766486	1657 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48625	Biking	Each turn in along college is a high risk to bikers. We have been told to ride on the sidewalk to avoid the risk in the bike lane. Cars turn into the drives without regard for bicyclists. Drivers often can't see bicyclists because the are making a right turn and not looking to the left, which is often the direction the bicyclist is coming from. They pull rapidly into traffic. They also turn off of college as bikes are crossing the drives, and don't see the bicyclists.

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Aug 27 21 11:21:57 am	40.60860136	-105.0766057	1603 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48626	Biking	I have almost been hit at this driveway numbers times. The +55 trailer park folks don't look for bikes when they are turning into and out of the driveway.
Aug 27 21 11:22:39 am	40.60825519	-105.0766647	1513 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48627	Biking	Another very dangerous blind drive where drivers and bicyclists can not see each other
Aug 27 21 11:23:30 am	40.60759136	-105.0766915	1506 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48628	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit.
Aug 27 21 11:23:39 am	40.6073185	-105.0767076	1500 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48629	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:23:49 am	40.60647547	-105.0767183	1415 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48630	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:05 am	40.60590529	-105.0767291	1311 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48631	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:11 am	40.60524144	-105.0767022	1307 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48632	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:23 am	40.60413772	-105.0767183	1235 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48633	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:32 am	40.60342498	-105.0768042	113 Hickory Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48634	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:43 am	40.60260226	-105.0766969	1200 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48635	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:53 am	40.60184877	-105.076713	1113 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48636	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:59 am	40.60105862	-105.0767237	1101 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48637	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:25:08 am	40.59966971	-105.0766915	942 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48638	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:25:28 am	40.59778386	-105.0766969	806 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48639	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:25:43 am	40.59648043	-105.0767827	701 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48640	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit

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Aug 27 21 11:27:45 am	40.59256998	-105.0770295	406 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48641	Biking	I was knocked off of my bike here by a semi truck driver. I crashed, rolled away from the trailer wheels, and other people stopped traffic. The semi driver ran the light at Jefferson and headed for I25. Please put up some physical barriers
Aug 27 21 11:29:39 am	40.6107842	-105.0812352	331 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48642	Biking	Please make a short trail that connects Willox to Higdon so we can avoid College to get to the park and to the poudre trail
Aug 27 21 11:31:50 am	40.60604784	-105.0788319	122 Hibdon Court, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48643	Biking	Please make a trial connecting Hibdon to Wilox so we can avoid College
Aug 27 21 11:34:51 am	40.60856878	-105.0766057	1513 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48644	Biking	Cars cannot see bikes on sidewalk and do not look south to enter College - they routinely do not stop The view is obstructed by the Budget Inn.
Aug 27 21 11:36:35 am	40.61031587	-105.076611	1675 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48645	Biking	Bus stop causes bikes to veer into traffic on College when a bus is present at the stop.
Aug 27 21 11:40:37 am	40.61065795	-105.0809777	331 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48646	Biking	There is no bike lane west of approximately this point, and the shoulder is very narrow. Vehicles travel above the posted speed limit, sometimes considerably so.
Aug 27 21 11:43:11 am	40.60661394	-105.076654	1415 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48647	Biking	Cars regularly enter College from small strip mall with not concern for cyclists.
Aug 27 21 11:44:18 am	40.60722483	-105.0765789	1500 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48648	Biking	Basically, a barrier is needed to shield bike from cars, much like those on LaPorte near the school or near the university on Laurel.
Aug 27 21 11:46:33 am	40.60960319	-105.0778985	1657 Eaton Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48649	Biking	There is a major need for a bike trail that connects Willox to Hlckory - Mason is an obvious start although there are issues going through the trailer 55+ trailer community.
Aug 27 21 11:48:49 am	40.60580755	-105.0766969	1311 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48650	Biking	Traffic from Las Delicias parking lot often is not attentive to bikes. This includes leaving the parking lot or gettin to the parking lot fro College.
Aug 27 21 11:50:46 am	40.61551615	-105.0948715	2224 North Shields Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48651	Biking	This area has no bike lane and narrow shoulders - a safety issue
Aug 27 21 11:53:25 am	40.5988999	-105.0958157	802 North Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48652	Biking	Generally narrow shoulders along Shields between Willox to LaPorte traffic circle
Aug 27 21 02:43:06 pm	40.61059687	-105.0778234	134 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48667	Biking	Cars often block the bike lane here, and often pull in front of bikes.
Aug 27 21 02:46:37 pm	40.60930997	-105.0766969	1605 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48668	Biking	This spot is a proposed entry & exit to a Dunkin' drive-through. This is already a busy area for car traffic.
Aug 27 21 02:49:47 pm	40.60845882	-105.0774479	Budget Host Inn, 1513 N College Ave, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48669	Biking	North College (or Willox to Shields) are the only ways to go south from the northwest part of Fort Collins. There are no secondary streets that cut through to use as alternatives. North College is heavily used by fast-moving traffic and lots of trucks! N

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Aug 27 21 02:52:00 pm	40.61060094	-105.0765038	132 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48670	Walking	This corner has lots of car crashes already. A proposed Dunkin' drive-through just south of this location will increase the number of U-turns and almost certainly make it even more dangerous.
Aug 27 21 02:52:16 pm	40.61056021	-105.0764608	132 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48671	Biking	This corner has lots of car crashes already. A proposed Dunkin' drive-through just south of this location will increase the number of U-turns and almost certainly make it even more dangerous.
Aug 27 21 02:52:29 pm	40.61056836	-105.0764394	132 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48672	Driving	This corner has lots of car crashes already. A proposed Dunkin' drive-through just south of this location will increase the number of U-turns and almost certainly make it even more dangerous.
Aug 27 21 02:55:05 pm	40.61066202	-105.0823027	343 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48675	Biking	An alternative to biking down College, Willox Lane only has intermittent bike lanes and sidewalks and fast traffic.
Aug 27 21 02:56:45 pm	40.6106661	-105.0824851	343 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48676	Walking	Willox Lane west of College has only intermittent bike lanes and very few sidewalks along with fast-moving traffic.
Aug 27 21 03:00:18 pm	40.60340461	-105.0821579	319 Hickory Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48677	Biking	Northwest Fort Collins residents desperately need a safe way to get from our homes to the Hickory Trail. This is especially true for our children.
Aug 27 21 03:04:25 pm	40.60455315	-105.0767559	1294 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48678	Biking	To minimize exposure to the dangers of North College, bikers are generally forced to ride on the sidewalk on the west side of the street to get from Hibdon to points north. The alternative for those of us who reside in NW Fort Collins is to cross College, ride a short distance, then cross College again. Neither choice is very good or at all safe.
Aug 27 21 03:08:51 pm	40.61241313	-105.0765091	1908 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48679	Biking	So many children live north of the canal. Having a bike lane along here is progress, but a protected bike lane is needed until a secondary route can be established.
Aug 27 21 03:11:24 pm	40.60627998	-105.0766325	1324 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48681	Biking	Until a secondary safe route is established for riding, a protected bike lane is needed from Hibdon to all points north. This would also hopefully help as a traffic calming device.
Aug 27 21 03:33:42 pm	40.61047891	-105.0772077	132 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48685	Biking	the way the bike lane splits from main traffic into the channel around the tree is extremely dangerous - when you merge back into traffic drivers do not see you, or expect you and you're sudden thrust out into a turn lane. have nearly been hit here a few times
Aug 27 21 03:35:14 pm	40.6096765	-105.0766593	1657 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48686	Walking	this risk is for anyone on the sidewalks - nobody pulling out of any driveway on teh southbound side EVER looks right. they look left, to see what cars are coming, but NEVER right to see if anyone is on the sidewalk. this is an issue along this entire stretch of college
Aug 27 21 03:37:08 pm	40.6020653	-105.0822027	400 Hemlock Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48687	Biking	the new commercial building here obstructs the view of the trail and road - you can't see if traffic is coming and traffic cannot see if cyclists (or anyone) is on the hickory trail
Aug 27 21 03:38:05 pm	40.59824109	-105.0767562	821 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48688	Walking	human bean drive-thru line often block the bike land and sidewalk. and nobody ever looks for bikes or pedestrians when entering or exiting
Aug 27 21 03:47:43 pm	40.60158553	-105.0718364	1103 Blue Spruce Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48689	Biking	this really needs to be a 4 way stop. the way cars park and line along this entire intersection it is hard to see cars coming, and harder for cars to see cylvists
Aug 27 21 03:49:30 pm	40.59576043	-105.0686869	626 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48690	Biking	drivers have no idea how to interact with cyclists at this crossing - feels like running a gauntlet everyday

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Aug 28 21 04:58:26 pm	40.58697275	-105.0745726	260 East Mountain Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48710	Biking	The "share the road" signs painted on the pavement are faded all over FoCo, but I am highlighting those on Mountain between Riverside and Howes. These should be repainted so that it is safe to bike in Old Town.
Aug 28 21 05:01:19 pm	40.61043397	-105.076375	1660 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48711	Biking	cars turning left from Willox to College often do not see bikes crossing College until the last moment - I am surprised that more accidents are not happening. I do know of many close calls. Crossing College on foot is also sometimes a challenge.
Aug 28 21 09:43:31 pm	40.58909004	-105.0740855	302 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48712	Biking	if you're in the bike lane going southbound on linden heading into old-town the bike lane basically forces you to merge into active traffic. there is no bike lane in the 'old town section of linden. the lane basically shoots you straight into a curb. bike traffic needs to merge with car traffic earlier or there needs to be a way to merge car traffic on the other side of the light
Aug 29 21 05:39:00 pm	40.55254984	-105.0673467	705 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48720	Biking	bikes must ride in traffic lane - car drivers don't understand what you're doing - unsafe.
Aug 29 21 05:40:13 pm	40.53805247	-105.0664401	617 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48721	Biking	bike lane here is a joke - way too narrow while car lane is quite wide. unsafe for bikes
Aug 29 21 05:51:53 pm	40.56692879	-105.0391495	1613 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48722	Biking	hard to get from Spring Creek Trail to Riverbend Ponds trailhead. Sidewalk is fine going north on Timberline, but this intersection is not safe for bikes to make the transition
Aug 29 21 05:54:53 pm	40.61296605	-105.0764787	1910 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48723	Biking	need protected bike lane or some other way for kids from PVMHP to get to school - Lincoln and Rocky
Aug 29 21 05:56:48 pm	40.56791879	-105.1149273	1558 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48724	Biking	Taft Hill from Prospect to Mulberry is crazy dangerous for cyclists - first no bike lane (nothing adequate, for sure) and then north of Elizabeth, having to go into the through lane to avoid right turn only and then get back on north of Mulberry.
Aug 29 21 05:58:43 pm	40.53210781	-105.1151204	4002 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48725	Biking	need a safe way for kids in Timber Ridge MHP to get to Webber by bike
Aug 29 21 05:59:41 pm	40.52925766	-105.1107645	1808 Greengate Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48726	Biking	this bike lane isn't adequate given the curves and speed of traffic
Aug 29 21 06:06:17 pm	40.56106939	-105.1151562	2034 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48727	Driving	it's getting harder and harder to pull from eastbound Stuart onto northbound Taft Hill at this intersection. Is there something that can be done with light timing at Propsect and Drake?
Aug 29 21 06:09:23 pm	40.5457764	-105.0770831	101 East Swallow Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48728	Biking	Swallow is one of the best E-W bikeways in the city - but getting bikes across College is messy - have to take the lane, cross a bumpy College, stay in the lane until the bike lane appears. Makes Swallow less bike-friendly.
Aug 29 21 06:11:42 pm	40.58295364	-105.0958496	1124 West Magnolia Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48729	Biking	Magnolia is a great E-W bike route but crossing Shields is tough.
Aug 29 21 06:14:10 pm	40.57051254	-105.0959587	1306 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48730	Biking	there's usually a space to cross on a bike before the light changes - which means I'll go (LONG wait) and then the light stops the cars and there's no one left waiting to cross
Aug 29 21 06:15:51 pm	40.59622261	-105.0910306	904 West Vine Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48731	Biking	for those of us coming from the west, this is a better alternative to get on the poudre trail than going north on Shields. But this intersection, especially when the streets/utilities workers get off, is very busy for bikes turning north off Vine

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Aug 29 21 06:16:24 pm	40.5871196	-105.0957227	1046 West Mountain Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48732	Biking	I've seen bikers running this light a lot.
Aug 29 21 06:19:12 pm	40.56196833	-105.0766647	Spring Park Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48733	Biking	this section of the Spring Creek Trail is not safe - once you cross eastbound under College, rising up to the sidewalk is narrow with poor visibility. Then that sidewalk to Remington is too narrow - hard even for bikers to pass, much less pedestrians.
Aug 29 21 06:19:57 pm	40.56192208	-105.0754684	1820 Remington Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48734	Biking	This crossing is tough for bikes - esp for kids - you have traffic coming from 4 directions, and Spring Park Drive has no stop sign.
Aug 29 21 06:23:13 pm	40.58142705	-105.0631857	803 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48735	Biking	for a cyclist trying to get from town to anything NE of Mulberry and Lemay, the bike infrastructure is lacking. If you can get onto the Mulberry bridge, you can use sidewalks and crosswalks. But getting there is tough - residential streets okay south of Riverside, but getting to that corner (Riverside and Mulberry) is tough. Lemay is not good for bikes - esp the section from Elizabeth to Mulberry - need wider bike lane or something.
Aug 29 21 09:00:01 pm	40.61629799	-105.0388348	North County Road 11, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48737	Walking	Sidewalk ends
Aug 29 21 09:00:59 pm	40.6137977	-105.0416028	1905 Lakeview Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48738	Biking	Many use this as a bike trail to get to Tavelli but it is not officially maintained by anyone.
Aug 29 21 09:03:06 pm	40.58807268	-105.0296241	2535 International Boulevard, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48739	Driving	Turning left during peak traffic times is nearly impossible. Also: during inclement weather, both Dry Creek and Timbervine can be completely cut off.
Aug 29 21 09:04:09 pm	40.59357613	-105.0437433	1871 Winamac Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48740	Driving	Connecting Winamac and/or Mackinac to Link Lane would provide a secondary route into Old Town and alleviate traffic along Timberline + Lincoln.
Aug 29 21 09:06:41 pm	40.602476	-105.0080001	3750 Gardenwall Court, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48741	Walking	This walking trail doesn't actually exist, but should. (Marked "emergency access only")
Aug 29 21 09:07:20 pm	40.59767795	-105.0083971	3702 Glenloch Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48742	Walking	This walking trail doesn't actually exist, but should and could easily be connected between the two neighborhoods to allow easier access to Rabbit Brush park.
Aug 29 21 09:08:24 pm	40.60088348	-105.0096095	974 Campfire Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48743	Walking	Adding a connector trail between these two neighborhoods would allow for easy access from Waterglen to Trailhead Park.
Aug 29 21 09:11:32 pm	40.62025591	-105.0338566	2414 Bar Harbor Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48744	Biking	The natural area pathway is not paved (but should be) in order to facilitate future connection to Poudre Trail system.
Aug 29 21 09:15:11 pm	40.61633871	-105.055089	2609 Greenmont Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48745	Walking	In winter, this trail is completely iced over (and is one of the main drop-off points for Tavelli families wanting to avoid the drop-off line at the school).
Aug 29 21 09:15:59 pm	40.61639164	-105.0535548	Belmont Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48746	Walking	Crosswalk connective points do not actually attach to trail, trail is not maintained, marked, or mowed.
Aug 29 21 09:17:20 pm	40.61633871	-105.0544077	2609 Treemont Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48747	Walking	Sidewalk not maintained by any official entity, not plowed in winter, not mowed in summer. Volunteer and/or homeowner efforts only.

<p>Item 3. 09:18:15 pm</p>	40.61643644	-105.0573152	<p>2115 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48748</p>	Driving	Tons of conflicting car traffic for school morning drop-off.
<p>Aug 29 21 09:19:41 pm</p>	40.62464111	-105.0198984	<p>Richards Lake Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48749</p>	Driving	High number of accidents due to high speed + limited visibility.
<p>Aug 29 21 09:23:11 pm</p>	40.61752366	-105.0389153	<p>North County Road 11, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48750</p>	Driving	Crosswalk pedestal on SW side frequently hit by trucks/semis jumping the curb or cutting the corner.
<p>Aug 29 21 09:25:16 pm</p>	40.61768654	-105.0718528	<p>320 Country Club Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48751</p>	Walking	Connecting the sidewalk along Terry Lake Road from Country Club Road to College would immediately increase pedestrian and biker safety.
<p>Aug 30 21 06:19:37 am</p>	40.60603969	-105.0767049	<p>100 Hibdon Court, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48752</p>	Biking	<p>Biking on college ave up here in the "bike lane" on the road is very unsafe, all the way from Willox down to Hickory, where we can use the trail system. I need a safe route for my child to get to/from Lincoln middle school to/from The Revive neighborhood and I would never let him ride inches from 50 mph traffic including 18 wheelers—I can't stand the heavy wind and loud noise from the traffic inches from me—it is nerve wracking, and I especially won't let me child do it. Traffic up here is ridiculous-drivers are reckless toward bikers—routinely intentionally blowing black smoke at us. SO, we take the sidewalk along college ave from Higdon and into our neighborhood beside the car wash/storage place. This sidewalk should absolutely be a 2 way bike lane and marked as such with protection from the traffic like on Vine or Mulberry, with signs at the businesses along this sidewalk cautioning vehicles to yield to bikers/pedestrians—vehicles entering exiting these businesses do not look for pedestrians nor bikers on the sidewalk. Nobody takes the bike lane up here except for the homeless population without helmets and who dart across college everywhere-not just at intersections.</p> <p>For this particular pin, it is difficult to take a left from Higdon onto the sidewalk or even a right onto Higdon from the sidewalk—traffic is very heavy right here- with cars coming going from every direction and cars are always parked along Higdon here making visibility difficult.</p>
<p>Aug 30 21 06:27:11 am</p>	40.60834886	-105.0767478	<p>1513 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48753</p>	Biking	<p>Biking on college ave up here in the "bike lane" on the road is very unsafe, all the way from Willox down to Hickory, where we can use the trail system. I need a safe route for my child to get to/from Lincoln middle school to/from The Revive neighborhood and I would never let him ride inches from 50 mph traffic including 18 wheelers—I can't stand the heavy wind and loud noise from the traffic inches from me—it is nerve wracking, and I especially won't let me child do it. Traffic up here is ridiculous-drivers are reckless toward bikers—routinely intentionally blowing black smoke at us. SO, we take the sidewalk along college ave from Higdon and into our neighborhood beside the car wash/storage place. This sidewalk should absolutely be a 2 way bike lane and marked as such with protection from the traffic like on Vine or Mulberry, with signs at the businesses along this sidewalk cautioning vehicles to yield to bikers/pedestrians—vehicles entering exiting these businesses do not look for pedestrians nor bikers on the sidewalk. Nobody takes the bike lane up here except for the homeless population without helmets and who dart across college everywhere-not just at intersections.</p> <p>For this particular pin, there is no visibility at all around this motel building, and even beyond this motel, traffic turning into the mobile home park does not look for bicyclists nor pedestrians-they are only yielding to oncoming southbound traffic on college and are not paying attention to the sidewalk traffic.</p>
<p>Aug 30 21 06:30:30 am</p>	40.60932219	-105.077472	<p>1705 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48754</p>	Biking	<p>Biking on college ave up here in the "bike lane" on the road is very unsafe, all the way from Willox down to Hickory, where we can use the trail system. I need a safe route for my child to get to/from Lincoln middle school to/from The Revive neighborhood and I would never let him ride inches from 50 mph traffic including 18 wheelers—I can't stand the heavy wind and loud noise from the traffic inches from me—it is nerve wracking, and I especially won't let me child do it. Traffic up here is ridiculous-drivers are reckless toward bikers—routinely intentionally blowing black smoke at us. SO, we take the sidewalk along college ave from Higdon and into our neighborhood beside the car wash/storage place. This sidewalk should absolutely be a 2 way bike lane and marked as such with protection from the traffic like on Vine or Mulberry, with signs at the businesses along this sidewalk cautioning vehicles to yield to bikers/pedestrians—vehicles entering exiting these businesses do not look for pedestrians nor bikers on the sidewalk. Nobody takes the bike lane up here except for the homeless population without helmets and who dart across college everywhere-not just at intersections.</p> <p>For this particular pin, there is no visibility around this storage building when biking especially into our neighborhood.</p>
<p>Aug 30 21 08:54:36 am</p>	40.61066202	-105.0904727	<p>719 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48765</p>	Biking	Bike lane does not exist. It is only a shoulder to this two lane road and cars/trucks speed by and often brushing back bikers. The shoulder is rarely cleaned of dirt, sand and glass making it unsafe to bike. Plus, being unmarked or wide enough for bike lane, it is better to ride in the lane!! This upsets motorist.
<p>Aug 30 21 09:06:42 am</p>	40.60944029	-105.0765038	<p>1654 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48776</p>	Biking	<p>North College Ave is dangerous in the bike lane due to traffic speed and semi-trucks, driveways, crossings, the unhouses with sturt and shopping carts (this will become worse if the sneiter is built west of College), distracted drivers texting.</p> <p>Blue Spruce is an alternative, but is ten times the problem with the unhouesd littering the road, bike lane, and their encampments. It feels unsafe and I am embarrassed to ride bikes with my out of town guests leaving them with the image.</p>
<p>Aug 30 21 09:12:15 am</p>	40.59606495	-105.0439739	<p>1924 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48785</p>	Biking	Need dedicated off road bike lane to carry bike traffic east and west from College out to the Mosaic subdivision. Traffic on Vine moves fast and dangerously close to bikers.
<p>Aug 30 21 09:14:34 am</p>	40.58403952	-105.0444031	<p>1808 East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48788</p>	Biking	I use this road as alternative to move east/west, but the lane is so narrow and dangerous for bikers! Thank you for opportunity to comment.
<p>Aug 30 21 Page 246</p>	40.60486268	-105.0715256	<p>1306 Blue Spruce Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48794</p>	Walking	Blue Spruce is littered with the possessions of the unhouesd. It's dirty, feels unsafe, and an embarrassment. The solution of a large shelter west of college will only bring more of this to all of the North College corridor. This area is culturally diverse and an asset to our community and should not be the dumping pit of a larger community problem.

Item 3.

Aug 30 21 10:12:02 am	40.55284155	-105.1339245	2555 South Overland Trail, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48796	Biking	I was struck by a car while in the bike lane. Driver turned into the bike lane. Broke my scapula in three places.
Aug 30 21 10:26:58 am	40.60982808	-105.0766182	1657 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48797	Walking	
Aug 30 21 10:26:58 am	40.60982808	-105.0766182	1657 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48798	Walking	
Aug 30 21 10:30:44 am	40.61079307	-105.0846863	505 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48799	Biking	There are no sidewalks or bike lanes on Willox from N. College to Shields but this serves a large population, including school children.
Aug 30 21 10:30:44 am	40.61079307	-105.0846863	505 West Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48800	Biking	There are no sidewalks or bike lanes on Willox from N. College to Shields but this serves a large population, including school children.
Aug 30 21 04:21:56 pm	40.54554525	-105.0204134	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48812	Walking	Very unsafe for walking. Cars speed by and difficult to get across without feeling like we will get hit.
Aug 30 21 04:23:58 pm	40.53782009	-105.0265503	East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48813	Walking	Difficult to cross. Restricts access to shopping area.
Aug 30 21 06:26:07 pm	40.54711463	-105.0207031	3000 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48816	Walking	I am a walker and runner that crosses Ziegler frequently, usually with a double stroller. I am almost always having to sprint across after waiting some time for an opening. I think this would be a great location for an underpass to connect the Rigden farm sidewalk/bike trail to the trail on the East side of Ziegler that takes you to the ELC. A crosswalk would also work here but an underpass maybe less of a nuisance for drivers. Ziegler is quite a busy road.
Aug 30 21 06:33:45 pm	40.5522811	-105.0258797	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48817	Walking	As a biker, walker and runner, I find it very difficult to cross here. I am usually with a double stroller or bike and have to push off the curb before crossing. It is very nerve wracking to cross, not only, busy Ziegler but the traffic from Miles House is a challenge. If there was a cross walk here and a ramp onto the Road, this would be a much safer intersection.
Aug 31 21 08:46:11 am	40.564245	-105.029726	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48857	Driving	A south-bound driver accelerated to run me down this morning while crossing the street to get back to the Poudre Trail after dropping my child off at school. Why is this not a school zone? There are no signs, no crosswalks, no speed bumps, and not even any road markings at all (double yellow line, white strips, etc). This is especially needed now that the city opened the Sharp Pt/Nancy Grey cut-through.
Aug 31 21 08:48:24 am	40.56322211	-105.032022	2500 Midpoint Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48860	Driving	School-zone signs? Fines should be doubled for speeding here during school hours.
Aug 31 21 09:01:11 am	40.54557185	-105.02038	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48867	Biking	We seriously need a crosswalk with a blinking signal here. Too dangerous to cross over to the bike path without a crosswalk. Traffic will just keep getting worse.
Aug 31 21 09:06:13 am	40.57815638	-105.0862402	524 West Laurel Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48868	Walking	Crosswalk here would be so helpful!
Aug 31 21 09:08:58 am	40.5307411	-105.0433866	4136 Sumter Square, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48869	Biking	It would be great if we could have an underpass to get across the railroad tracks here plus pave the section from the Power Trail to Caribou Drive. Right now it's a dirt path where you have to carry your bike over the tracks.
Aug 31 21 09:15:40 am	40.5306708	-105.0202342	4109 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48870	Walking	This would be a great place for a crosswalk with signal so that people walking and on bikes can safely get across.

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Aug 31 21 09:22:36 am	40.55175938	-105.0240988	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48872	Biking	Tons of fast traffic with children, families, walkers and riders trying to cross. Seems like everyday someone just about doesn't makes it across. Very popular area and no cross walk, light, pedestrian crossing, caution, child at play... no safety. Terribly frightening trying to cross.
Aug 31 21 09:25:58 am	40.5669998	-105.0297046	1601 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48876	Driving	Now that Sharp Point and Nancy Grey connect, no stop light for drivers turning left from Sharp Point onto west Prospect? Problems include: 1. Drivers frequently leave the westbound Prospect "must turn lane" late which is confusing for drivers attempting to make the turn, 2. rush hour traffic leaves unpredictable gaps encouraging risk-taking, 3. the Poudre bridge blocks eastern views from Sharp Point. 4. The entrance to the property on the SE corner onto Prospect is an additional, unnecessary hazard here and should enter Sharp Point instead.
Aug 31 21 09:32:04 am	40.55487132	-105.0274998	2482 Miles House Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48881	Driving	Needs continual speed enforcement now that apartments are finished and Sharp Point cut-through exists. People, especially motorcyclers, use this road like a racetrack.
Aug 31 21 09:41:42 am	40.56396789	-105.0296992	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48890	Biking	We frequently have students bike to school in the morning as well in the afternoon. Because Nancy Gray is open there is more traffic on sharp point drive. We are worried about our younger students crossing sharp point drive.
Aug 31 21 09:45:19 am	40.54550856	-105.0203866	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48899	Walking	Another dangerous place along Ziegler/Drake to try to cross between the neighborhood and biking/walking trail.
Aug 31 21 09:52:25 am	40.55267036	-105.0388348	2602 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48909	Driving	Westbound Drake light is WAY too short in the mornings. Only 3-4 cars get to cross? Seriously?
Aug 31 21 10:05:32 am	40.58051948	-105.0665474	531 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48912	Driving	Rarely are drivers adhering to the speed limit on our street. With a 2-way stop at the corner, horns blare everyday at people who miss the stop sign or mistakenly think it's a 4-way stop.
Aug 31 21 10:30:23 am	40.54850463	-105.0186539	3000 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48913	Biking	Ziegler Road from Percheron to William Neal is almost impossible to turn into Rigden Farm or onto Ziegler at almost any time now due to crowding. More residences are planned to be built.
Aug 31 21 02:38:16 pm	40.54320538	-105.0393713	2067 Vermont Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48963	Biking	It seems like there should be an underpass here to connect cyclists into Power Trail at the Eastbrook Connection and to provide Safe Route To School. (Ideally, some sort of trail would then lead East past FCHS/Stewart Case and into the Ridgen Reservoir / ELC Poudre Trail Connection)
Aug 31 21 02:40:16 pm	40.54475443	-105.0105429	3000 Denver Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48964	Biking	Not sure if this is the format for this, but why doesn't the pavement go all the way around Rigden Reservoir? Or, at least offer some sort of bulbed-turn-around pavement area at each "where the sidewalk ends" side of this path
Aug 31 21 02:41:42 pm	40.50928433	-105.0337011	East County Road 36, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48965	Walking	There are no sidewalks on either side of Kechter heading west into this intersection at Timberline/Willow Springs/Kechter.
Aug 31 21 02:42:32 pm	40.50894989	-105.0337064	5602 Kadenwood Drive, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48966	Walking	There are no sidewalks on either side of Timberline heading South toward Trilby leaving this intersection at Timberline/Willow Springs/Kechter.
Aug 31 21 06:58:28 pm	40.55228667	-105.0258609	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48974	Walking	Very dangerous intersection for pedestrians without a pedestrian signal. A signal is warranted here even before considering the planned park on Miles house.
Aug 31 21 07:06:06 pm	40.53054892	-105.1149888	4101 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48975	Biking	When going north on Taft Hill road and turning left onto Harmony Rd/CR 38E, the light does not always change for bicyclists. Better detection needed.
Aug 31 21 07:08:22 pm	40.57144146	-105.1151383	2101 Clearview Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48976	Biking	Bicycle light does not change fast enough. I know it's based on traffic patterns, but if we want to incentivize people to bike rather than drive, then bikeways need to take priority.

Item 3. Aug 31 21 07:09:05 pm	40.57044313	-105.0959766	1306 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48977	Biking	Bicycle light does not change fast enough. I know it's based on traffic patterns, but if we want to incentivize people to bike rather than drive, then bikeways need to take priority.
Aug 31 21 07:09:50 pm	40.57023124	-105.0580072	1100 Lory Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48978	Biking	Bicycle light does not change fast enough. I know it's based on traffic patterns, but if we want to incentivize people to bike rather than drive, then bikeways need to take priority.
Aug 31 21 07:10:48 pm	40.57173513	-105.0460317	1652 East Pitkin Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48979	Biking	Bikeway ends at a road with no bike lane. Side walks or dangerous traffic crossing required.
Aug 31 21 07:11:25 pm	40.55228518	-105.0258583	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48980	Biking	This inspection is right at a trail end from rigden, with trails on the other side and no ramps to cross. When heading south you pray you can pull your kids bikes and yours up the curb before a car takes you out. With the future park planned, liberty common school and access to all the trails including ELC from this point this needs to be addressed, even before further down Zeigler William Neal. That intersection only has neighborhoods on one side and does not have neighborhood trails across from each other.
Sep 01 21 08:53:38 am	40.56611143	-105.0110149	3537 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48988	Driving	Heavy congestion and difficult access from Summit view on to Prospect. Large backups on Prospect.
Sep 01 21 09:35:07 am	40.55692549	-105.029372	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48993	Driving	The city put in this crossing and now the majority of traffic through our once-quiet neighborhood is commercial traffic, semis, and liberty common parents. Some days there are over 100 loud commercial trucks that use our road as a cut through. No one drives the speed limit and the city will not put radar cameras there and ignore my emails.
Sep 01 21 01:39:51 pm	40.587152	-105.0780594	136 West Mountain Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49005	Walking	Sidewalk too narrow and often blocked by Snooze tables, patrons and workers.
Sep 01 21 05:20:16 pm	40.49213175	-105.0768471	6740 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49030	Driving	Congestion at the intersection of Trilby and College needs attention. This has been the site of several wrecks and the light backs up east to west.
Sep 01 21 05:21:58 pm	40.49187065	-105.0946999	1039 West Trilby Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49031	Driving	Traffic congestion and multiple accidents at this intersection.
Sep 01 21 05:23:03 pm	40.49413889	-105.0961804	6609 South Shields Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49032	Transit	No transit available for this area.
Sep 01 21 09:40:48 pm	40.56707595	-105.0523599	1337 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49058	Driving	People consistently exceed the speed limit through here- by 10 mph or more. It's only going to get worse with new construction east of the freeway and down by Ziegler and Horsetooth! I twice asked the traffic dept. to place one of those electronic monitoring signs ie "your speed is" somewhere in here- to at least get people's attention. But I was dismissed and told that it only works on two lane roads. Wrong!!! I've seen these in use on several 4 lane roads and even freeways. It might only register drivers in the right lane, but that would at least get folks' attention. The school crossing lights for this intersection are ignored regularly and could be upgraded to something brighter- without trees obscuring them. There should be police or traffic cop presence in this specific area from 3:00 to 5:30 sporadically to get a handle on this. Sure the crossing light helps, but some drivers are too impatient to wait for you to walk across, wanting to turn out onto Prospect.
Sep 01 21 09:49:20 pm	40.5519856	-105.0579965	2601 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49059	Biking	There needs to be a bike crossing button where you can reach it easily- to get from east side over to Sprouts shopping area. How can this intersection be improved for cyclists trying to do errands without a car?
Sep 02 21 11:23:53 am	40.59606495	-105.0735319	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49081	Biking	Dangerous intersection for cyclists and pedestrians. One cyclist death at this intersection.
Sep 02 21 11:41:08 am	40.59603064	-105.0735282	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49082	Walking	Line of sight issues and grading issue in the street at this intersection causes constant water pooling. Gravel and debris continually covering the bike lane and this intersection in general. Dangerous intersection for the 520+ new residents who live in Old Town North.
Sep 02 21 11:42:27 am	40.59607379	-105.0737439	207 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49083	Biking	Hazardous road conditions for cyclists. One death occurred here in 2021.

Sep 02 21 12:02:58 pm	40.59620733	-105.0734863	750 Jerome Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49084	Walking	Walking issue. No crosswalk to park with cars travelling fast
Sep 02 21 12:03:42 pm	40.5961866	-105.0734648	750 Jerome Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49085	Biking	Dangerous intersection with biker killed.
Sep 03 21 06:27:07 am	40.54559824	-105.0204563	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49100	Walking	We need a safe place for pedestrians to cross Ziegler road in order to access the Environmental Learning Center and Poudre Trail.
Sep 03 21 06:28:09 am	40.55165137	-105.0240129	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49101	Walking	We need a safe place for pedestrians to cross Ziegler road in order to access the Environmental Learning Center and Poudre Trail.
Sep 03 21 06:38:39 am	40.53777933	-105.019244	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49102	Walking	We need a safe way for pedestrians and bicyclists to access Arapahoe Bend and the Rigden Reservoir trail.
Sep 03 21 12:51:04 pm	40.5229204	-105.0484016	Bank of Colorado, 1609 E Harmony Rd, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49115	Biking	Frequent bike crossings due to schools and Powerline Trail. The South East curb is very tight and difficult to manage with several bikes. The ramp to access the sidewalks is narrow and difficult for young children who are already nervous about crossing a large street like Harmony and adults as well.
Sep 03 21 12:55:10 pm	40.55230341	-105.025927	2598 Miles House Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49116	Driving	The sidewalk closed sign blocks traffic view coming from the East. It is an extremely difficult intersection for those trying to leave the neighborhood. Fast speed, low visibility, and high traffic. A traffic light or round about would be VERY beneficial.
Sep 03 21 05:17:13 pm	40.56336067	-105.028975	1825 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49119	Walking	Would be great to have better cross walk from bike path
Sep 03 21 05:19:26 pm	40.56409917	-105.0298021	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49120	Walking	School kids are in danger here as cars drive too fast on Sharp Point drive. We need a pedestrian crossing and school zone speed limit flashing signs PLEASE!!!!!!
Sep 03 21 05:20:32 pm	40.55218124	-105.0258636	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49121	Biking	Need a cross walk here for pedestrians and bikes. Should probably have traffic light here and speed should be 35 max, not 45.
Sep 03 21 05:28:55 pm	40.56399409	-105.0296992	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49122	Walking	Students need to be able to cross the street safely.
Sep 03 21 05:31:09 pm	40.55251547	-105.0391889	2602 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49123	Driving	Very difficult for east bound traffic to turn north onto timberline. There's not enough time to make it through the light before it turns red (sometimes even when you're the first car in line!)
Sep 03 21 05:43:14 pm	40.56383748	-105.0296295	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49133	Walking	This road has HEAVY traffic during school times and many students crossing the street. We need flashing crosswalks and school zone signs installed immediately in order to slow traffic and ensure student safety!
Sep 03 21 05:45:00 pm	40.56358481	-105.0294578	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49134	Driving	HEAVY traffic in school zone. We need flashing crosswalks and school zone speed limit signs.

Sep 03 21 06:13:26 pm	40.56358119	-105.02949	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49135	Biking	Several issues are concerning to me in this area as a parent of Liberty Common Elementary School students. My family lives in the Bucking Horse neighborhood and my students would love to ride their bikes to school to develop some independence. However, as a parent who regularly drives this area at high traffic times during pickup and drop off, I am currently not allowing my children to do this. I am extremely fearful of them being hit by a car while trying to cross Sharp Point from the walking/bike path and onto school property. The traffic congestion during these time periods is immense with cars moving from seemingly every direction at once. Parents are parking on the roadside to walk their kids into school, car line drop off is taking place with parents lined up on both sides of the street waiting to enter the school lot. And then add to it non-school related traffic trying to get around all of this to their destination. There is no crosswalk currently and no school zone sign mandating a lower speed which is unacceptable to me given that most, if not every other school in Fort Collins has an electronic school zone sign in areas where children are having to cross a road to get home or into their parent's vehicle. A crosswalk and electronic school zone sign is absolutely needed in this area to ensure the safety of the children who must cross Sharp Point in order to go to/leave to school.
Sep 03 21 06:18:54 pm	40.56357983	-105.0294632	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49136	Driving	The area on Sharp Point Dr. near Liberty Common Elementary School is in need of a cross-walk and electronic speed zone sign given that high speed is a problem I have noticed in this area. Many vehicles utilize this road as a cut through to Nancy Gray or to access businesses that are located in the vicinity. There is currently no indication that they are having to pass by an active school in their process. Children and parents are regularly crossing from one side of Sharp Point to the other in order to get onto school property. Their is much vehicle and pedestrian congestion during the times of pickup and drop off. In order to prevent a tragic situation from occurring as has happened all too recently in a school area, I strongly believe that the city must install electronic school zone signs and a designated cross walk to ensure pedestrian safety.
Sep 03 21 06:27:57 pm	40.55659446	-105.0296509	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49137	Driving	Since the Nancy Gray / Sharp Point Connection was made, the traffic in this area has increased. But the more concerning issue is the speed with which most of the vehicles drive here given that the roadway is straight from the Sharp Point / Mid Point 4 way stop all the way across the RR track to the intersection of Miles House and Nancy Gray. My home is at this intersection and I am constantly witness to drivers not adhering to the 25 mph speed limit. In fact, I would say that many are traveling closer to 35 mph or above. It is my sincere hope that the city will consider installing a 4-way stop at the intersection of Miles House and Nancy Gray so as to slow down the excessive speed of traffic in this area and ensure the safety of the numerous walkers and bikers that frequent this area in order to access the Poudre Trail and other Bucking Horse community pathways.
Sep 03 21 06:47:39 pm	40.56410644	-105.0297153	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49142	Walking	My student goes to school here. The increased traffic makes it unsafe for students. This should be a school zone for our start/let out times.
Sep 03 21 06:56:07 pm	40.5669892	-105.0296941	1601 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49146	Driving	This should either be a light or no left turn allowed off of sharp point onto prospect. Dangerous blind intersection. This should be a school zone for liberty common school during beginning/end of day people are going very fast on prospect road.
Sep 03 21 07:00:55 pm	40.56628544	-105.0041202	East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49147	Driving	Heavy traffic backs up on prospect both directions. Especially the westbound going three lanes to one lane from the bridge.
Sep 03 21 07:57:27 pm	40.56358685	-105.0294605	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49148	Driving	Heavy traffic a long sharp point drive during school drop off and pick up. This should be marked as a school zone for the safety of the kids/adults who frequently cross this street. Also, more clear signage that people shouldn't park on the west side of Sharp point drive just north of the school during school pickup times. The road isn't wide enough to accommodate people parking there, the drive-thru line forming, and two-way traffic during school pickup. There is some signage, but not enough to make it clear. People are regularly parking there.
Sep 03 21 10:00:44 pm	40.54556156	-105.0203544	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49152	Biking	Need a safe crosswalk for young bikers traveling to Liberty Common school from this neighborhood and for general recreation over to the ELC.
Sep 03 21 10:01:54 pm	40.55168805	-105.0238466	3096 Environmental Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49153	Walking	Need a safe crosswalk for runners and bikers especially with children crossing for the ELC, school and bike paths. Incredibly dangerous and cars driving above speed limit.
Sep 03 21 10:06:21 pm	40.55227499	-105.02581	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49154	Biking	Add a crosswalk anywhere along this Drake/Ziegler corridor that has access to the bike paths to ELC, Miles House, Liberty Common connect the two neighborhoods. It is a popular path and very dangerous crosswalk. It's not feasible to have to hoof it all the way up the hill to safely cross near drake at a crosswalk with small kiddos. Please put something safe in to make this more accessible.
Sep 03 21 10:10:42 pm	40.56403309	-105.0296617	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49155	Biking	Young elementary students need to be able to safely cross the street either walking or biking. This needs to be a designated School Zone, lower speed limits - the blind curve and high speeds from cars and large trucks is extremely dangerous crossing with your child to get them to school. We need speed bumps, pedestrian crosswalk, lowered speeds with flashing lights during designated school release times.
Sep 03 21 11:03:43 pm	40.55235447	-105.0261185	2608 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49156	Walking	It's a very busy area during school drop off and pick up hours and it's impossible for pedestrians to safely cross the street here. This needs a crosswalk with flashlights like next to king soopers.
Sep 03 21 11:06:07 pm	40.55668299	-105.0297341	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49157	Driving	I agree with other comments that this intersection needs a four way stop and a pedestrian crossing.

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Sep 03 21 11:08:01 pm	40.56335863	-105.0289455	1825 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49158	Walking	This are needs a crosswalk with flashlights for everyone to safely cross and for drivers to notice pedestrians easier. Needs to be located away from the curve so it's visible.
Sep 04 21 06:48:00 am	40.56362149	-105.0294793	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49161	Walking	School zone designation would be helpful here. Crossing the street to ride bikes to or from school is precarious with the lack of cross walks. The traffic congestion on Sharp Point Dr during Liberty Common's pick up and drop off time really necessitates speed zone and signage at the the least.
Sep 04 21 09:59:20 am	40.56410644	-105.029718	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49165	Walking	Our kids need a safe way to cross the street. It would be helpful to have flashing lights and markings for school zone so drivers slow down.
Sep 04 21 10:12:58 am	40.59607717	-105.0735265	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49167	Biking	This is a dangerous intersection for cyclists and pedestrians. Cars are traveling quite fast and not expecting pedestrians. There should be a stoplight, stop sign, or pedestrian beacon to warn drivers of frequent pedestrian crossings. This is one of the best ways to access the Whitewater Park and the Poudre Trail system from the north so it is heavily used. In addition, the trucking business located here throws gravel into the road constantly, causing dangerous conditions for cyclists. Water-filled low points in the bike lane force cyclists into the driving lane.
Sep 04 21 10:23:08 am	40.59981473	-105.0719119	302 Suniga Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49168	Biking	Extensive housing on both sides of Suniga means lots of cyclists and pedestrians desire to cross here, especially in order to reach the Poudre Trail and downtown. However the crossing distance is very long and traffic speed is high. There's no stoplight or stop sign. These factors deter pedestrians from crossing. Previously I would bike from Old Town North to King Soopers, but now that Suniga is built, I don't feel safe doing so. There needs to be a safe way to cross Suniga on Blondel or Jerome.
Sep 04 21 10:23:45 am	40.59984511	-105.0742698	Suniga Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49169	Biking	Extensive housing on both sides of Suniga means lots of cyclists and pedestrians desire to cross here, especially in order to reach the Poudre Trail and downtown. However the crossing distance is very long and traffic speed is high. There's no stoplight or stop sign. These factors deter pedestrians from crossing. Previously I would bike from Old Town North to King Soopers, but now that Suniga is built, I don't feel safe doing so. There needs to be a safe way to cross Suniga on Blondel or Jerome.
Sep 04 21 10:52:46 am	40.59467595	-105.0687844	626 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49170	Walking	This is less than a mile from downtown and frequently used by pedestrians. North of Vine there is no sidewalk on the east side. Here there is no sidewalk on the west side. Farther south there is no sidewalk on the east side. This forces pedestrians to cross Linden multiple times.
Sep 04 21 10:54:38 am	40.59257198	-105.0698946	445 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49171	Walking	This is less than a mile from downtown and frequently used by pedestrians. North of Vine there is no sidewalk on the east side. Next to Catholic Charities there is no sidewalk on the west side. Here there is no sidewalk on the east side. This forces pedestrians to cross Linden multiple times.
Sep 04 21 10:56:15 am	40.59716473	-105.0675023	Redwood Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49172	Walking	This is less than a mile from downtown and frequently used by pedestrians. Here there is no sidewalk on the east side. Next to Catholic Charities there is no sidewalk on the west side. South of Buckingham St there is no sidewalk on the east side. This forces pedestrians to cross Linden multiple times.
Sep 04 21 11:05:07 am	40.60326118	-105.0675529	1197 Redwood Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49173	Biking	Limited visibility due to curves in the road and high speed on Conifer makes this a dangerous intersection for cyclists and pedestrians. Please make this a 4-way stop or put in a stoplight.
Sep 04 21 11:17:02 am	40.59215041	-105.076831	406 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49174	Walking	The width of this intersection makes it dangerous for pedestrians and bikers. The pedestrian signal duration is too short for people crossing here. When I walk from west to east across College, cars turning left from Cherry St often are rushing through the intersection and don't stop for me in the crosswalk.
Sep 04 21 11:25:33 am	40.52371695	-105.0487972	1550 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49175	Biking	I'm forced to bike through this intersection because the Power Trail is missing a section. This intersection is the most dangerous part of my ride. Please complete the Power Trail and put in an underpass under Harmony.
Sep 04 21 11:25:41 am	40.59605676	-105.0735158	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49176	Biking	Terrible intersection to cross on a bike. Cars are driving way too fast down E Vine making it hard to cross to the Poudre River Park safely.
Sep 04 21 11:28:17 am	40.59609749	-105.0734729	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49177	Walking	No safe crosswalk button to push to let cars know to slow down and allow you to cross to the park from the Old Town Nort neighborhood. Cars are driving too fast.
Sep 04 21 11:29:09 am	40.59615044	-105.073328	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49178	Driving	The speed limit needs to be lowered and crosswalks installed. Cars drag race down this street.

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Sep 04 21 11:44:23 am	40.56708125	-105.0394281	1613 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49179	Walking	Busy intersection; lots of distractions for drivers and cars go too fast
Sep 04 21 11:44:54 am	40.56706934	-105.0449242	1831 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49180	Walking	School + fast traffic = bad
Sep 04 21 11:47:07 am	40.56694975	-105.0579699	1517 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49181	Walking	There's an awful lot happening at this intersection and cars are often going very fast along both Prospect and Lemay
Sep 04 21 12:19:04 pm	40.55985471	-105.0768562	2120 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49188	Driving	OMG - please fix this. The insanity in front of this chicken restaurant is, well, insane.
Sep 04 21 12:19:47 pm	40.59052505	-105.0762463	140 Jefferson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49189	Walking	This intersection is dangerous for pedestrians because of center-street parking and semis turning left.
Sep 04 21 12:21:35 pm	40.59599978	-105.0734353	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49190	Walking	This is a dangerous intersection for pedestrians because there aren't clear sidewalks and vehicles travel very quickly
Sep 04 21 12:23:54 pm	40.52401043	-104.996295	4308 East Harmony Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49191	Transit	It would be useful to have better bus service to this transit hub
Sep 04 21 12:35:40 pm	40.59605942	-105.0734927	209 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49192	Walking	Dangerous intersection to cross with high speed and high volumes of traffic. Many residents cross this intersection daily.
Sep 04 21 12:37:21 pm	40.59606724	-105.0735917	207 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49193	Biking	A cyclist and fellow neighbor died at this intersection a few months ago. This is a high volume area for cyclists and pedestrians to cross from the neighborhood to the Poudre River with traffic that travels well above the speed limit at E. Vine Drive
Sep 04 21 12:39:18 pm	40.5961285	-105.0740629	203 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49194	Driving	Cars drag race down E. Vine Drive. Lower the speed limit and add protected bike lanes to force cars to slow down.
Sep 04 21 12:41:36 pm	40.59581078	-105.0686502	520 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49195	Walking	I've seen many close encounters here between peds, cyclists and cars. Many residents walk south to downtown Fort Collins. This intersections deters many of my neighbors from walking due to its current design.
Sep 04 21 12:42:58 pm	40.59585558	-105.0686985	520 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49196	Biking	Poorly designed intersection for cycling south to downtown. This would be a good intersection for an underpass for pedestrians and cyclists.
Sep 04 21 12:51:10 pm	40.56842605	-105.0579643	1409 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49199	Walking	This area has very narrow sidewalks and puts pedestrians very close to large vehicles on Lemay
Sep 04 21 01:43:05 pm	40.59587758	-105.0687253	Redwood Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49205	Biking	In high-traffic times, when I pull up to this intersection on my bike, large cars or trucks next to me block sight lines to cross-traffic. This means cars on Vine are unaware of my presence. Also there is frequent confusion between cars, cyclists and pedestrians at this intersection about who should yield, adding to the danger.
Sep 04 21 02:28:24 pm	40.55267443	-105.0393069	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49206	Driving	When travelling Eastbound on Drake and turning left onto Northbound Timberline, the left turn signal does not stay green long enough. This is especially common at night. I've been the first car in the left turn lane, entered the intersection right when it turns green, and it's turned yellow then RED before I fully clear the intersection.

<p>Item 3.</p> <p>Sep 04 21 02:32:41 pm</p>	40.55226684	-105.026046	<p>2608 East Drake Road, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49207</p>	Walking	<p>There is no safe way to cross here from one neighborhood to the other. Traffic moves far too fast, and is coming around a corner. The only safe way to cross Drake/Ziegler is to go all the way to the signal at Illinois/Drake. There is a future park to be built on Miles House, people need to access the Environmental Learning Center, and there are school-aged kids trying to get to Liberty Common School. A light would be recommended.</p>
<p>Sep 04 21 02:35:08 pm</p>	40.55516478	-105.0277358	<p>2482 Miles House Avenue, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49208</p>	Driving	<p>The traffic on Miles House regularly travels 10-25 miles over the speed limit. The traffic seems to be coming from a few different places: 1)Bucking Horse Apartments at Nancy Grey/Miles House, and 2)People exit off of I-25 onto Prospect, and then use Sharp Point and Miles House as a way to cut through this neighborhood when they should really take Prospect to Timberline, then Timberline to Drake. This will become a significant problem when the neighborhood park gets built on Miles House.</p>
<p>Sep 04 21 02:37:41 pm</p>	40.55656276	-105.0296724	<p>2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49209</p>	Walking	<p>As a runner, crossing Miles House here is a game of Frogger. Cars regularly do not come to a complete stop when either travelling NW into the apartment complex, or turning right from Miles House onto Nancy Grey. I have almost been hit several times. Close enough to slap the hood of a couple of cars to get their attention.</p>
<p>Sep 04 21 02:38:23 pm</p>	40.55877175	-105.0277787	<p>2691 Midpoint Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49210</p>	Driving	<p>Traffic travels far too fast here. Significantly faster than the posted 25mph. This is especially true of commercial vehicles, including semis.</p>
<p>Sep 04 21 02:42:15 pm</p>	40.56354813	-105.0293934	<p>1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49211</p>	Walking	<p>It is inexcusable that there is not a school zone here along with designated crosswalks. The combination of school drop-off and pick-up, commercial vehicles, and the blind curve make this an accident waiting to happen. It shouldn't require a student to get hit by a car to finally do something about this very dangerous area.</p>
<p>Sep 04 21 02:43:00 pm</p>	40.5638008	-105.0295919	<p>1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49212</p>	Driving	<p>The vegetation on the east side of the street at this curve make the curve completely blind. Especially when traveling northbound.</p>
<p>Sep 04 21 02:48:34 pm</p>	40.56303872	-105.0286102	<p>1825 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49213</p>	Driving	<p>Since Sharp Point and Nancy Grey have connected, the traffic has increased significantly AND the speed has increased. There are zero speed reduction tactics in place here and many cars, commercial vehicles, and semis regularly travel at speeds as fast over 40mph. With Liberty Common School here, the Poudre Trail nearby, and numerous business turnoffs, this has become untenable.</p> <p>Additionally, many drivers are now exiting from I-25, traveling West on Prospect, turning South on Sharp Point to Nancy Grey, turning Southeast onto Miles House, then turning onto Ziegler. They are doing this to cut through this area in an effort to avoid the lights at Prospect/Timberline and Timberline/Drake. In my opinion, the only way to stop this is to make this route inconvenient via speed bumps, speed cameras, traffic lights, etc. This route needs to become MORE difficult than the more appropriate route of Prospect/Timberline/Drake before drivers will stop doing this. Semis, Concrete Trucks, etc. do not belong in the neighborhood.</p>
<p>Sep 04 21 02:50:34 pm</p>	40.56702017	-105.0296563	<p>1601 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49214</p>	Driving	<p>It has become impossible to turn from Sharp Point onto Westbound Prospect. This leads to all traffic leaving Liberty Common School and the nearby businesses traveling through the residential neighborhood to the south to get out of this area.</p>
<p>Sep 04 21 02:53:50 pm</p>	40.5525277	-105.0352943	<p>2261 East Drake Road, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49215</p>	Driving	<p>Commercial traffic, specifically Semis making deliveries to King Soopers are turning onto Northbound Iowa Dr and traveling through Bucking Horse via Iowa and Katahdin Dr., then turning north onto Timberline. Commercial semis do not belong on these residential streets. Bucking Horse was specifically built with narrow streets. Along with that and the numerous cars parked on the sides of the streets, and many children in this neighborhood, this makes for a very unsafe situation.</p>
<p>Sep 04 21 02:56:19 pm</p>	40.55617149	-105.0389528	<p>2100 Katahdin Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49216</p>	Driving	<p>Drivers coming from Southbound Timberline turn onto Katahdin Dr., and travel far too fast through the neighborhood. Usually they are bound for the Sidehill apartment complex. Fast cars, narrow streets, on-street parking, and many children present a very unsafe situation. Speed bumps on Katahdin and Windrow would be useful.</p>
<p>Sep 05 21 04:16:00 am</p>	40.56392187	-105.0296635	<p>1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49222</p>	Walking	<p>Children attempt to cross this street to and from school. I have seen multiple vehicles almost hit children who are attempting to cross. It's very dangerous and a cross walk needs to be added</p>
<p>Sep 05 21 06:33:36 pm</p>	40.59605681	-105.0735265	<p>209 East Vine Drive, Fort Collins, Colorado 80524, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49230</p>	Walking	<p>As a wheelchair user, I need sidewalks and curb cuts. I live in Old Town North and frequently visit the Whitewater Park. However there are many obstacles. In between Redwood and Jerome, Vine has missing sections of sidewalk on the north and south sides. Jerome has no sidewalk on the west side. The east side of Jerome is the only way I can access all the Poudre Trail has to offer. The Jerome sidewalk is good but crossing Vine from there is dangerous, especially at high traffic times. There are no curb cuts or sidewalk directly across Vine. Instead I have to go diagonally into the driveway of the metal workers business -- obviously not the safest. The alternative is worse: crossing from the east to west side of Jerome (at the Vine intersection due to no sidewalk on the west side of Jerome) is dangerous because my back is to high speed traffic that sometimes quickly turns right. Plus the tall wooden fence at the northeast corner of Jerome and Vine blocks visibility of cars approaching rapidly on Vine.</p>
<p>Sep 05 21 06:41:06 pm</p>	40.59580426	-105.068669	<p>626 Linden Street, Fort Collins, Colorado 80524, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49231</p>	Walking	<p>Next to the railroad tracks the sidewalk has a barricade on the southeast side of the intersection. As a wheelchair user there is no way for me to get onto the sidewalk and so I must stay on the road in my wheelchair until I reach the first curb cut.</p>
<p>Sep 05 21 06:48:06 pm</p>	40.59711585	-105.0674862	<p>Redwood Street, Fort Collins, Colorado 80524, United States</p> <p>http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49232</p>	Walking	<p>No sidewalk</p>

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Sep 05 21 06:49:10 pm	40.59466169	-105.0687736	626 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49233	Walking	No sidewalk
Sep 05 21 06:49:29 pm	40.5925598	-105.0699511	445 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49234	Walking	No sidewalk
Sep 05 21 06:55:00 pm	40.5998082	-105.0719038	302 Suniga Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49235	Walking	Blue Spruce is a nice low-stress safer route for pedestrians and bikers that parallels College Ave. However Suniga is very dangerous to cross so it serves as a barrier to people not in cars. The city should be supporting connectivity for all modes of transportation, not building barriers.
Sep 15 21 10:43:13 am	40.53782341	-105.0302544	3600 Caribou Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49537	Walking	The intersection of Caribou/Fieldstone and Horsetooth is a significant pedestrian and bike crossing. Traffic along Horsetooth often travels well above the 40 mph speed limit, forcing both pedestrians and cyclists to sprint across Horsetooth. This is particularly bad during school hours with Linton Elementary School on Caribou.
Sep 16 21 04:17:17 pm	40.61050727	-105.0744867	218 East Willox Lane, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49582	Biking	Marking unclear for bikes. Cars not aware of bikes around the round about.
Sep 16 21 04:18:48 pm	40.61041361	-105.076611	1660 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49583	Biking	Should be bike path down side of college to Hickory from Willox, just like the ones on campus for walking and biking.
Sep 16 21 04:19:46 pm	40.61035659	-105.0669497	Redwood Court, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49584	Biking	Difficult for bikes to see oncoming traffic when leaving Redwood Turning onto Willox.
Sep 23 21 03:30:10 pm	40.58715067	-105.0771125	109 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49737	Driving	Would love to see the left turn option taken away here. When someone turns left to go east on Mountain Avenue, the entire Southbound lane on the left is blocked. The left-turning vehicle usually turns left on the redlight, and the traffic behind them has to wait another full cycle of stoplights before traveling on.
Sep 23 21 03:34:56 pm	40.58708365	-105.0768169	119 East Mountain Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49739	Walking	Would the city consider a stoplight cycle just for the pedestrians at all corners to cross at the same time here (known as the Pedestrian Scramble in bigger cities)? The pedestrian traffic on all four corners of this intersection is intense causing conflicts between traffic trying to make right turns (which clogs traffic), and pedestrians trying to cross the intersections (safety issues for walkers).
Oct 08 21 02:08:29 pm	40.50912846	-105.0379273	2104 East County Road 36, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50926	Walking	There are no sidewalks on Kechter from Timberline for about 100 yards, but before Kadenwood Dr. (nor are there any bike lanes or sufficient shoulders to safely walk down the street).
Oct 08 21 02:08:44 pm	40.50912846	-105.0379273	2104 East County Road 36, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50927	Walking	There are no sidewalks on Kechter from Timberline for about 100 yards, but before Kadenwood Dr. (nor are there any bike lanes or sufficient shoulders to safely walk down the street).
Oct 08 21 02:13:15 pm	40.50909099	-105.0317938	5603 Tilden Street, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50928	Walking	There are no sidewalks and inconsistent bike lanes and shoulders from Tilden to Rabbit Creek. Some pedestrians have created a well worn path on someones property to safely pass this portion of the street.
Oct 08 21 02:13:35 pm	40.50909099	-105.0317938	5603 Tilden Street, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50929	Walking	There are no sidewalks and inconsistent bike lanes and shoulders from Tilden to Rabbit Creek. Some pedestrians have created a well worn path on someones property to safely pass this portion of the street.
Oct 08 21 02:15:29 pm	40.50904614	-105.0316358	5603 Tilden Street, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50930	Biking	There are no consistent bike lanes or sufficient shoulders from Tilden to almost Rabbit Creek.
Oct 08 21 02:15:49 pm	40.50904614	-105.0316358	5603 Tilden Street, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50931	Biking	There are no consistent bike lanes or sufficient shoulders from Tilden to almost Rabbit Creek.

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Oct 08 21 02:20:51 pm	40.50905635	-105.0382375	2104 East County Road 36, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50932	Biking	No bike lanes on Kechter from Timberline for about 100 yards, but before Kandenwood Dr.
Oct 08 21 02:21:14 pm	40.50905635	-105.0382375	2104 East County Road 36, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50933	Biking	No bike lanes on Kechter from Timberline for about 100 yards, but before Kandenwood Dr.
Oct 08 21 02:37:41 pm	40.50906233	-105.0316077	5603 Tilden Street, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50935	Driving	Narrow road and no bike lanes, sufficient shoulder, or sidewalks causes for challenges (increased risk) when two on-coming cars are present with a biker or pedestrian.
Oct 15 21 03:30:14 pm	40.56744061	-105.1028806	1504 Lynnwood Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51235	Biking	The Bike Lane on Lynwood requests cyclists cross left of center into oncoming traffic (blind curve) from Prospect. The current configuration also puts cyclists on the sidewalk riding against traffic. This is illegal and unsafe.
Oct 15 21 03:31:22 pm	40.58182878	-105.1204491	509 Ponderosa Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51236	Biking	The Bike Lane on Ponderosa northbound requests cyclists cross left of center into oncoming traffic (blind curve) from Mulberry. The current configuration also puts cyclists on the sidewalk riding against traffic. This is illegal and unsafe.
Oct 15 21 03:32:30 pm	40.57429376	-105.1225519	2436 Poplar Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51237	Transit	None of the busses stopping here go anywhere other than the Lory Student Center. Two connections and close to an hour travel time to Old Town isn't helpful.
Oct 15 21 03:33:42 pm	40.57440909	-105.1151061	1001 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51238	Driving	Too many entrances to parking lots near intersections.
Oct 15 21 03:35:28 pm	40.5674034	-105.1071078	1612 West Prospect Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51239	Walking	Crossing the street here is hazardous. Despite laws regarding crosswalks, marked and unmarked, the vast majority will not yield right-of-way to a pedestrian.
Oct 15 21 03:36:42 pm	40.5671139	-105.0788856	190 West Prospect Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51240	Biking	Following the Mason Trail across Prospect here is mayhem. There are tight turns, tight sidewalks, and a very limited space for more than one or two people.
Oct 15 21 03:38:50 pm	40.5869035	-105.0771797	103 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51241	Driving	This could also be a walking issue. Eliminate turns at this intersection. The "chicken playing" between drivers and pedestrians is horrifying. Turning means dodging pedestrians, and clogging the road. There are plenty of alternate routes.
Oct 15 21 03:40:05 pm	40.58298027	-105.0956869	1124 West Magnolia Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51242	Biking	Thanks for the light!
Oct 15 21 03:47:00 pm	40.57453008	-105.1134485	1948 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51243	Biking	There are way too many bikes and Spin scooters going the wrong way down the bike lane.
Oct 15 21 03:49:08 pm	40.58190137	-105.1150846	501 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51244	Biking	The bike lane instruction is to take a left-hand turn from the far right hand lane. This is counter-intuitive and means a cyclist may have to wait through two rounds of lights.
Oct 16 21 08:54:09 am	40.51012043	-105.0391138	5536 South Timberline Road, Fort Collins, Colorado 80528, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51273	Walking	No East Side sidewalks
Oct 16 21 08:55:35 am	40.49459579	-105.0774693	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51274	Driving	Frequent multi-light backups.

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Oct 19 21 11:00:45 pm	40.55229537	-105.080055	2713 McClelland Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51477	Biking	Bicycle/pedestrian crossing at Drake and Mason trail needs improvement. The complex intersection and long cycle time lead most cyclist to cross on red or during left turn cycle. Cyclist/transit priority and ROW would make sense here.
Oct 19 21 11:03:39 pm	40.57805452	-105.080747	642 South Howes Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51478	Biking	This light cannot be triggered by cyclists coming from the oval. There is no sensor/camera for bikes and the light doesn't appear to be on a timer. This leads many cyclists to cross on red as the button is very far from the intersection.
Oct 19 21 11:09:06 pm	40.58135062	-105.0789553	501 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51479	Transit	This is an area where transit ROW for MAX would significantly improve travel times and incentivize transit use.
Oct 19 21 11:14:42 pm	40.58183952	-105.0908804	820 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51480	Biking	It would improve the city for everyone to extend the road diet on W Mulberry all the way to College Ave. The new protected bike lanes in the western section are excellent, but of limited use without connectivity to the city core. A road diet on all of Mulberry would improve safety for all modes while inducing more demand for cycling and transit. It would also dramatically reduce noise and air pollution for a large portion of residents.
Oct 19 21 11:17:20 pm	40.57808711	-105.075565	202 East Laurel Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51481	Biking	Cars traveling at high speed on Laurel and Remington often fail to yield to peds and cyclists at this roundabout leading to a high-stress intersection. I have personally experienced several near misses at this roundabout.
Oct 19 21 11:24:25 pm	40.54534143	-105.0203705	Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51482	Biking	Extremely popular and dangerous crossing for cyclist and pedestrians. Needs a flashing yield and crosswalk as this is a vital trail link.
Oct 19 21 11:28:36 pm	40.54578983	-105.0770348	121 East Swallow Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51483	Biking	This intersection is very stressful for cyclist traveling either direction in Swallow. The light at college does not detect bikes, so cyclist can't cross if there isn't a car present in the thru lane. Biggest problem in the otherwise excellent Swallow bikeway.
Oct 19 21 11:30:03 pm	40.54550449	-105.0800228	155 West Swallow Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51484	Biking	Dangerously narrow for cyclist turning either direction onto the trail especially considering RR crossing.
Oct 19 21 11:32:14 pm	40.56703647	-105.0789392	190 West Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51485	Biking	This crossing is very confusing for cyclists. Should you cross Prospect first or the MAX first? If you cross MAX first, the corner at the guideway and prospect is extremely small and dangerously close to the roadway while also blocking peds.
Oct 19 21 11:35:02 pm	40.57803415	-105.0789392	701 South Mason Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51486	Transit	MAX RoW would improve travel times.
Oct 19 21 11:36:06 pm	40.56704055	-105.0789928	190 West Prospect Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51487	Transit	MAX/Ped/Cyclist RoW would improve travel times and induce more demand for non-single-occupancy modes
Oct 19 21 11:38:42 pm	40.52352111	-105.0487268	1609 East Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51488	Biking	Really need the vital missing segment of the power trail here, but in it's a dense bikes need to be able to trigger this light without having to veer over to the led button.
Oct 19 21 11:40:45 pm	40.58144432	-105.0770402	502 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51489	Walking	Driver often turn right into pedestrians. Personally experienced several near misses at this intersection.
Oct 19 21 11:42:55 pm	40.58058874	-105.0619608	835 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51490	Biking	Riverside could benefit greatly from a road diet. Protected cycle lanes would dramatically improve safety and encourage alternate modes. The traffic on riverside does not justify 5 lanes.
Oct 19 21 11:44:01 pm	40.59213819	-105.0788695	323 Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51491	Driving	Vehicles often ignore or don't see flashing lights. This is still an unsafe crossing for bikes/peds

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Oct 19 21 11:48:38 pm	40.58152988	-105.0779951	115 West Mulberry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51492	Biking	Many cyclist dangerously ride on sidewalks in this area as there is no other option along the Mulberry corridor. Extending the bicycle infrastructure all the way down W Mulberry would dramatically improve safety for all modes.
Oct 20 21 10:37:50 am	40.57502571	-105.1337872	3031 West Elizabeth Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51499	Driving	This intersection has become a nightmare with all of the development happening on Overland. Please consider a traffic light or roundabout here
Oct 20 21 10:40:47 am	40.55704905	-105.1340275	2200 South Overland Trail, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51500	Driving	Can we get a center turn lane put in for folks wanting to go up Dixon so that traffic on Overland can continue to drive around them? There is space on the Drive-In side... there are already shoulders that people use to pass illegally. This is dangerous for bikes and foot traffic along that road, which is well traveled.
Oct 21 21 12:40:27 am	40.52354965	-105.0781882	224 West Harmony Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51581	Driving	These two lights get backed up far too often. Harmony traffic needs to be prioritized slightly. Entering and exiting Arbor plaza is fairly dangerous from any direction. The left turn onto College northbound is never long enough. By this distance south I think Harmony is more important traffic than College.
Oct 21 21 12:42:41 am	40.5585965	-105.0960463	2209 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51582	Driving	Trees along the east side of Shields here block northbound stop lights slightly. It has caused at least 2 wrecks.
Oct 21 21 12:46:03 am	40.49484055	-105.0773889	6605 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51583	Driving	Worst intersection in town. Trilby needs more lanes for a bit in either direction. Too many people need to get through here for the speed limit and lanes available.
Oct 21 21 12:48:39 am	40.57787117	-105.0578731	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51584	Driving	As others have said, an exclusive left green arrow northbound riverside is a good idea. Far too short of a visual distance.
Oct 21 21 12:49:53 am	40.59609754	-105.0294149	609 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51585	Driving	This needs a light/overpass more than any intersection in town from what I've seen.
Oct 21 21 12:54:15 am	40.5890015	-105.0957352	136 North Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51586	Driving	Turning right here is VERY dangerous given the curve and poor management of overgrowing trees. I've almost hit and been hit numerous times. This needs an exclusive green arrow for right turns onto shields in both directions.
Oct 21 21 12:56:21 am	40.56362556	-105.096041	1015 West Stuart Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51587	Driving	Turning right onto Stuart could use a little love. A turn lane would help it be less dangerous for both bikers and cars.
Oct 21 21 01:11:30 am	40.53816662	-105.1151705	2130 West Horsetooth Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51588	Driving	Southbound lane needs to reduce to 1 lane AFTER timber ridge. Too many people stack up in the left lane too early and congest eastbound Horsetooth traffic.
Oct 21 21 01:14:32 am	40.58186803	-105.1337421	2935 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51589	Driving	Bad visibility turning onto overland here for how fast people are going. Needs a light or visibility management.
Oct 21 21 12:39:53 pm	40.5379805	-105.0357825	2238 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51605	Driving	Cars are not following the school zone speed limit or crossing signal, making this an unsafe area for crossing students.
Oct 21 21 12:43:48 pm	40.53759179	-105.0201237	3596 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51606	Walking	Cars do not stop for pedestrians to cross the roundabout, it is very difficult to cross this intersection on foot.
Oct 21 21 12:45:43 pm	40.53777244	-105.0190097	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51607	Walking	please add bike/pedestrian access to Arapahoe Bend

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Oct 21 21 12:48:47 pm	40.54557379	-105.020349	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51608	Walking	Walking/biking issue - difficult to cross here to access the ELC and trails on the west side of Ziegler. There are no signed crossing options nearby. Underpass would be awesome.
Oct 21 21 12:51:30 pm	40.55242117	-105.0368303	2630 Illinois, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51609	Walking	Location of the transit stop makes is difficult for pedestrians/cars to see each other when crossing Illinois here.
Oct 21 21 12:55:08 pm	40.53068118	-105.0435877	4136 Sumter Square, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51610	Walking	Please add access to the Power trail here. The map looks like there is a connection but in the past this was fenced off and marked no trespassing.
Oct 21 21 01:04:00 pm	40.53805257	-105.039078	2131 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51611	Walking	Yay for public art! But... the sculpture on this corner makes it difficult for pedestrians/bikes and cars turning north onto Timberline to see each other.
Oct 23 21 10:21:33 am	40.58278879	-105.0842822	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51704	Driving	Poorly lit, only 2 stop signs at 5 way intersection. Dangerous for pedestrians, cyclists, and drivers alike.
Oct 23 21 10:22:54 am	40.58148506	-105.0859559	521 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51705	Driving	Impossible to turn left from canyon, difficult sightlines
Oct 23 21 07:02:16 pm	40.58277249	-105.0842983	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51708	Driving	Though not considered a major arterial, we have been trying to get Streets and Transportation to recognize the dangerousness of this intersection for many years. We've submitted Access Fort Collins complaints, along with SRM Near Misses. This 5-way intersection is routinely the point of near accidents and collisions with vehicles, pedestrians and bikers. It should be a roundabout. Even though no major accidents have happend the potential is very much there and is indeed extremely unsafe. It is poorly lit, on top of only having stop signs at two oncoming directions.
Oct 23 21 07:02:53 pm	40.58275212	-105.0842714	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51709	Walking	Though not considered a major arterial, we have been trying to get Streets and Transportation to recognize the dangerousness of this intersection for many years. We've submitted Access Fort Collins complaints, along with SRM Near Misses. This 5-way intersection is routinely the point of near accidents and collisions with vehicles, pedestrians and bikers. It should be a roundabout. Even though no major accidents have happend the potential is very much there and is indeed extremely unsafe. It is poorly lit, on top of only having stop signs at two oncoming directions.
Oct 23 21 07:03:32 pm	40.58277249	-105.0842875	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51710	Biking	Though not considered a major arterial, we have been trying to get Streets and Transportation to recognize the dangerousness of this intersection for many years. We've submitted Access Fort Collins complaints, along with SRM Near Misses. This 5-way intersection is routinely the point of near accidents and collisions with vehicles, pedestrians and bikers. It should be a roundabout. Even though no major accidents have happend the potential is very much there and is indeed extremely unsafe. It is poorly lit, on top of only having stop signs at two oncoming directions.
Oct 24 21 11:23:01 am	40.56643744	-105.0025177	East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51714	Biking	
Oct 25 21 08:04:15 pm	40.53808509	-105.0358656	2238 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51851	Walking	Unsafe for cars and pedestrians. I've seen too many close calls at this crosswalk and someone is going to get seriously injured or killed.
Oct 25 21 08:13:45 pm	40.57805452	-105.0719574	644 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51852	Driving	Vehicles run stop signs East/West bound.
Oct 25 21 08:14:55 pm	40.57803822	-105.0719574	703 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51853	Walking	No painted/marked crosswalks for school and busy neighborhood intersection.
Oct 25 21 08:17:01 pm	40.57803007	-105.0665984	650 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51854	Walking	Dangerous for pedestrians to cross with no crosswalks since East/West bound traffic have no stop signs. Students walk this route to Laurel Elementary.
Oct 26 21 08:15:55 pm	40.55228786	-105.0259659	East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51906	Biking	Intersection of E Drake and Miles House presents danger to both cyclists and pedestrians. Vehicle traffic is heavy at this intersection and often line of sight is impacted by the curve in Drake. It would be great for either a signal or signaled crossing.

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Oct 26 21 08:17:00 pm	40.55665256	-105.0296894	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51907	Driving	Agree with other citizens that this intersection should be a four way stop.
Oct 26 21 08:18:24 pm	40.55150186	-105.0352975	2701 Iowa Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51908	Driving	Please consider making this a four way stop.
Oct 26 21 08:21:15 pm	40.59609998	-105.0293988	609 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51909	Driving	Consider intersection improvements to include a traffic signal.
Oct 26 21 08:25:31 pm	40.58191937	-105.0327086	East Lincoln Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51910	Driving	Intersection needs significant improvements. Heavy traffic at Mulberry/Timberline makes this intersection dangerous. The City should annex this intersection to E Lincoln.
Oct 26 21 10:45:36 pm	40.58000612	-105.0665259	601 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51912	Driving	At this location, Myrtle functions as a pseudo-collector street and this creates traffic conflicts and aggressive driving through this intersection. Drivers coming north from Laurel or south from Mulberry are often speeding and the wide intersection makes that easy.
Oct 26 21 10:46:33 pm	40.5800102	-105.0664079	701 East Myrtle Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51913	Walking	This intersection sees a LOT of ped traffic as the neighborhood to the east tends to use Myrtle as a way to access downtown or the Whedbee traffic light. It is extremely dangerous to cross due to the intersection width, speed of cars, and lack of any noticeable pedestrian safety features like a painted crosswalk.
Oct 26 21 10:48:10 pm	40.57797711	-105.0666064	650 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51914	Driving	This seems like an ideal candidate for a roundabout as there is fairly balanced amount of multi-modal traffic from all directions through this intersection. At present, the intersection is really wide with poor east-west sight lines for north-south traffic on Stover which leads to aggressive driving through this intersection.
Oct 26 21 10:49:32 pm	40.5779934	-105.0664562	625 East Laurel Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51915	Walking	Reinforcing the previous comment, this intersection sees a lot of pedestrian traffic from all directions, including a lot of kids walking to Laurel ES. At present, the intersection is extremely wide, Laurel traffic is often speeding, creating an unsafe environment for all road users. Frankly, it's only a matter of time before some driver car-murders a six year old on their way to school at this intersection.
Oct 26 21 10:51:20 pm	40.57531648	-105.0665528	630 Locust Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51916	Walking	Considering this is an accessway and primary road crossing for Laurel ES, it desperately needs traffic calming and pedestrian safety features. I've walked through here in the morning and the lack of pedestrian safety for families from the neighborhood to the west is alarming. A crossing guard is a band-aid. This intersection needs fixed by narrowing the road and considering a 4 way stop.
Oct 26 21 10:52:09 pm	40.57420004	-105.066542	908 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51917	Driving	The overly wide intersection here creates a lot of confusion for drivers. Considering how much right-of-way is available, and that this is a collector-on-collector intersection with steady traffic from all 4 directions, it seems like it should have a compact urban roundabout here.
Oct 26 21 10:53:30 pm	40.57419596	-105.066601	908 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51918	Walking	Walking through this intersection is really dangerous due to confused drivers, an overly wide intersection, and poor lighting on the west face at night. A roundabout would help, and if not that, at least pedestrian bulbouts to slow cars down and reduce the amount of asphalt we have to cross.
Oct 26 21 10:54:08 pm	40.57423264	-105.0683874	1010 Smith Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51919	Walking	Shouldn't all intersections next to schools be narrowed 4 way stops (narrowed with pedestrian bulbouts and pedestrian refuges in the median)?
Oct 26 21 10:54:15 pm	40.57318138	-105.0701952	429 Garfield Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51920	Walking	Shouldn't all intersections next to schools be narrowed 4 way stops (narrowed with pedestrian bulbouts and pedestrian refuges in the median)?
Oct 26 21 10:54:21 pm	40.5731773	-105.068382	601 Garfield Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51921	Walking	Shouldn't all intersections next to schools be narrowed 4 way stops (narrowed with pedestrian bulbouts and pedestrian refuges in the median)?
Oct 26 21 10:55:25 pm	40.57422856	-105.0701952	1001 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51922	Walking	Not horrible but especially since it's near a school, this 4-way stop could really benefit from pedestrian bulbouts and pedestrian refuges in the median.

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Oct 26 21 10:56:47 pm	40.57094026	-105.066821	1300 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51923	Walking	I have been almost hit in this intersection several times in the last two years due to the massive size of the intersection relative to traffic volume leading to lack of attention by drivers and high speeds. This collector-on-collector intersection seems like a no brainer for a roundabout and really needs to be dramatically reduced in size so us folks who walk around this neighborhood don't get murdered by drivers.
Oct 26 21 10:58:00 pm	40.57093619	-105.0702327	1301 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51924	Walking	Massive intersection compared to traffic volume with high approach speeds from cars. This could use both pedestrian bulbouts and elimination of turn lanes on Whedbee to help slow cars down and narrow exposure for people walking. Have almost been hit several times, especially at night.
Oct 26 21 10:58:48 pm	40.57096879	-105.0755972	1221 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51925	Walking	Due to high traffic volumes, narrowing the intersection and beefing up pedestrian safety would be a big help here.
Oct 26 21 10:59:50 pm	40.56965668	-105.0755221	1401 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51926	Walking	Most drivers are going to fast through here and do not respect the crosswalks, even when there are lots of pedestrians present for a UCA event or enjoying the flower gardens. Travel lanes need narrowed and bulbouts/speed bumps installed.
Oct 26 21 11:00:25 pm	40.56867463	-105.0752968	1504 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51927	Walking	This intersection is extremely dangerous to cross, especially at night. Drivers tend to speed through here and the intersection is wide with no bulbouts or other calming features.
Oct 26 21 11:05:30 pm	40.57419189	-105.0537318	1006 Mchugh Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51928	Driving	This was supposed to be a roundabout, right? Because it's obviously a no-brainer roundabout candidate.
Oct 26 21 11:13:12 pm	40.58005501	-105.0756079	531 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51929	Walking	Despite steady traffic of all kinds, and the need to keep vehicle traffic moving slowly, this intersection is missing a lot. Lots of people who walk downtown use Myrtle as an east-west access road and the Remington crossing doesn't have any safety features at all. No bulbouts, no painted crosswalk, and poor lighting at night. Considering the vehicle traffic patterns, some minor investments in traffic calming could pay dividends at this intersection.
Oct 26 21 11:15:14 pm	40.58005501	-105.0789928	600 South Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51930	Walking	This intersection sees a lot of 4-way pedestrian traffic and has 0 safety features to accommodate that. At least paint the crosswalks, but pedestrian bulbouts would be better.
Oct 26 21 11:20:53 pm	40.57805044	-105.0756991	121 East Laurel Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51931	Driving	While this is a good shot at a compact urban roundabout, it's missing adequate approach curves to slow down cars before they enter the roundabout. This might be worth a touch-up engineering add-on to curve up the road a bit and slow drivers down before they hit this. Adding other calming features like narrower intersections and more roundabouts along Laurel and Remington would help as well so drivers in the whole neighborhood are driving slowly and steadily, not like jackrabbits.
Oct 26 21 11:22:10 pm	40.5753124	-105.075565	902 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51932	Walking	Based on the amount of pedestrian traffic from the neighborhood trying to cross here to visit College-facing businesses, this intersection needs reformed into either a roundabout or at least a constrained intersection with bulbouts for pedestrians. It's unsafe to cross on foot here.
Oct 26 21 11:22:59 pm	40.57425301	-105.075565	931 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51933	Driving	The wide intersection and steady traffic volumes from all 4 sides seem to highlight this intersection as a good roundabout candidate.
Oct 26 21 11:24:35 pm	40.57426931	-105.0719869	1001 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51934	Walking	This collector-on-collector intersection seems like a great candidate for a roundabout. At present, it's a bit unsafe to walk here and I've had 2 near misses from turning cars since there's 0 traffic calming or pedestrian safety features at this intersection.
Oct 26 21 11:26:43 pm	40.56865425	-105.0701898	1502 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51935	Walking	This intersection sees decent pedestrian traffic from the neighborhood headed west to businesses, the dog park, the UCA, campus, etc. At present, it has 0 traffic calming or pedestrian safety features and is likely ADA non-compliant. There's also no sidewalk on the east side of Whedbee between Pitkin & Prospect.
Oct 26 21 11:27:23 pm	40.56876427	-105.0702113	1445 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51936	Driving	The road is obviously overbuilt and could likely give up the center turn lane to make room for a sidewalk on the east side of the street without having to acquire right-of-way or sacrifice on-street parking.
Oct 26 21 11:27:58 pm	40.57895903	-105.0666171	625 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51937	Walking	No sidewalk on west side of the street on this block.

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Oct 26 21 11:28:07 pm	40.58075578	-105.0665796	519 Stover Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51938	Walking	No sidewalk on west side of the street on this block.
Oct 26 21 11:28:20 pm	40.57996538	-105.0674164	619 East Myrtle Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51939	Walking	No sidewalk on south side of the street on this block.
Oct 26 21 11:28:31 pm	40.5801039	-105.0656354	720 East Myrtle Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51940	Walking	No sidewalk on north side of the street on this block.
Oct 26 21 11:28:49 pm	40.5800102	-105.0636721	819 East Myrtle Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51941	Walking	No sidewalk on either side of the street on this block.
Oct 26 21 11:30:29 pm	40.57040646	-105.0630605	1300 Morgan Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51942	Walking	Morgan is a connecting local street here that sees some decent pedestrian traffic. There's no formal crossing here or traffic calming feature.
Oct 26 21 11:31:15 pm	40.57065503	-105.0638437	821 East Pitkin Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51943	Walking	Traffic calming and wider sidewalks along this section of Pitkin is needed. Drivers almost always speed due to how wide the road and travel lanes are. Sidewalks are 3 feet, narrower where landscaping isn't maintained well. I'd advise pinching the road by reducing the lane widths and parking aisle widths to widen the sidewalk to meet current standards.
Oct 26 21 11:32:34 pm	40.56323841	-105.0537157	1301 East Stuart Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51944	Walking	This intersection is unsafe for walking, especially at night. Based on the road classifications present, width of the right-of-way, and steady traffic from all four directions, a roundabout seems like a great way to calm down traffic and create safer crossings for folks walking.
Oct 26 21 11:33:47 pm	40.5623989	-105.0510013	1801 Brookwood Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51945	Walking	There's crosswalks here but no traffic calming features - this crossing is unsafe to use, especially at night. Either a roundabout or pedestrian bulbouts would be important to help connect the neighborhood to the south safely to the massive city park to the north.
Oct 26 21 11:35:36 pm	40.55660352	-105.0580072	2238 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51946	Biking	I know the City just installed a bike/ped signal here like is present at Pitkin. That's a great (albeit expensive) band-aid, but not a permanent solution. Long-term, Lemay needs narrowed and slowed down, and this intersection could likely become a roundabout with better multi-modal connectivity between the neighborhoods to the east and west.
Oct 26 21 11:37:41 pm	40.55037964	-105.0581628	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51947	Walking	How do people in the neighborhood conveniently cross Lemay to get to this important neighborhood shopping center on foot/by bike? (note: going up to Drake is not convenient/logical for anyone coming from the southeast).
Oct 26 21 11:40:10 pm	40.55249917	-105.0677919	515 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51948	Biking	Drake in this section seems like a great candidate to bring the West Mulberry road diet farther south to central Fort Collins. This is the only logical connection in the area to the Mason Trail or the Max for people on foot/bicycle and it is currently highly unsafe. Traffic calming via narrower travel lanes, fewer of them, and a buffered bike lane/wider side walk would be an excellent way for a MAJOR increase in walking/biking connectivity in this section of the city.
Oct 26 21 11:45:23 pm	40.58279286	-105.0843197	312 Canyon Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51949	Walking	The wide street and 5 street faces make this confusing as currently engineered, and dangerous for pedestrians. A roundabout is probably warranted but at least pedestrian bulbouts to narrow the intersection would help.
Oct 26 21 11:45:50 pm	40.58416174	-105.0824904	225 South Meldrum Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51950	Walking	The wide street and multiple street faces make this confusing as currently engineered, and dangerous for pedestrians. A roundabout is probably warranted but at least pedestrian bulbouts to narrow the intersection would help.
Oct 26 21 11:46:01 pm	40.58556726	-105.0806773	125 South Howes Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51951	Walking	The wide street and 5 street faces make this confusing as currently engineered, and dangerous for pedestrians. A roundabout is probably warranted but at least pedestrian bulbouts to narrow the intersection would help.
Oct 26 21 11:48:06 pm	40.58892002	-105.0860202	130 North Whitcomb Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51952	Walking	In general along Laporte between Howes and Shields, there are is too much street to cross, too few formal crosswalks or traffic calming features, and vehicle speeds are too high. This is a dense are of the city, predominantly residential, with lots of churches, schools, and parks, plus City Hall, in proximity. Focus should be on slowing cars down and making walking and biking safety the top priority - currently it is clearly vehicle speed.

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Oct 26 21 11:48:58 pm	40.59217077	-105.0859934	530 Cherry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51953	Walking	In general along Cherry between Mason and Shields, there are is too much street to cross, too few formal crosswalks or traffic calming features, and vehicle speeds are too high. This is a dense are of the city, predominantly residential, with lots of churches, schools, and parks, plus City Hall, in proximity. Focus should be on slowing cars down and making walking and biking safety the top priority - currently it is clearly vehicle speed.
Oct 26 21 11:49:25 pm	40.59620752	-105.0930154	1027 West Vine Drive, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51954	Walking	Sidewalks missing.
Oct 26 21 11:52:43 pm	40.58170507	-105.1064318	1703 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51955	Walking	Thirding previous comments re: pedestrian design. This is what I refer to as engineers "checking the box" of a complete street without actually thinking through how normal people walk. 3-sided intersections (in relation to crosswalks) are simply not going to cut it if the goal is to encourage people to walk more - that's not how people walk or bike. In a redesign, make all 4 sides of the intersection crossable on foot.
Oct 27 21 12:00:05 am	40.55685621	-105.088461	2301 Research Boulevard, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51956	Biking	High traffic speeds and a wide intersection make this spot dangerous. Seems like a good candidate for a roundabout to slow cars back down that have barreled south on Centre.
Oct 27 21 12:01:00 am	40.55594325	-105.0908267	2433 Worthington Avenue, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51957	Biking	Somewhat dangerous due to high travel speeds by cars. Could use a calming feature like a roundabout or at least pedestrian bulbouts.
Oct 27 21 12:02:03 am	40.55263367	-105.0960732	1107 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51958	Walking	Like most arterial-on-arterial intersections, I try to avoid this but when I have to cross here, I am constantly worried about left- and right-turning traffic, especially at night. Holding left-turning traffic with green-arrow only would help.
Oct 27 21 12:02:33 am	40.55270704	-105.0988036	1125 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51959	Walking	Poorly lit at night and unsafe to cross, especially when interacting with turning traffic.
Oct 27 21 12:04:25 am	40.55283339	-105.1150846	2109 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51960	Walking	Like most arterial-on-arterial intersections, I try to avoid this but when I have to cross here, I am constantly worried about left- and right-turning traffic, especially at night. Holding left-turning traffic with green-arrow only would help.
Oct 27 21 12:07:39 am	40.56283496	-105.1150954	1836 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51961	Walking	This section of Taft is another example of how vehicle speed is the top priority for road engineers, not safety, and definitely not for vulnerable road users. Taft along this mile as very few crossings, and limited connectivity to the neighborhood shopping centers to the north of the schools and churches and other social institutions in the area. Taft could reasonably be narrowed to 3 lanes with several roundabouts at key collector inputs to keep traffic moving but calmly, and allow for improved, buffered bikelanes and better street crossings. Slow and steady is a much better road to have for neighborhood access, connectivity, and equity than trying to ram through a highway masquerading as a city street.
Oct 27 21 12:12:01 am	40.58149729	-105.0807148	229 West Mulberry Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51962	Walking	Peds crossing southbound on the west side of the street are made invisible by the utility box on this corner (I think it's a Union Pacific). Narrowing the Howes street faces with pedestrian bulbouts and moving the sidewalks in along with them would help keep pedestrians visible to drivers turning right onto Mulberry from Howes AND help improve pedestrian safety at this intersection in general from all directions.
Oct 27 21 12:13:53 am	40.58553875	-105.0740683	207 Mathews Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51963	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:14:02 am	40.58411693	-105.0740308	303 Mathews Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51964	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:14:09 am	40.58417397	-105.0719064	300 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51965	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:14:17 am	40.58553875	-105.0719172	202 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51966	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:15:57 am	40.58413323	-105.0701094	300 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51967	Walking	There's a decent amount of pedestrian traffic that crosses Whedbee here. Pedestrian bulbouts would go a long way to calming traffic and improving pedestrian safety.

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Oct 27 21 12:16:54 am	40.58279694	-105.070104	429 East Magnolia Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51968	Walking	Improving the pedestrian bulbouts here would help tremendously considering there's no traffic calming features on Whedbee between Prospect and Riverside. There are bulbouts here but they're the half-assed ones that don't actually cut off the full parking aisle.
Oct 27 21 12:17:42 am	40.58003057	-105.0701255	600 Whedbee Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51969	Walking	Improving the pedestrian bulbouts here would help tremendously. There are bulbouts here but they're the half-assed ones that don't actually cut off the full parking aisle.
Oct 27 21 12:18:49 am	40.58277656	-105.071944	401 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51970	Walking	Improving the pedestrian bulbouts here would help tremendously. There's a decent amount of walking traffic east-west here and Peterson cars don't stop.
Oct 27 21 12:21:01 am	40.58276842	-105.0755972	426 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51971	Walking	This intersection is surprisingly dangerous for pedestrians, especially at night, considering that this is actually a heavily used intersection for people on foot. Remington traffic has no traffic calming feature and so is usually traveling quickly. It needs comprehensive ped bulbouts or at even a roundabout if it can be squeezed in, and definitely painted crosswalks and improved night-time lighting.
Oct 27 21 12:22:14 am	40.58276842	-105.0770134	420 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51972	Walking	Crossing College at Magnolia is not the worst crossing but has a lot of room for improvement. A block north is one of the best local-on-arterial crossings in the city (Olive & College) - I'd use that as a model and pull that design south to here (pedestrian bulbouts, pedestrian refuges in the median, etc.).
Oct 27 21 12:24:33 am	40.58411693	-105.0755918	301 Remington Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51973	Walking	The 4-way stop seems the best fit here but the intersection really needs narrowed with pedestrian bulbouts to improve ped crossings. This is a heavier traffic intersection for walking, biking, and driving but right now, most of the available space in the intersection is for drivers, creating lack of clarity which is more dangerous for peds and cyclists.
Oct 27 21 12:27:03 am	40.58889965	-105.0769222	200 North College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51974	Walking	Due to awkward site lines for drivers, and wide street overall, this is a fairly dangerous street crossing for people on foot despite being at the heart of downtown. As others have said, I've had a lot of near misses from left-turning cars crossing College on the north or south face of the intersection, or from cars turning left from College to WB Laporte. I think the easiest solution would just be to give left-turning cars a left-turn signal and only let them turn on that cycle (no at-will left turns).
Oct 27 21 12:29:27 am	40.58892817	-105.0788373	200 North Mason Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51975	Walking	This intersection seems overbuilt for what it is. It's kind of a sleepy intersection for all road users and seems like the traffic light could be removed, intersection reduced in size as much as possible, and relegated to a 4-way stop like Mason & Maple. Waiting for the crosswalk signal is really annoying when there's no cross traffic and lots of folks cross against the signal as a result.
Oct 27 21 12:30:09 am	40.58888336	-105.0795829	212 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51976	Walking	This recently improved with the road diet and bike lane add, but the mid-block crossing here could still use pedestrian bulbouts and/or a pedestrian refuge to help improve safety.
Oct 27 21 12:31:06 am	40.58891595	-105.0806397	208 North Howes Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51977	Walking	This intersection seems overbuilt for what it is. It's kind of a sleepy intersection for all road users and seems like the traffic light could be removed and replaced with either a roundabout or a 4-way stop. Waiting for the crosswalk signal is really annoying when there's no cross traffic and lots of folks cross against the signal as a result.
Oct 27 21 12:31:58 am	40.58891595	-105.0824583	139 North Meldrum Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51978	Walking	This intersection services both City Hall/Washington Park and a school and yet has only one crosswalk (east face) and no traffic calming features. Seems like this should be a much different kind of intersection that's either a 4-way stop w/ pedestrian bulbouts or a roundabout if it can fit.
Oct 27 21 12:34:50 am	40.58698498	-105.0806558	226 West Mountain Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51979	Walking	Not the worst intersection but could be improved by expanding/adding pedestrian islands on both east & west faces, and adding pedestrian bulbouts on all corners. May even be a good candidate for a roundabout depending on future plans for Mountain Ave and if it wouldn't conflict with the railroad traffic back-ups.
Oct 27 21 12:36:06 am	40.58698498	-105.0824422	333 West Mountain Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51980	Walking	4 way stop needs pedestrian bulb-outs to help make traffic pattern more predictable and narrow the amount of street peds need to cross. Cut off the parking aisle and eliminate "cheater" right turns (If safety is the top priority, 4 way stops should never have turn lanes, formal or informal).
Oct 27 21 12:40:15 am	40.59986115	-105.0741059	Suniga Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51981	Biking	Seconding other comments and frankly, I'm amazed that Fort Collins authorized a 5-lane arterial cross-section here with no roundabouts or safe ped/bike crossings considering this is a new street that developed alongside the new City Plan. This road had the opportunity to be built for the future we say we want as a multi-modal 2- or 3-lane road with buffered bike lanes and roundabouts to keep traffic slow and steady. Instead we got the same crappy 5-lane highway we've got segregating and severing connections between our neighborhoods throughout the city. Consider retrofitting this with a road diet and safer connectivity across the street.
Oct 27 21 12:43:03 am	40.59159233	-105.0710642	445 Linden Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51982	Walking	I had a near miss here a while back after NB traffic stopped for me to cross but SB traffic kept barreling by while I was in the crosswalk. The courteous NB driver and I had a moment of eye-rolling - it was awkward. I think there needs to be a traffic calming feature farther north to keep traffic from picking up too much speed - a raised crosswalk would also help.

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Oct 27 21 12:45:00 am	40.59003621	-105.0730008	326 Willow Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51983	Walking	This intersection does a lot right, but the drivers through here still struggle to slow down and respect peds in the crosswalk. The intersection still seems kinda wide and I suspect it's because the travel lanes are too wide, plus the striping, like in so many places, encourages drivers to block or invade the bike lane as they approach the 4-way stop. Harden up and narrow the intersection if possible and paint the crosswalks with reflective surfacing.
Oct 27 21 12:45:36 am	40.59098944	-105.0742346	300 Willow Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51984	Walking	3-sided crosswalks should not be a thing. Re-engineer this for 4-way/full pedestrian access.
Oct 27 21 12:46:38 am	40.59143346	-105.0750607	226 Willow Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51985	Walking	I do hope a crosswalk is planned here in the near future. The new development on the south side of the street will have folks that want to access the Poudre Trail and North Aztlan - this will be easiest done right here and if you don't engineer for it, people will just do it anyway without appropriate safety features.
Oct 27 21 12:47:27 am	40.59284698	-105.0696909	Buckingham Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51986	Biking	This area needs a traffic calming feature to reduce travel speeds for the Poudre Trail crossing farther south. Can a roundabout fit here?
Oct 27 21 12:49:15 am	40.5923215	-105.0577068	400 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51987	Walking	Unsafe ped crossing.
Oct 27 21 12:54:07 am	40.55234836	-105.0800067	2713 Mcclelland Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51988	Biking	I know they're expensive, but this seems like a good place for a bike/ped underpass and there might be room for it depending on engineering design.
Oct 27 21 12:56:28 am	40.54419188	-105.0799477	3158 Mcclelland Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51989	Walking	Sidewalk connectivity is glaring here. Anyone taking the bus to Foothills Mall or anything near it needs to go south to use the underpass near Foothills Pkwy. No logical person is going to walk up to Swallow to use the crosswalk. Nobody uses the MAX south of Prospect because south of Prospect, the MAX doesn't connect well to any neighborhoods or destinations. Part of that is because the MAX should be on College Ave where all the stuff is, not on the ass end of the corridor, but if you're going to put it over here, at least ensure there's safe and logical pedestrian connections to key destinations.
Oct 27 21 12:57:40 am	40.53668265	-105.0803071	3690 Max Guideway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51990	Transit	Does anyone actually use this bus stop? It doesn't connect to anything...
Oct 27 21 01:00:36 am	40.5285895	-105.0795132	4245 South Mason Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51991	Walking	Considering there's a BRT stop immediately west of here, this intersection needs serious traffic calming to let people on foot from the MAX or from the neighborhood access the businesses in this area on foot/by bike. This intersection should be a roundabout or have the size of the existing 4-way stop reduced on its east face.
Oct 27 21 01:01:21 am	40.5285895	-105.0783116	132 West Troutman Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51992	Walking	In proximity to a transit stop, this corridor needs redesigned to make walking safe and convenient, not only on this side, but the east side of College.
Oct 27 21 12:51:25 pm	40.57486012	-105.0578839	934 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51996	Biking	Southbound bike lane ends
Oct 27 21 12:59:25 pm	40.59267842	-105.029406	317 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51997	Driving	Turning left from Sykes onto Timberline is increasingly difficult between trains and rush hour. With commercial development pending here traffic will increase.
Oct 27 21 01:01:28 pm	40.58837379	-105.0294766	142 North Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51999	Biking	Sidewalk ends where entrance to concrete factory is. Only route is across the intersection where road is often covered with loose gravel. Bikes must ride in traffic.
Oct 27 21 01:04:25 pm	40.58207826	-105.0328588	South Timberline Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52001	Biking	Biking from the north on Timberline through this intersection is the only access to Poudre Trail. Very dangerous for bikes.
Oct 27 21 06:51:53 pm	40.55212361	-105.0578785	1239 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52008	Driving	This intersection is dangerous due to the curved layout. Also, there are not turn lanes on the west and south, delaying traffic

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Oct 27 21 06:55:03 pm	40.54315646	-105.0391299	3227 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52009	Driving	School traffic must now use Vermont Drive to exit the FCHS parking lot going north. This causes significant traffic backup. Additionally, the mix of pedestrians, bikes and cars is not safe here.
Oct 27 21 06:59:10 pm	40.5445507	-105.0579536	1101 Springwood Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52010	Driving	Turning left from Springwood onto Lemay can be nearly impossible when traffic turning east is waiting in the turn lane. This is a safety issue for parents and buses taking kids to Shepardson.
Oct 27 21 07:00:07 pm	40.54452619	-105.0579375	1101 Springwood Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52011	Biking	Children going to Shepardson and to Boltz cross Lemay here on bicycles. This is a safety issue.
Oct 27 21 07:02:50 pm	40.55062828	-105.0579214	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52012	Driving	School traffic going to Christ Community Church, combined with Starbucks traffic makes for a dangerous situation. So many people making so many turns!
Oct 28 21 01:42:46 pm	40.54315646	-105.0391299	3227 South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52049	Driving	Needs a left turn arrow from Vermont onto southbound timberline. Especially during school dismissal. It is the only way to go southbound from the school. It gets backed up with pedestrian.
Oct 29 21 10:00:50 pm	40.53967503	-105.020231	3596 Ziegler Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52109	Driving	Vehicles travel over speed limit. Noisy, high-speed motorcycles disturb the neighborhood and can be heard MANY blocks away, especially at night. Entrance to English Ranch is not lit at night and hard to see then to turn into.
Oct 30 21 02:38:01 pm	40.55268666	-105.0902045	702 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52114	Walking	Frequency for pedestrian traffic and protection from left-turning traffic on Worthington is not great. Could enhance responsiveness of pedestrian signals and add a left-turn arrow to protect peds during the signal.
Oct 30 21 02:40:11 pm	40.55295567	-105.1009119	1582 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52115	Walking	The parking lot access road doubles as an access point for the Spring Creek Trail for the neighborhood along Dunbar to the south and yet the lot doesn't meet the City's own development standards that require sidewalks on both sides of an access street. There's no sidewalks on either side of the access road. People just walk over landscaping or in the street to get to/from the trail.
Oct 30 21 02:42:09 pm	40.54732252	-105.1063728	1619 West Swallow Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52116	Walking	Overbuilt intersection without pedestrian bulbouts. Either retain the 4-way stop but add bulbouts to make traffic more predictable for walking people, or, if it can fit, install a roundabout.
Oct 30 21 02:42:40 pm	40.54619339	-105.10324	1403 West Swallow Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52117	Walking	No crosswalks, although this is a primary connection for people walking from Wagon Wheel north onto Swallow.
Oct 30 21 02:45:37 pm	40.5461404	-105.0912935	3101 Worthington Avenue, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52118	Walking	No crosswalks or other traffic calming features - drivers tend to speed through here because of that. With a collector-on-collector intersection, this seems like a good roundabout candidate, but barring that, should at least have some raised crosswalks and pedestrian bulbouts to aid people walking and slow down people driving.
Oct 30 21 02:47:30 pm	40.54550041	-105.0858593	608 West Swallow Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52119	Walking	This intersection seems too large for what it is and traffic signal seems unnecessary/is comparatively unresponsive to pedestrian buttons. Seems like a good candidate for a roundabout or other continuous flow solution. Pedestrian bulbouts are nice, though.
Oct 30 21 02:50:29 pm	40.54464437	-105.0799584	3158 McClelland Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52120	Walking	The sidewalk awkwardly stops halfway down this section without providing a crosswalk or extension. This is the MAX stop that should be servicing folks trying to get close to the Foothills Mall and use the pedestrian underpass by Foothills Parkway - there needs to be a logical and safe pedestrian connection to that. Nobody in their right mind is going to walk up McClelland to Swallow so they can walk back south on McClelland.
Oct 30 21 02:53:42 pm	40.54234523	-105.0799263	McClelland Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52121	Biking	Reinforcing other comment here - I understand there's competing infrastructure here with the ditch, but the pedestrian underpass here doesn't link well with anything, including the MAX or the Mason Trail. The path isn't logical for people biking or walking, whether they're leveraging the MAX in their trip or not. If there's a way to get a ped/bike underpass under the tracks and/or McClelland to connect the Mason Trail would be good, but logical connections to the MAX would be the most pertinent.
Oct 30 21 02:54:52 pm	40.53987479	-105.0762141	200 East Monroe Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52122	Walking	Missing connection in site plan - sidewalks from public ROW don't connect with the shopping center along this frontage.

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Oct 30 21 02:57:24 pm	40.54606702	-105.0659949	3100 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52123	Walking	This intersection seems massively overbuilt for what the traffic volume is and traffic tends to speed through here due to the wide lane widths. A compact urban roundabout seems like it would fit well here and massively improve safety and convenience at this intersection for people walking and biking through the neighborhood.
Oct 30 21 02:58:25 pm	40.54573276	-105.0580233	South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52124	Walking	Especially at night, right-turning traffic tends to ignore people crossing the street here - it's very dangerous for people crossing here on foot, partially due to cars speeding along Swallow so they're not paying attention to other road users.
Oct 30 21 03:00:48 pm	40.54440794	-105.0579697	3136 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52125	Walking	Similar to other comments, this is an outlet for folks walking west on Springwood, especially kids/parents trying to walk/bike to Boltz. Seems like a safe crossing and traffic calming feature like a roundabout would be very helpful here.
Oct 30 21 03:02:35 pm	40.54907121	-105.0579911	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52126	Walking	Street cross-section and speed doesn't match the surrounding use, which is largely housing and neighborhood commercial services. Seems like Lemay should be dropped to a 3 lane, 30mph configuration with roundabouts to calm traffic and re-establish neighborhood connectivity across the arterial.
Oct 30 21 03:03:11 pm	40.56391898	-105.0579214	1805 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52127	Walking	Street cross-section and speed doesn't match the surrounding use, which is largely housing and neighborhood commercial services. Seems like Lemay should be dropped to a 3 lane, 30mph configuration with roundabouts to calm traffic and re-establish neighborhood connectivity across the arterial.
Oct 30 21 03:05:04 pm	40.56461992	-105.0621915	902 Watercourse Way, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52128	Walking	Both walking and biking issue - this connection point to/from the trail isn't logical. The curbcut at the trail outlet doesn't line up with the trail outlet, so people on foot just don't use the curbcut, and folks on bikes have to either jump the curb or make awkward hairpin turns. Especially a slap in the face for anyone with ADA needs.
Oct 30 21 03:06:05 pm	40.56417165	-105.0674433	1719 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52129	Walking	No formal connection to Spring Creek Trail from sidewalk here. There is a desire path that should probably be formalized to prevent injuries and erosion.
Oct 30 21 03:07:28 pm	40.56342588	-105.0674218	607 East Stuart Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52130	Walking	This intersection is fairly dangerous to cross, especially at night. Vehicle traffic is usually speeding along Stuart and Stover due to wide lanes and few calming features. This could use at least pedestrian bulbouts since both streets are primary connection routes for all modes (walking, biking, and driving). Also should have crosswalks on all 3 sides, not just two.
Oct 30 21 03:09:20 pm	40.56336882	-105.0667727	1800 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52131	Walking	This intersection is fairly dangerous to cross, especially at night. Vehicle traffic is usually speeding along Stuart and Stover due to wide lanes and few calming features. This could use at least pedestrian bulbouts since both streets are primary connection routes for all modes (walking, biking, and driving). Also should have crosswalks on all 3 sides, not just one. It's also poorly lit at night.
Oct 30 21 03:11:38 pm	40.5599129	-105.0667995	701 Dartmouth Trail, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52132	Driving	This is a 3-way stop but that's not apparent from the road engineering so drivers blow through this all the time. Needs tightened up into a 3-way stop with pedestrian bulbouts or, if it will fit, a compact urban roundabout.
Oct 30 21 03:12:33 pm	40.55989659	-105.0668746	2017 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52133	Walking	Dartmouth Tr is a primary walking corridor for folks walking through the neighborhood but there's no crosswalks, raised or otherwise, at this intersection. These should be added along with improved traffic management at this intersection.
Oct 30 21 03:14:00 pm	40.55778138	-105.0674486	2306 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52134	Walking	Despite being somewhat well-lit at night, this intersection is fairly dangerous to walk through. Drivers don't have many calming features so they hit this intersection fast and don't check for people walking a lot of the time. The intersection is side enough that I'd guess a compact urban roundabout should fit here to help calm traffic and make it safer for people walking and biking.
Oct 30 21 03:15:54 pm	40.55426403	-105.0701201	437 Princeton Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52135	Walking	2-sided crosswalk on a 3-sided intersection. Where's your Safe Routes to School person on this? On intersections around schools, emphasis should be on slowing cars down and maximizing safety for kids walking and biking. Driver convenience shouldn't even be a concern at these intersections.
Oct 30 21 03:16:11 pm	40.55585766	-105.0710964	313 Tulane Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52136	Walking	2-sided crosswalk on a 3-sided intersection. Where's your Safe Routes to School person on this? On intersections around schools, emphasis should be on slowing cars down and maximizing safety for kids walking and biking. Driver convenience shouldn't even be a concern at these intersections.
Oct 30 21 03:16:20 pm	40.55547861	-105.0720352	228 Tulane Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52137	Walking	2-sided crosswalk on a 3-sided intersection. Where's your Safe Routes to School person on this? On intersections around schools, emphasis should be on slowing cars down and maximizing safety for kids walking and biking. Driver convenience shouldn't even be a concern at these intersections.

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Oct 30 21 03:18:17 pm	40.56182835	-105.0754684	1820 Remington Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52138	Walking	This intersection is incredibly dangerous at night for people walking and biking, especially if they're on the trail. Spring Park Dr. needs at least a stop sign. If a roundabout fits, it might be a good candidate, but at least a 4-way stop with pedestrian bulbouts. Even improved streetlights would help.
Oct 30 21 03:18:40 pm	40.56200359	-105.0753719	1820 Remington Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52139	Walking	Sidewalks missing on E side or Remington.
Oct 30 21 03:19:10 pm	40.56034897	-105.0754899	121 Dartmouth Trail, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52140	Driving	3-way stop is not apparent - needs improved engineering or striping to make that apparent, like stop bars.
Oct 30 21 03:20:10 pm	40.5603449	-105.0755596	121 Dartmouth Trail, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52141	Walking	Missing connections and crosswalks for folks walking along Remington/Dartmouth Trail. How are folks from neighborhoods to the south expected to access Spring Creek Trail or businesses along College on foot or by bike?
Oct 30 21 03:21:41 pm	40.56002293	-105.0737733	2200 Mathews Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52142	Walking	Especially at night, this intersection is fairly dangerous for people on foot. Mathews St traffic has not stop and there's no crosswalks and poor lighting. It needs improved street lights, and ideally some traffic calming like a 4-way stop with pedestrian bulbouts. This is an access way for the neighborhoods to the south to get to Spring Park and Spring Creek Trail.
Oct 30 21 03:23:57 pm	40.55248286	-105.067454	2550 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52143	Walking	Dangerous for people walking across Drake on Stover, especially at night. Left turning traffic doesn't get a left turn arrow so have had a few near misses at night from left-turning cars. Needs improved lighting on the corners and ideally, left-turning cars held to turning with an arrow only. More comprehensively, if Drake were narrowed to a 3-lane road, this would make an excellent roundabout candidate intersection.
Oct 30 21 03:26:01 pm	40.55024921	-105.0659198	619 Strachan Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52144	Walking	No sidewalks on the north side of the street despite this being a primary pedestrian accessway for folks walking east to their neighborhood grocery store (Sprouts in Scotch Pines Shopping Center). Walking in the street usually leads to conflicts with cars, especially if folks have parked cars on-street.
Oct 30 21 03:26:49 pm	40.54958073	-105.0581038	1048 Strachan Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52145	Walking	This is effectively a dead-end for people walking and biking, unless they're southbound off Strachan onto Lemay.
Oct 30 21 03:29:19 pm	40.54124047	-105.0675774	3314 Stover Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52146	Walking	No safety features for people walking. Monroe is the corridor for folks who live to the east to walk/bike to Foothills Mall. Lack of safety/traffic calming features creates an unnecessary barrier because drivers tend to speed through here. Should be either a compact urban roundabout or 3-way stop with pedestrian bulbouts and raised crosswalks.
Oct 30 21 03:30:50 pm	40.54122009	-105.0700235	3491 Stanford Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52147	Walking	3-sided intersections for people walking shouldn't be a thing. It doesn't allow for logical walking and reinforces the idea that people who walk are 2nd-class citizens. Add the crosswalk on the west side of the intersection.
Oct 30 21 03:32:28 pm	40.5412527	-105.0711071	3503 Stanford Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52148	Walking	This intersection doesn't make any logical sense for folks on foot, and there's larger connectivity issues for people on foot on this side of Foothills. Narrow the roadway - the center turn lane isn't needed but sidewalks on both sides and ample pedestrian crossings are to facilitate access from the surrounding neighborhood.
Oct 30 21 03:34:51 pm	40.54088988	-105.0741434	255 East Monroe Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52149	Walking	This is very awkward and unsafe for people walking, partially because there's only 1 crosswalk at the intersection. This intersection seems like it should have been a roundabout.
Oct 30 21 03:35:45 pm	40.53999709	-105.0699967	3521 Stanford Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52150	Walking	No crosswalks - seems like this should be a roundabout. Despite having a major commercial center to the west and major housing center to the east, there's no logical connection here in between the two despite their proximity.
Oct 30 21 03:37:20 pm	40.53803617	-105.0659466	617 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52151	Walking	Missing the east side crosswalk. Intersections should allow for logical walking and this one doesn't - anticipate all walking actions.
Oct 30 21 03:39:18 pm	40.53800355	-105.0636935	East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52152	Biking	Street is way too wide and fast for a neighborhood and there's no buffer for the bike lane. Seems like this section of Horsetooth could benefit from a road diet to a 3-lane 30mph road with roundabouts at key intersections to help keep traffic moving slowly but smoothly and safer for everybody.

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Oct 30 21 03:41:57 pm	40.53806878	-105.0714773	400 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52153	Biking	The bike lane disappears here right where people riding need it the most. Intersections are where most crashes occur and so bicycle (and pedestrian) infrastructure needs to be present the most, and hardened. A road diet on Horsetooth to 3-lanes, add roundabouts at key intersections, preserving some of the queuing space at College Ave, but adding hardened, protected bike lanes seems the best way to go here.
Oct 30 21 03:43:21 pm	40.53809324	-105.0778288	130 West Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52154	Biking	If there's not going to be an on-street bike lane here, at least widen the sidewalk to a 6-8 foot to ensure there's enough room for shared (likely 2-way) walking and biking traffic. The vehicle lanes are probably too wide anyway so you can probably "steal" some room from the travel lanes.
Oct 30 21 03:46:38 pm	40.52920519	-105.0706726	400 Boardwalk Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52155	Walking	This whole area of Boardwalk generally has poor pedestrian safety and traffic calming features. There's no crosswalks in this area for folks in the Troutman and Breakwater intersections to connect with other neighborhoods, neighborhood amenities, or commercial services. Adding some raised crosswalks and/or roundabouts would help calm traffic and increase neighborhood connectivity.
Oct 30 21 03:47:19 pm	40.5275253	-105.067336	4360 Boardwalk Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52156	Walking	No 3-sided crosswalks at 4-way intersections. People who walk are not 2nd class citizens.
Oct 30 21 03:51:02 pm	40.52664456	-105.0725234	4403 John F Kennedy Parkway, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52157	Walking	The entire section of JFK between Foothills and Harmony is a nightmare for anyone on foot. Despite there being multiple shopping centers and a grocery store to the west, and lots of housing to the east, there are 0 east-west crosswalks in this area and 0 traffic calming features. There need to probably be 1-2 roundabouts in the area and definitely raised crosswalks to even out the priorities to balance safety for ALL road users. As it stand now, nobody walks because it's dangerous and only a matter of time before FCPD blames some poor person without a choice for their own death because they "weren't in a crosswalk." What crosswalk?
Oct 30 21 04:00:30 pm	40.58006723	-105.0770348	602 South College Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52158	Walking	Long-term, I hope the goal is to extend the block-by-block connectivity that we retained in Old Town farther south and re-connect roads that got severed when we turned College Avenue into a highway. Myrtle Street carries a decent amount of east-west walking and biking traffic and the lack of a crossing here is notable.
Oct 30 21 04:02:07 pm	40.58004279	-105.0719655	603 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52159	Walking	No pedestrian safety features. A lot of people walk through this intersection and they could use some traffic safety help from drivers who are often speeding on this road due to the lack of calming features and high speeds on nearby Mulberry.
Oct 30 21 04:03:06 pm	40.57796081	-105.0719655	703 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52160	Walking	No engineering to support pedestrians, especially notable right next to a school. Needs pedestrian bulbouts, painted crosswalks, and stop bars for cars.
Oct 30 21 04:04:35 pm	40.578026	-105.074122	701 Mathews Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52161	Walking	This is an unsafe crossing for peds going north-south on Mathews (although not great for east-west traffic either). Drivers are often speeding and there's no safety infrastructure in any direction. Even if it's not switched to a 4-way stop sign, needs pedestrian bulbouts in all 4 directions and raised crosswalks to help slow down drivers and remind them they're in a neighborhood. Where's the Safe Routes to School person on this one?
Oct 30 21 04:06:15 pm	40.56865018	-105.0719655	1500 Peterson Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52162	Walking	Intersection could benefit from pedestrian bulbouts and improved street lighting.
Oct 30 21 04:09:02 pm	40.57194266	-105.0574601	1107 South Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52163	Walking	Not quite a public ROW issue, but aside from the emergency rooms on Doctor's Lane and Lemay, PVH has 0 pedestrian connections from public streets to their main entry on the east side. Maybe the City could work with them on a revised site plan?
Oct 30 21 04:11:42 pm	40.56974226	-105.0601101	1100 East Pitkin Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52164	Biking	There is wayfinding here for the Pitkin bikeway but it's easy to miss. Some improved features to help bicyclists to remember where they need to turn (especially eastbound cyclists) would be good. Also might not be a bad spot for traffic calming as drivers do tend to speed on Pitkin in this section. Maybe tightening up the intersection into a compact urban roundabout with some wayfinding for the bikeway would help?
Oct 30 21 04:14:04 pm	40.56911064	-105.0657588	800 East Lake Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52165	Walking	The pedestrian safety along the Leshar MS frontage leaves a lot to be desired. It's great for getting kids from parked cars to the front of the school, but for people walking around or to the school from the neighborhood, the after-dark lighting is marginal, and safety features at intersections marginal to non-existent. Could use a Safe Routes to School audit which would also benefit non-parent households in the neighborhood.
Oct 30 21 04:15:53 pm	40.56530455	-105.0581843	1635 South Lemay Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52166	Walking	At some point, the west-side connection from Lemay's sidewalk and bike lane should be improved here. There's conflicting uses between the driveway and the trail access, but I'd doubt the access is ADA compliant as it stands now.
Oct 30 21 04:18:58 pm	40.56706092	-105.052498	1337 East Prospect Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52167	Walking	Need to expand this to crosswalks on both sides of Welch across Prospect. For people walking, it's not logical, especially if they're headed to the commercial/office resources to the southwest, or headed to the Spring Creek Trail to be westbound. For people biking, it's incredibly awkward either direction, but especially southbound traffic (and actually creates a safety risk since drivers aren't typically expecting cyclists to be anywhere but the right-hand side of the road).

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Oct 30 21 04:21:44 pm	40.56614403	-105.0450093	1685 Riverside Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52168	Walking	Sidewalk missing on west side of Riverside between parking lot access and Erin Ct.
Oct 30 21 04:24:38 pm	40.5671954	-105.0449073	1831 East Prospect Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52169	Walking	Slip lanes are deadly for pedestrians in all contexts - it's sad that FoCo's traffic engineers seem to love having them in nearly every context. They are good at keeping cars moving quickly, and bad for quite literally everything else. They have no business being next to a school - where's your Safe Routes to School staffer on this?
Oct 30 21 04:28:08 pm	40.56765588	-105.0449449	1678 Riverside Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52170	Biking	Reinforcing other comment. Sharrows belong on local streets. Telling cyclists to "take the lane" on multi-lane collector and arterial streets is a safety cop-out because we all know there are too many drivers who will never respect a bicyclist's right to use the road. Riverside is overbuilt for its normal vehicle volume and can easily handle a road diet for improved safety and traffic calming.
Oct 30 21 04:29:08 pm	40.56242743	-105.0495797	1425 East Stuart Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52171	Walking	Seems like there should be improved pedestrian safety features here considering this is the entrance to one of major city parks and there's a massive neighborhood to the south.
Oct 30 21 04:31:25 pm	40.54315238	-105.1081485	3225 Dunbar Avenue, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52172	Walking	Seems like there should be some traffic-calming and pedestrian safety features here. Drivers tend to speed through on Dunbar and approach too quickly on Casa Grande. Crosswalks would help make it safer for folks to cross the street from the neighborhood to get to the park.
Oct 30 21 04:33:59 pm	40.56878465	-105.0959873	1412 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52173	Walking	With this area densifying, the current 2-sided crosswalks on a 3-sided intersection is no longer defensible (it wasn't really before). This is an awkward intersection for anybody walking and needs the crosswalk on the south intersection face.
Oct 30 21 04:36:40 pm	40.56926142	-105.0959873	1408 South Shields Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52174	Biking	There's a logical bikeway connection from Lake up to either Bennett (for Bennett ES) or Springfield (for the bikeway). Neither has a safe left-turn for bicyclists on Shields due to high traffic speeds and volume. One or both should have provisions made for left turning cyclists. Long-term, calm and narrow Shields so riders can just make a left like bikes should. Short-term, create a traffic light with sufficient queuing space for left-turning cyclists.
Oct 30 21 04:39:07 pm	40.56957111	-105.1151061	1497 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52175	Biking	Springfield to Lake is a logical bicycle connection but there's no safe crossing across Taft Hill. Ideally, Taft would get narrowed to a 3-lane and you might use roundabouts to calm traffic and establish neighborhood connectivity across Taft. In the short term, creating a bike connection in this section of Taft between Springfield & Lake via some traffic signals might be a decent band-aid.
Oct 30 21 04:41:22 pm	40.58148914	-105.1150095	505 South Taft Hill Road, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52176	Biking	The absence of bike facilities on this section of Taft is notable, considering the number of residents to the south and the Mulberry bikeway crossing through. Seems like a road diet would be helpful. Maybe a roundabout at Mulberry and Taft as well to calm traffic and keep traffic moving well with less road space to maintain?
Oct 30 21 04:54:45 pm	40.59214633	-105.0788051	190 Cherry Street, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52177	Walking	Fairly unsafe to cross here despite RFB installation. Could benefit from adding crosswalk to the west side of the intersection (especially once the southwest empty lot develops) and adding pedestrian refuges to east and west sides.
Oct 30 21 04:56:36 pm	40.5921056	-105.0842392	329 North Sherwood Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52178	Walking	This is a 4-way stop but hard to tell from the engineering which has a wide intersection - drivers tend to hit the intersection fast and ignore pedestrians. Should have painted crosswalks and pedestrian bulbouts.
Oct 30 21 04:58:06 pm	40.59215855	-105.0910735	339 Wood Street, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52179	Walking	Based on the different types of users at this intersection, the lack of crosswalks or traffic calming features is notable. Crosswalks and pedestrian bulbouts would help significantly.
Oct 30 21 04:59:32 pm	40.58899742	-105.0912988	904 Laporte Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52180	Walking	This intersection is awkward and dangerous for people walking or biking around the neighborhood. I know Laporte Ave improvements are coming soon - I hope that includes making collector-on-collector crossings like this safer via pedestrian bulbouts and crosswalks or, if it will fit, a pair of compact urban roundabouts (pseudo-figure eight).
Oct 30 21 05:01:05 pm	40.58896891	-105.0895607	207 North Grant Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52181	Walking	Considering there's a K-8 educational center to the north, why is there no crosswalk here for Grant Ave?
Oct 30 21 05:04:06 pm	40.58896076	-105.087828	145 North Loomis Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52182	Walking	The RFB system and curbing installed here was well-meaning but just didn't fix the underlying problem that the road is too wide (it doesn't need to be 3 lanes here) so driver compliance with the RFB is iffy, especially at night. Plus, the pedestrian facility doesn't respond to logical walking movements through a space like this. Intersection design with these offset connections is admittedly difficult - this one's close but not quite and likely needed to narrow Laporte down to 2-lanes so more logical pedestrian action could be accommodated.

Item 3.			2161 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52199	Transit	This MAX stop has really poor pedestrian and bike connections to the surrounding commercial venues and neighborhood to the east. I think all of the MAX stops could use a walkability audit to make sure there are clear, safe, and logical connections both to nearby commercial, office, and public venues, as well as to neighborhoods. This stop connects to the federal and CSU offices to the west reasonably well due to the overpass, and has middling access into the parking lot to the east. However, it's effectively inaccessible to anyone living in the South College Heights neighborhood to the east who may be trying to use Rutgers Ave to get there. That's partially because College is hostile/deadly to people walking in this stretch, and partially because the parking lot by Whole Foods has no logical connections for people on foot to get to the bus stop.
Oct 31 21 05:40:15 pm	40.55962353	-105.0795025	2115 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52200	Walking	Due to the width & speed of College Ave, presence of the frontage road, and clearly ignored pedestrian safety, this intersection is effectively unwalkable, despite it being on obvious crossing for people walking and biking either to the shopping center on the west side of College, or the MAX station/Mason Trail. It's admittedly a tough one to engineer because of the complexity, but it's gotta be improved to be safe for people walking and biking through adding some pedestrian bulbouts and refuges in the public ROW and working with the shopping center owner to revise their site plan and create safe and logical walking connections through the parking lot.
Oct 31 21 05:43:31 pm	40.5593138	-105.0769758	2300 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52201	Walking	This is a poor pedestrian crossing due to the width & speed of the intersection, and the lack of sidewalks on both sides of the parking lot access (west side). This could be a really powerful and easy walking connection from South College Heights subdivision into this neighborhood shopping center but College Ave functions as a concrete "canyon" in this section, effectively preventing all but the most desperate/committed from getting across the street without a car.
Oct 31 21 05:45:48 pm	40.55752462	-105.0769812	500 South Washington Avenue, Fort Collins, Colorado 80521, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52202	Walking	The lack of crossings on both sides of Washington requires peds to add a crossing - while there's not a lot of conflicts, right turning traffic is moving fast. 3-sided intersections make pedestrians second-class street users and should be phased out, especially where you have a fully signalized crossing like this.
Oct 31 21 05:50:49 pm	40.58165618	-105.0914437	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52203	Walking	No place for pedestrians when there is both eastbound and westbound vehicles present especially at the bridge
Nov 01 21 10:04:22 am	40.53774166	-105.0188845	South Timberline Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52204	Driving	Need a formal parking area for cars here. Or at least grade the area to get rid of the mud holes
Jan 26 22 06:26:29 am	40.55278448	-105.1150525	2067 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56806	Walking	This area generally needs greater attention regarding clearing of sidewalks after snow. It's very difficult to navigate during the first 24 to 48 hours after a snow event.
Jan 26 22 09:23:36 am	40.55280894	-105.1186252	2298 West Drake Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56807	Biking	Bicyclists need more time to cross when the signal is actuated via the camera system, especially when there is a group of bicyclists. Make it similar to Yorkshire and Drake.
Jan 26 22 09:24:42 am	40.55328174	-105.114913	2597 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56808	Transit	Bus stop and sidewalk need to be cleared of snow more quickly after snow events.
Jan 28 22 12:30:48 pm	40.5353291	-105.1150417	3800 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56853	Walking	Students from multiple low-income housing complexes west of Taft need a place to cross Taft between Horsetooth and Harmony. It's too much to expect them to go to either of those intersections if they live midway between those intersections. A new bike-ped crossing at Taft and Imperial would serve this very large group of low-income residents. The students who will cross at this location attend Johnson Elementary and Webber Middle School. They travel east through the neighborhood east of Taft to Westfield Park and then on to Johnson and Webber.
Jan 28 22 12:36:41 pm	40.53806878	-105.1194406	Arizona, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56854	Walking	An improved crossing is needed here for students walking from Timber Ridge to Olander Elementary School.
Jan 28 22 12:38:25 pm	40.54007455	-105.1150846	3596 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56855	Walking	There is no traffic control of any kind at this intersection. Traffic on Taft Hill Rd. is fast-moving and heavy at times, resulting in dangerous crossings for pedestrians, cyclists, and automobiles. This intersection is frequently used by pedestrians and cyclists who have left Olander Elementary School and are heading into the Rossborough neighborhoods. At the very least, install a pedestrian/cyclist-activated crossing of the type that flashes amber when activated.
Jan 28 22 12:40:49 pm	40.54027023	-105.1151276	2048 Bronson Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56856	Walking	Where: S. Taft Hill Rd. @ Bronson St. What is Wrong: There is no traffic control of any kind at this intersection. Traffic on Taft Hill Rd. is fast-moving and heavy at times resulting in dangerous crossings for pedestrians, cyclists, and automobiles turning onto Taft Hill from Bronson. Who Does This Affect: This intersection is frequently used by pedestrians and cyclists who have left Olander and are heading into the Rossborough neighborhoods. What Can Be Done: At the very least, install a pedestrian/cyclist-activated crossing of the type that flashes amber when activated.
Jan 28 22 12:45:28 pm	40.55253585	-105.0770456	102 East Drake Road, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56857	Biking	This massive intersection is incredibly scary for bicyclists and pedestrians and virtually unusable for the entire youth population. There are too many lanes to cross, inadequate bike lanes on east and west sides, fast-moving traffic, etc. Please do whatever is possible to make this a usable intersection for youth, senior, and the rest of the population.
Jan 28 22	40.53812586	-105.1231152	3601 Platte Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-56858	Walking	This crossing is frequently used by Olander Elementary School students/parents and anyone using the play structures or water park in Spring Canyon Park who live south of W Horsetooth Rd. The intersection has no traffic control to stop motorists, and cars cutting through the neighborhood to the south to avoid the intersection of Taft Hill Rd and Harmony Rd frequently speed down this section of road.

Item 3.

Jan 28 22 01:11:57 pm	40.54565124	-105.0772333	3103 South College Avenue, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56860	Biking	Could a green bike box be added for eastbound cyclists on Swallow at College? The bike lane ends before this intersection, and there is no indication of where bikes should be positioned.
Jan 28 22 01:18:41 pm	40.54532105	-105.0879836	3112 Colony Drive, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56862	Biking	When the bike lane ends at this location (and many others around town), shouldn't there be a sharrow in the main travel lane to indicate that bicyclists must share the lane there?
Jan 28 22 01:19:53 pm	40.53787309	-105.0832629	3606 Manhattan Avenue, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56863	Walking	There was a recent pedestrian fatality at this location. Are improvements warranted based on whatever caused that crash?
Jan 28 22 01:20:57 pm	40.54520284	-105.0827372	413 West Swallow Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56864	Biking	Where the Mason Trail crosses W Swallow Rd, the crossing lights to stop cars seem too small/dim for the amount of visual clutter in this area. Bigger/brighter lights might be better here.
Jan 28 22 01:23:03 pm	40.54618931	-105.0959873	1102 West Swallow Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56865	Biking	Can there be a sharrow and/or bike box in the main travel lane for westbound cyclists traveling on Swallow and crossing Shields?
Jan 28 22 01:26:07 pm	40.53806878	-105.1028538	3621 Seneca Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56866	Biking	A video detection camera needs to be added to actuate signal for cyclists who are traveling on Seneca northbound and crossing Horsetooth.
Jan 28 22 01:31:11 pm	40.53250777	-105.0884557	636 Wabash Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56867	Walking	A kindergartener was killed at this location. Is enough being done to fix this location to make it safer for kids?
Jan 28 22 01:41:03 pm	40.48834576	-105.0925112	7115 Sedgwick Drive, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56868	Biking	Would be great to have a trail that connects Ridgewood Hills to the Long View Trail. Could also serve kids from Registry Ridge if they attend Coyote Ridge Elementary.
Jan 28 22 01:48:10 pm	40.52916441	-105.0960732	4301 South Shields Street, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56870	Walking	There needs to be a crossing for people to get across Shields from Troutman.
Jan 28 22 01:49:29 pm	40.52829185	-105.1150846	4135 South Taft Hill Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56871	Biking	Bicyclists/peds need a crossing here, at Taft and Brixton. Many schoolchildren use this location to cross Taft. Students at McGraw Elementary and Webber Middle School use the paved neighborhood path just to the southeast of this location, which goes under Harmony and lets out right at Webber MS.
Jan 31 22 09:40:49 am	40.53812993	-105.1029342	1497 West Horsetooth Road, Fort Collins, Colorado 80526, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56904	Walking	A pedestrian was hit by a car while crossing in the crosswalk on the west side of this intersection on Sunday, Jan. 30, 2022. Can there be an assessment of what caused the crash and possible new pedestrians protections put in place? For example, this seems like a good location for all traffic to be stopped on a red light while bikes/peds have a signal to cross Horsetooth (or Seneca). That would eliminate the chance of cars turning on a green light and striking a pedestrian in a crosswalk.
Feb 11 22 01:21:45 pm	40.59729507	-105.0110203	3557 Bear River Court, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57373	Biking	This is a very useful way for Waterglen and houses from the east to access the Traverse Park area. But it's soft-surface and really lumpy rough grass. Pushing a wheelchair across it would be very uncomfortable for example. Great option to keep youth away from Vine Dr and stay inside the neighborhood.
Feb 11 22 01:53:26 pm	40.61586635	-105.0536138	Belmont Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57374	Biking	Social trail here, probably used to get to school and cross neighborhoods.
Feb 11 22 01:56:21 pm	40.61826476	-105.0573421	1225 Gregory Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57375	Walking	Need sidewalk or safe way to reach Tavelli Elem.
Feb 11 22 01:56:37 pm	40.61764175	-105.0585115	1020 Country Club Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57376	Walking	Need sidewalk or safe way to reach Tavelli Elem.

Feb 11 22 01:57:40 pm	40.61721826	-105.0573099	2115 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57377	Biking	Could use bike lane/sidewalk. And/or signage that bikes may use the lane.
Feb 11 22 01:57:57 pm	40.61769469	-105.0573689	1050 Country Club Road, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57378	Biking	Could use signage that bikes may use the lane from all directions at this intersection
Feb 11 22 02:04:59 pm	40.60839773	-105.0575083	1461 North Lemay Avenue, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57379	Walking	Safe family friend crossing would be appreciated here for park access.
Feb 11 22 02:17:38 pm	40.56292054	-105.0529593	1311 East Stuart Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57380	Driving	During pickup, cars waiting completely block bike lane. Limits visibility of peds among all the cars.
Feb 11 22 02:19:51 pm	40.5659688	-105.0529808	1701 Welch Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57381	Biking	Awkward connection of trail. Limited space for a group crossing.
Feb 11 22 02:23:56 pm	40.59606495	-105.0245225	2932 East Vine Drive, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57382	Biking	Angle of crossing is super dangerous for bicycles. Possibly add paint to highlight the danger. There is a basic sign there, easy to miss.
Feb 11 22 02:26:03 pm	40.59613012	-105.0156927	3319 Green Lake Dr 1, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57383	Biking	Need safe/off road path to carry youth to their middle school (Lincoln).
Feb 14 22 09:11:10 pm	40.56622146	-105.0532383	1519 Welch Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57467	Biking	Westbound youth riders will likely use the crosswalk, traverse the bridge NB then left to rejoin trail. The visibility for and of WB traffic is not good if memory serves. WB traffic has very little time to see that the bridge is occupied and make a decision for example.
Feb 14 22 09:12:21 pm	40.56504374	-105.049746	1474 East Stuart Street, Fort Collins, Colorado 80525, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57468	Biking	Would be nice to have bicycle access from the trail to/from this restroom without riding through the parking lot.
Feb 14 22 09:20:43 pm	40.5681245	-105.0440758	Rivendell School, 1800 E Prospect Rd, Fort Collins, Colorado 80524, United States http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57469	Biking	Alongside general comments about Riverside and bicycles. We have a school here - what desirable choices for field trips, parents, and/or youth to get into this area?

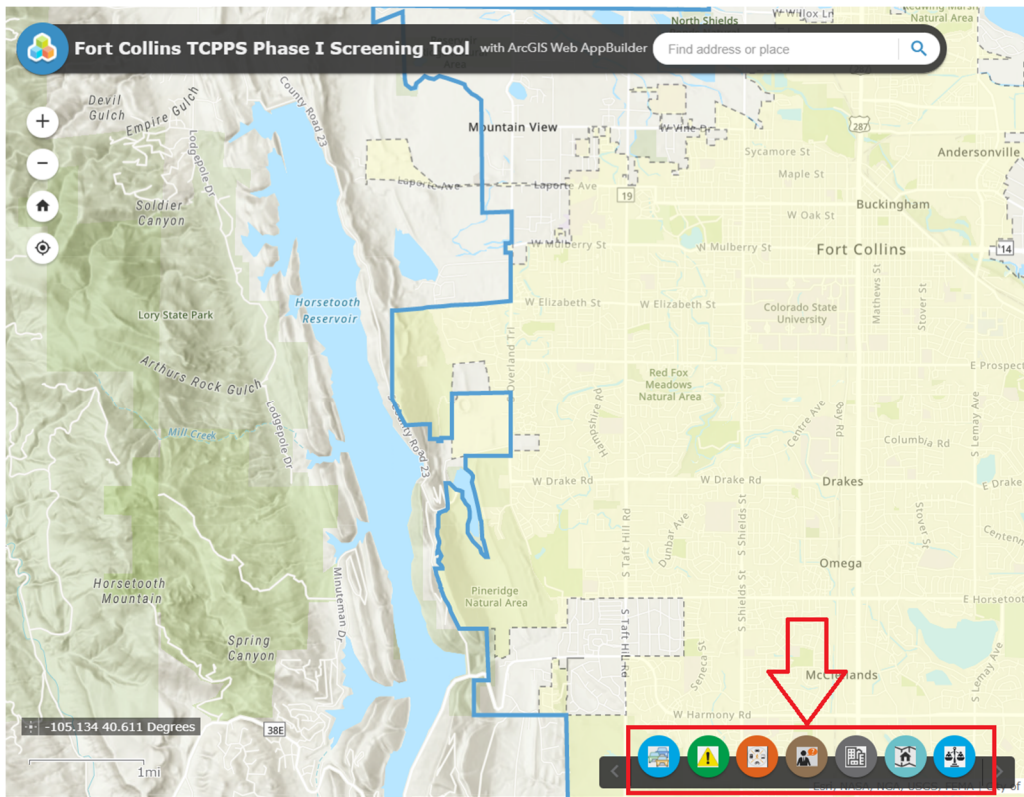
APPENDIX B

GIS Users Manual


Table of Contents
Screening Tool Instructions
GIS Documentation

City of Fort Collins TCPPS Phase I Screening Tool

1. To access the web map, go to:
<https://olsson.maps.arcgis.com/apps/webappviewer/index.html?id=06f39e08758a4cb9bd4a50385a473b49>
2. The map will open with a disclaimer regarding the map and the data used to make the map. Read the disclaimer and select the OK button to proceed.
3. Once the web map opens, data layer viewing options can be found on the bottom of the screen. There are seven Layer widgets:



The widgets are categorized as follows:

- a.  **Congestion**
 - i. This includes Synchro data split by peak hour in the AM (Morning), MD (Mid-Day), and PM (Afternoon) and is displayed on the map as the Level of Service (LOS)
 - ii. The Level of Service (LOS) rating can be toggled on and off by peak hour, by the overall rating, and by specific directions of travel.



b. Safety

- i. Layers included are Level of Safety Service 3 and 4, Excess Crash Cost Trends, and the Excess Crash Costs. These were analyzed and produced by Fox-Tuttle and Olsson.



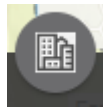
c. Active Modes

- i. The Active Modes layers are GIS shapefiles provided to Olsson by the City of Fort Collins. These layers were used in the Active Modes Plan.



d. Public Input

- i. Public Input layers were produced from the TCPPS Community Surveys and the Active Modes Plan Community Surveys. The comments from the TCPPS Community Surveys are categorized by mode of transportation: Driving Issue, Walking Issue, Biking Issue, and Transit Issue. The Active Modes Plan Public Input are categorized by concerns and destination by mode of transportation. These include Biking Concerns and Destinations, Skating/Scooter Concerns and Destinations, Walking/Wheelchair Concerns and Destinations, and Walking Concerns and Destinations.



e. Community

- i. Community layers include Schools/Attendance Zones, Activity Centers, Hospitals, and the Land Use Structure Plan. The Community Layers were provided by the City of Fort Collins and the Poudre School District. The Community Activity Centers layer was developed from the City of Fort Collins City Plan.



f. Planning Area

- i. The Planning Area layers include Adjacent Planning Areas outside of the City of Fort Collins, the Fort Collins Growth Management Area (GMA), as well as Fort Collins City Limits. These layers were provided by the City of Fort Collins.

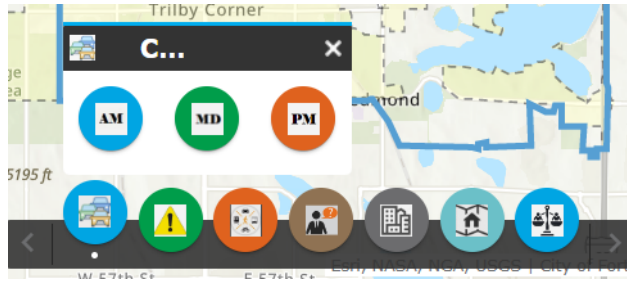


g. Equity

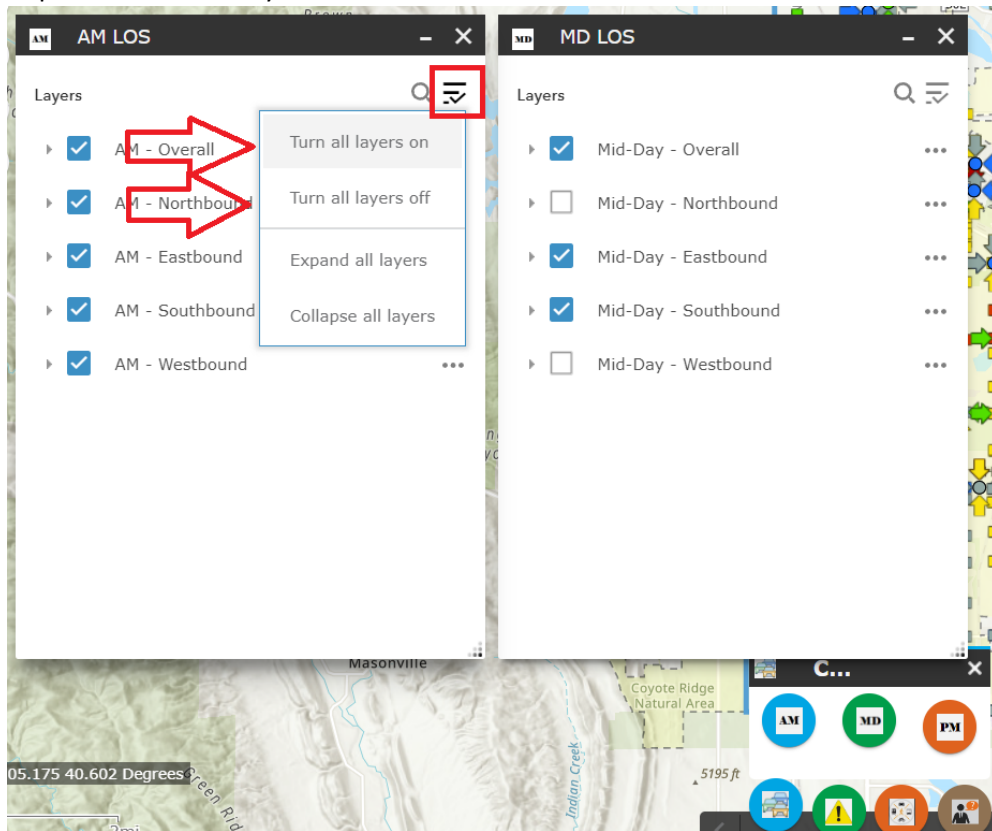
- i. The Health Equity Index displays compiled and ranked data and is intended to be used by decision makers as a tool to identify vulnerable communities. It is a weighted index, made up of two separately calculated scores to determine geographic areas of highest needs. This data was created and used in the Active Modes Plan.

- 4. A list of layer options display when clicking on a widget.

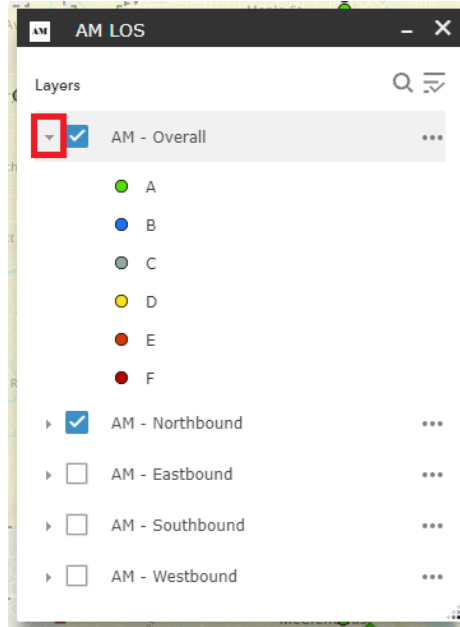
- a. Tip: multiple layer types can be opened simultaneously.



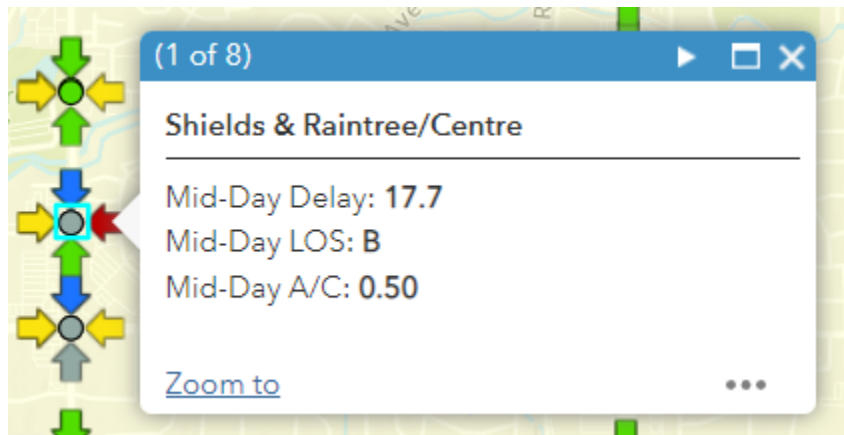
- 5. Once the group layer is open, each individual layer can be toggled on or off.
 - a. Tip: to turn all layers on or off, click on the upper right corner of the group and there are options to turn all layers on or off.



- b. To open and view the group layer, use the arrow drop down next to each individual layer to distinguish the symbology associated with the data.

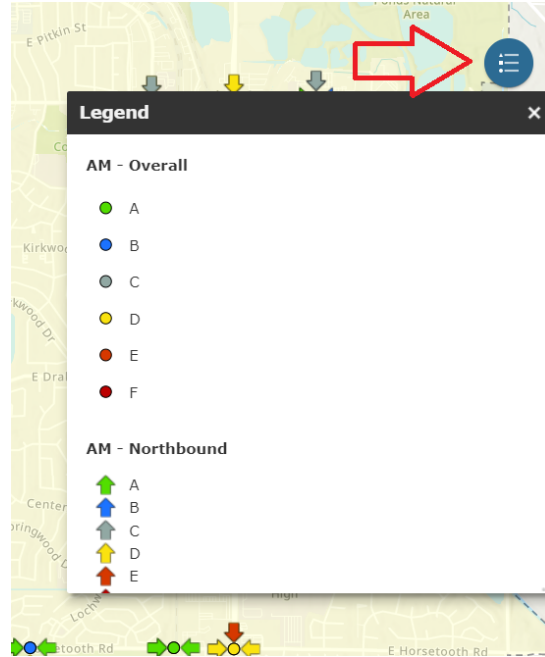


6. Click on points on the map to see the associated attributes for layers displayed.

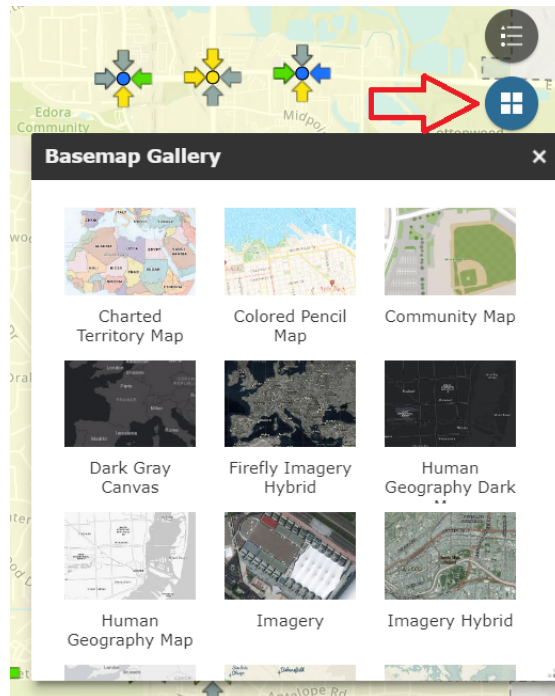


Other Widgets

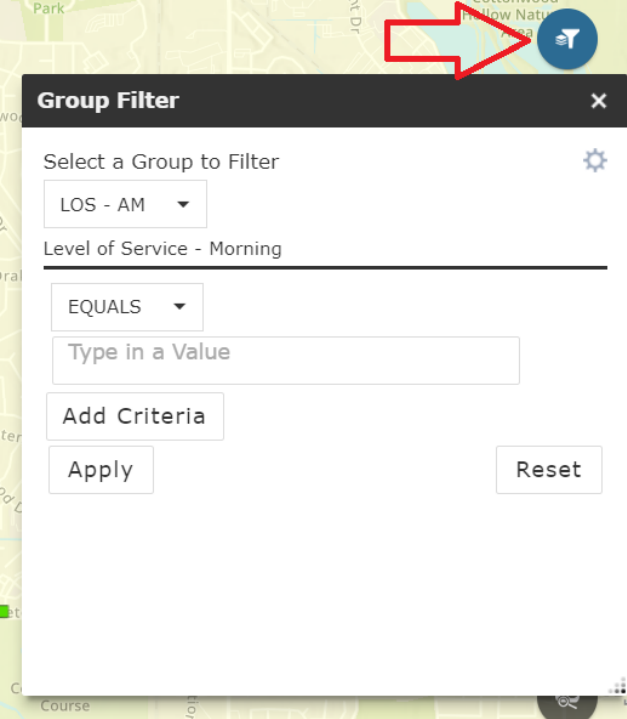
Legend Widget – Top button on the upper right side of the screen. The legend will only display the current layers that are turned on in the map.



Base Map Widget – Middle button on the upper right side of the screen. The Base Map widget allows users to switch between base maps. The default will always be set to Topographic.



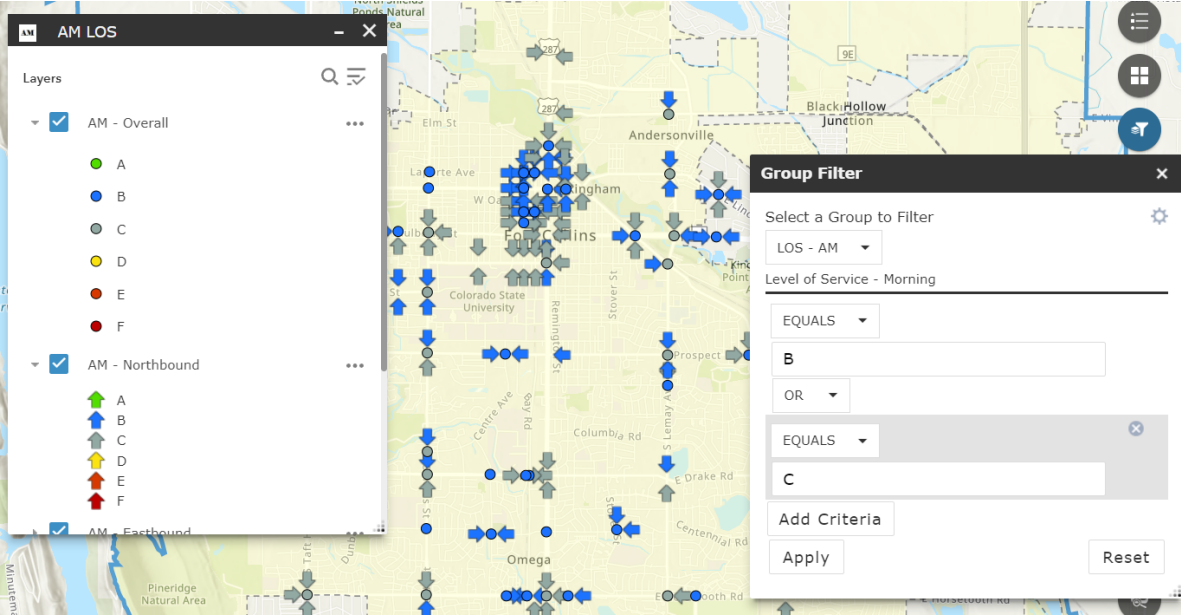
Group Filter Widget – Bottom button on upper right side of the screen. The Group Filter Widget is configured to filter on various Congestion and Safety layers. Congestion and Safety layers can be selected on the drop down and a filter can be applied based on the user's needs. Click the Apply button to filter the values. If the filter needs to be cleared, click the Reset button.



Example of the Group Filter use:

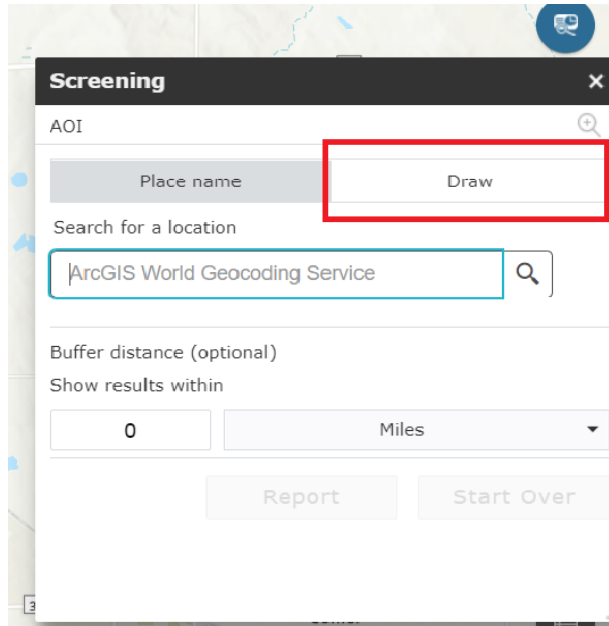
Engineer Joe wants to see all the morning Level of Service ratings of “B” and “C”. Joe chooses “LOS – AM” from the Group Filter dropdown. Then chooses “EQUALS”, types “B”, chooses “OR”, chooses “EQUALS”, types in “C” and click on “Apply”. The map now only shows the LOS values that are rated “B” or “C”.

Note: The Filter widget only works on the layers that are currently turned on in the map.

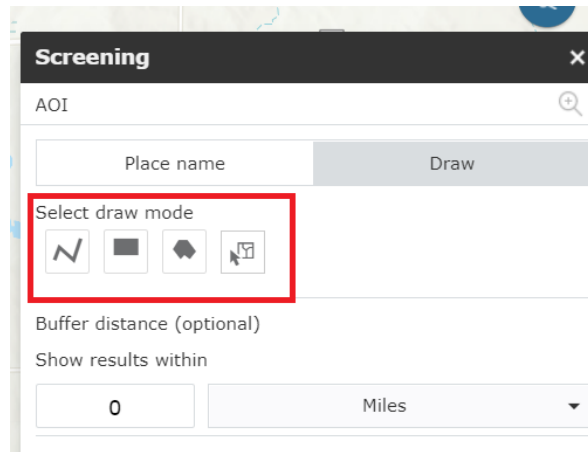


Screening Widget – Bottom button on lower right side of the screen. The Screening widget can be used to select portions of the city and create a summarized report of all the mapped layers within the selection. Tip: Layers must be turned on to be included in the screening report.

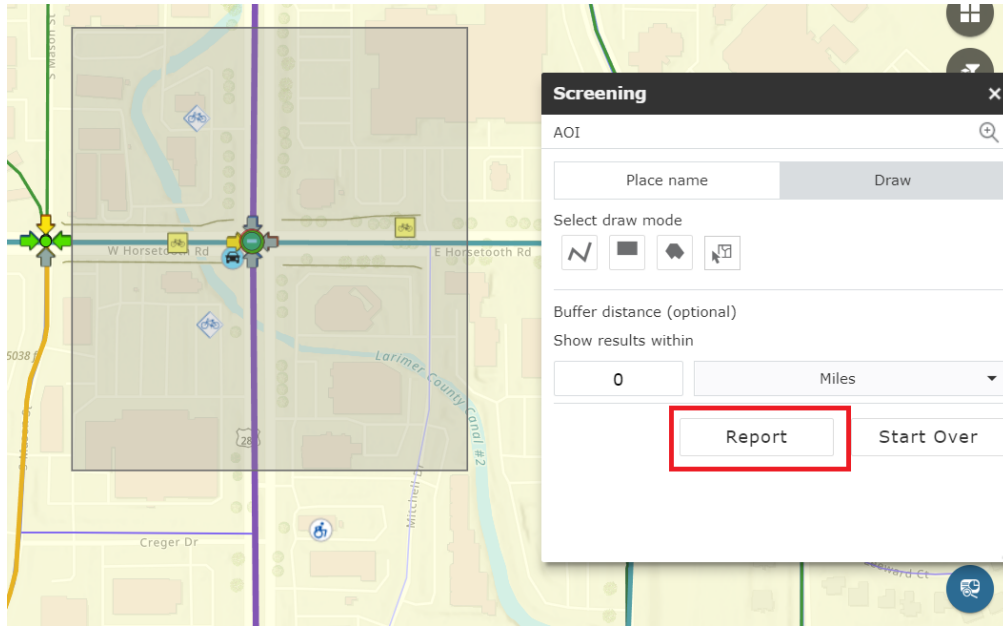
To use the Screening widget, click on the widget button to open it. Click the Draw button to draw an area around a section of the map.



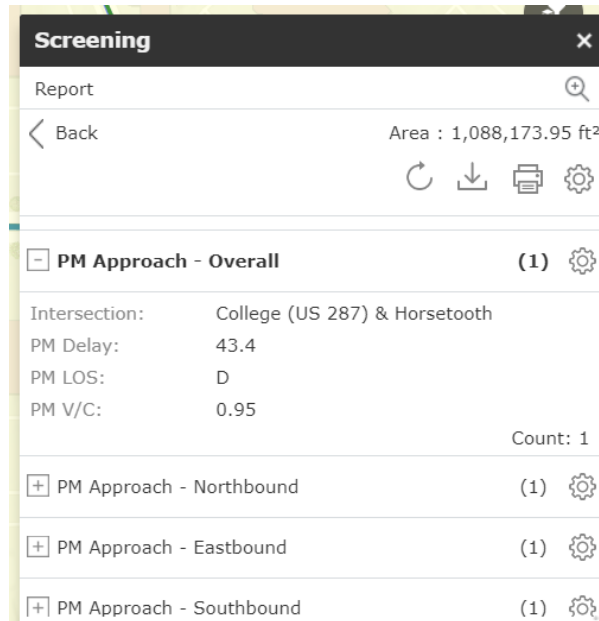
Under the “Select Draw Mode”, choose the draw type.



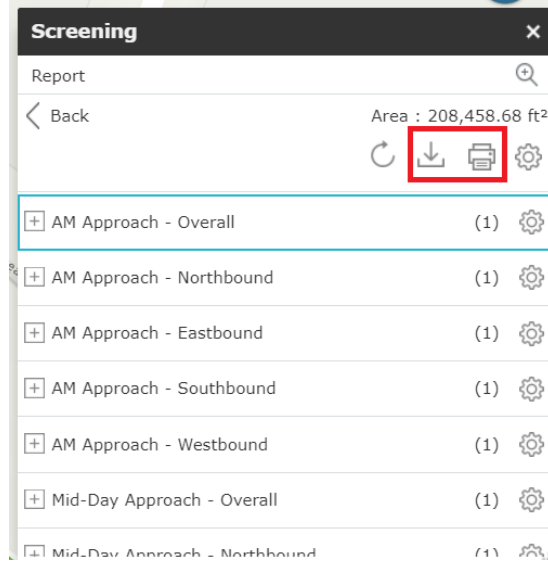
Draw a box/area over the area of interest by clicking and dragging the cursor across the screen. Then click on the “Report” button. If the area needs to be redrawn, click the “Start Over” button.



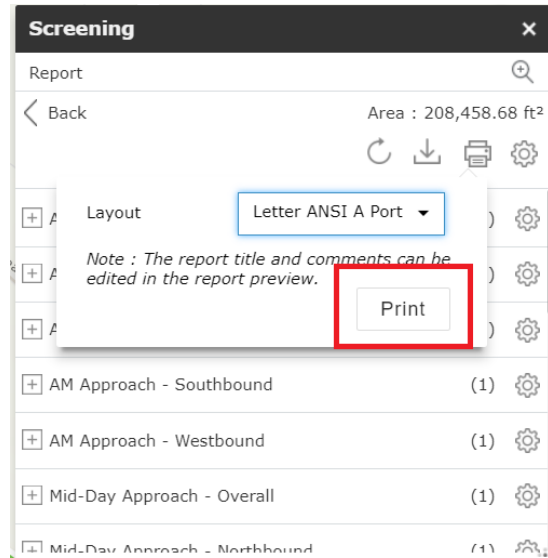
After clicking on the Report button, a list will appear of all the selected features within the area that was drawn. Click on the '+' and '-' icons to maximize or minimize the selected information.



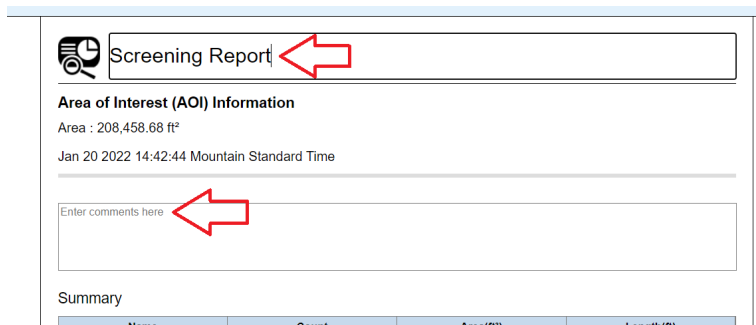
There are options to download or print a summary of the selected features. If the selected features are downloaded, they will download as a CSV file. Note: each layer will download as a separate CSV.



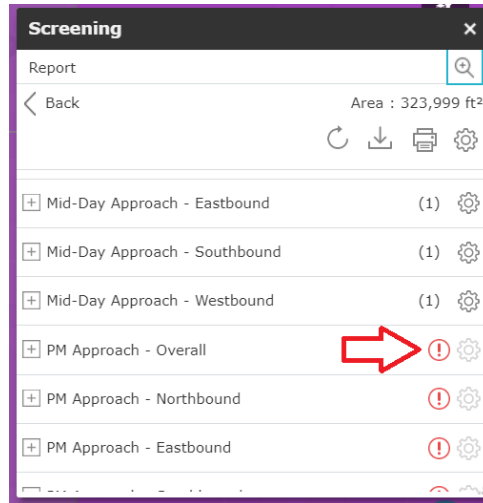
To see a PDF version of the report, click the Printer icon, then click the Print button once a layout is selected.



A PDF report will be generated. Custom text can be added to the title box and additional comment text can be added.



Note: The Screening widget only works on layers that are currently turned on. If a layer is not turned on, a red exclamation point will be displayed and error message saying the layer is unable to be analyzed.



Unable to analyze. Layer is turned off or is out of scale visibility range.

OK

Screening Tool Data Layer Sources

- **Signalized Level of Service (LOS);** Fox-Tuttle and Olsson, 2021
- **Level of Service of Safety (LOSS);** Fox-Tuttle and Olsson, 2021
- **Excess Crash Cost and Trends;** Olsson, 2021
- **Delay Cost Rank;** Olsson, 2021
- **Master Street Plan: Intersections;** City of Fort Collins; 2019 Fort Collins City Plan.
- **Master Street Plan: Roads;** City of Fort Collins; 2019 Fort Collins City Plan
- **Bus Routes;** City of Fort Collins; 2019 Fort Collins City Plan
- **Bicycle Network – Full Build Plan;** City of Fort Collins; 2019 Fort Collins City Plan
- **Multiuse Trail–** City of Fort Collins; 2019 Fort Collins City Plan
- **Planned Trail;** City of Fort Collins; 2019 Fort Collins City Plan
- **Pedestrian Priority Areas;** City of Fort Collins; 2019 Fort Collins City Plan
- **Poudre School District – Schools;** Poudre School District, 2022
- **Community Activity Centers;** Olsson. Created from 2019 Fort Collins City Plan
- **Hospitals;** U.S. Homeland Infrastructure Foundation Level Data (HIFLD), 2021.
- **Structure Plan – Land Use;** City of Fort Collins; 2019 Fort Collins City Plan
- **Elementary School Attendance Zones;** Poudre School District, 2022
- **Middle School Attendance Zones;** Poudre School District, 2022
- **High School Attendance Zones;** Poudre School District, 2022
- **Adjacent Planning Areas;** City of Fort Collins; 2019 Fort Collins City Plan

Other Data References

- Fort Collins City Plan Document: [city-plan.pdf \(fcgov.com\)](#)
- Fort Collins Active Modes Plan Health Equity Index, provided by Toole Design
- Fox-Tuttle TCPPS LOS Summary and Tier One Prioritization Screening Tabular Data

City of Fort Collins TCPPS Congestion and Safety GIS Layers

Olsson performed various GIS analysis with datasets provided by Fox Tuttle and the City of Fort Collins. These datasets were in tabular and spatial format which included information regarding traffic volumes, City streets, and intersections.

Datasets

Dataset	Format	Source
TCPPS_LOS_Summary_Revised for GIS_07222021	Tabular	Fox-Tuttle
Top 50 Locations – Tier One Prioritization Screening	Spatial (shapefile)	Fox-Tuttle
TCPPS_1 st Tier High Level Summary_DRAFT 08_17_21	Tabular	Fox Tuttle
AM 2020_UTDF full file_AEL	Tabular	Fox Tuttle

The tabular datasets were cleaned and organized and brought into GIS on a 1:1 join. The tables generated from this join and production within GIS are listed below:

GIS Join Tables

Dataset	Associated Table	Source
Signalized Level of Service (LOS)	210819_TFTC_TCPPS Crash and LOSS data	Olsson
Tier 1 Intersection Screening	210817_TFTC_TCPPS Tier 1 rank sheets	Olsson
Excess Crash Cost	210819_TFTC_TCPPS Crash and LOSS data	Olsson
Delay Cost Rank	210907_TFTC_TCPPS Delay Cost Rank.xlsx	Olsson
2020 UTDT Nodes	210624_2020_UTDT_Nodes.csv	Olsson

GIS Processes

2020 UTDT Nodes (Syncro Intersection Nodes)

- The Node Data was taken from the AM 2020_UTDF full file, which is raw Syncro data. The Node fields were extracted out, including: "INTID", "TYPE", "X", and "Y". Next, those extracted nodes were put into a new Excel file and saved as 2020_UTDT_Nodes.csv.
- Imported 2020 UTDT Nodes table into GIS.
- Plotted the points based on the "X" and "Y" field.
- Created a new shapefile called FtCollins_2020_IntersectionNodes_210902.

Dataset Created: FtCollins_2020_IntersectionNodes_210902

Note: There are more intersections in this feature class than was used in this Study.

Level of Service

Datasets Used:

- TCPPS_LOSS_Summary_Revised for GIS_07222021
- FtCollins_2020_IntersectionNodes_210902

GIS Process:

1. Join Tabular LOSS data with points shapefile
2. Export as new point feature class in .gdb
3. Query into separate layers by Peak Hour: AM, MD, and PM
4. Symbolize based on provided color ranking scale
5. Create polygon feature class and section dataset to provide series extents

Dataset Created: FtCollins_LOSSummary_210902

Associated Layer files:

- Approach LOS_All
- Approach LOS_EB
- Approach LOS_NB
- Approach LOS_SB
- Approach LOS_WB

Associated Maps:

- 210819_TFTC_AM Peak Hour LOS figure series
- 210819_TFTC_MD Peak Hour LOS figure series
- 210819_TFTC_PM Peak Hour LOS figure series

Tier One Intersection Screenings

Datasets Used:

- 210817_TFTC_TCPPS Tier 1 rank sheets
- FtCollins_2020_IntersectionNodes_210902

GIS Process:

1. Join Tabular LOSS data with Intersection Nodes point shapefile
2. Export as new point feature class in .gdb
3. Query into separate maps by screening factor: 1:1, 1:2, and 1:5
4. Create figures that reflect rank by number and color scale

Dataset Created:

- FtCollins_ExcessCrash_210902
- FtCollins_TCPPSWeightingExample_210902

Associated Layer files:

- Excess Crash
- TCPPS Weighting

Associated Maps:

- 210818_Tier1 Intersection Screening_1to1
- 210818_Tier1 Intersection Screening_1to2
- 210818_Tier1 Intersection Screening_1to5

APPENDIX E

Environmental Summary

ENVIRONMENTAL CRITICAL ISSUES ASSESSMENT

TRANSPORTATION CAPITAL PROJECT
PRIORITIZATION STUDY

PREPARED FOR:
City of Fort Collins, Colorado

December 2022
Olsson Project No. 021-01676



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APPENDICES

- Appendix A – Environmental Critical Issues Assessment Summary Tables
- Appendix B – Figures
- Appendix C – Information Planning and Consultation (IPaC) Report
- Appendix E – Photography Log
- Appendix D – Air Quality Memorandum

1. EXECUTIVE SUMMARY

Olsson has completed an environmental critical issues assessment of multiple individual project sites included in the Transportation Capital Project Prioritization Study (TCPPS) within the City of Fort Collins, Colorado. These projects include developed roadways and associated rights-of-way (ROWs) with proposed future construction activities involving Road Diets, Intersection Improvements, Corridor Improvements, and New Locations for infrastructure in previously less- or undeveloped areas. Environmental critical issues assessment activities included desktop review for 14 project areas with field survey at select locations based on a risk review as described further in this report. The results of the environmental critical issues assessment described herein provide a risk screening for potential environmental resource impacts that may be further avoided and/or require additional site assessment and permitting prior to individual project construction.

A desktop review was conducted for each of the 14 projects considering water features (e.g., if potentially jurisdictional or non-jurisdictional as a Waters of the U.S. [WOTUS]), wildlife habitat, floodplain and water drainages, non-historical protected areas, and presence of historical structures. This information was then used to screen each of project areas in terms of potential environmental resource impacts, construction timeframe restrictions and/or other anticipated pre-construction permitting requirements.

Of the 14 project sites, seven were identified as having higher environmental resource impact and/or permitting requirement risks and a field survey for visual inspection was conducted in September 2022. Six of these seven sites were visually inspected for water features and wildlife habitat with the remaining one project area inaccessible due to ongoing construction activities (i.e., Suniga Road). Field observations were incorporated into the risk screening evaluation as presented in Appendix A with the following recommendations:

- Four of the seven projects with water features are anticipated to have jurisdictional water features, however impacts can be avoided through design and/or construction activities remaining within the individual project areas.
- Two project areas are anticipated to have jurisdictional and non-jurisdictional water features including potential impacts based on the current individual project areas. An administrative jurisdictional determination (JD) is recommended for submittal prior to completing project design. Additional field survey activities may be recommended depending on the length of time between the September 2022 field survey and initiation of construction activities (e.g., within approximately one year versus multiple years in the future).
- It is recommended that for the one remaining site that was inaccessible (i.e., Suniga Road), a visual field inspection be conducted when accessible to allow further assessment

of existing water features, potential WOTUS jurisdiction, and if potential impacts can be avoided through the design process, as well as potentially suitable habitat for species of concern.

Of the 14 project sites, three sites were screened as medium risk based on potential wildlife habitat. These projects were included in the desktop review with identified potential environmental impacts limited to past observed bird nests within or in the vicinity of the individual project areas. These sites were not included for visual inspection as field surveys for the identified species are recommended closer to design finalization and initiation of construction activities. Restrictive site activities based on wildlife habitat (e.g., active nests, etc.) are included in this report for the applicable project sites.

The four remaining sites of the 14 total projects are considered low risk from both a potential environmental resource impact and potential permitting requirements perspective. These projects were included in the desktop review and environmental resource impacts were identified not present within the individual project areas.

Appendix A, Table A. 1 includes summary tables of the 14 project areas sorted by risk category (e.g., high, medium, and low) with additional detailed information included in Table A.2. Desktop and field survey methods and results are discussed further in the following sections.

2. METHODS

Desktop Review: A desktop review of publicly available datasets was conducted to identify potential impacts to water features, and regulated wildlife species and habitats. The following publicly available resources were used to complete the desktop review:

- U.S. Geological Survey (USGS) Gap Analysis Project (GAP; USGS 2011)
- USGS Protected Areas Database of the United States (PAD-US) Version 3.0 (USGS 2022)
- USGS National Hydrography Dataset (NHD; USGS 2020)
- National Wetlands Inventory (NWI), Version 2 (U.S. Fish and Wildlife Service [USFWS] 2022a)
- USFWS Information Planning and Consultation (IPaC) tool-generated list of federal-listed species (USFWS 2022b)
- CPW Non-Disclosure Agreement (NDA) Nest Data (CPW 2022a)
- Colorado Parks and Wildlife (CPW) and Colorado Oil and Gas Conservation Commission (COGCC) SB 181 High Priority Habitat (HPH; CPW n.d. and COGCC 2019)
- City of Fort Collins Natural Areas 2022
- National Flood Hazard Layer (NFHL) Larimer County, Federal Emergency Management Agency (FEMA) Floodplain 2021 (FEMA 2021)

- Land Information Locator, Larimer County IT, Enterprise GIS (geographic information system; Larimer County n.d.)
- Fort Collins History Connection (Fort Collins History Connection 1977)

The collective project areas included within the City of Fort Collins was used to generate the IPaC Report included in Appendix B (USFWS 2022b). Olsson reviewed mapped raptor nests according to CPW NDA data to species potentially present across the project areas that are protected under the Migratory Bird Treaty Act (MBTA) and/or the Bald and Golden Eagle Protection Act (BGEPA). Additionally, while these projects are not regulated under the COGCC or related to oil and gas exploration or operation activities, data from COGCC's HPH has been included in this environmental critical issues assessment to support identification of trends and needs for current and future wildlife management. The COGCC dataset has been collaboratively developed with other agencies including CPW as habitat areas where measures to avoid, minimize, and mitigate adverse impacts to wildlife have been identified to protect breeding, nesting, foraging, migrating, or other uses by wildlife.

The environmental resource datasets were compiled in a geographic information system (GIS). Appendix C includes figures for projects with environmental resources identified within their respective project boundaries.

To evaluate presence of historical buildings within and/or adjacent to individual project area boundaries, Larimer County assessor data (e.g., 1999 to present) and historical maps (e.g., 1977) were used to review project area infrastructure over a 50-year period (Larimer County n.d., Fort Collins History Connection 1977).

Based on review of the above datasets, individual projects have been screened into three categories to summarize the environmental risk as follows:

- The Low-Risk category indicates that no environmental features were observed within the project impact area during the desktop review.
- The Medium-Risk category indicates that wildlife resources or a raptor nesting boundary was observed intersecting with the project impact area, but no wetlands or other water resources including potentially jurisdictional Waters of the United States (WOTUS) were observed within the project area during desktop review.
- The High-Risk category indicates that wetlands or other water resources including potentially jurisdictional WOTUS were identified within the project area and may include other observed environmental features within the project area. Field visits were conducted at project areas within this category where accessible (e.g., one project area was inaccessible due to ongoing construction activities).

The findings of the desktop review are discussed further in the sections below and are summarized in Appendix A.

Field Survey: Between September 20 and 30, 2022, qualified members of Olsson staff performed field inspection surveys at six of the seven project sites included in the High-Risk category (Appendix A), based on potential environmental resource impacts including presence of water features. The remaining project area was inaccessible due to ongoing construction activities (i.e., Suniga Road) and therefore, no field survey was able to be completed. Based on the desktop review, NWI data was used to highlight project areas in which a field investigation should be conducted in order to confirm the presence of wetland features appearing to intersect with the proposed individual project areas. Field survey activities included mapping wetland and riparian features based on their geomorphic position, hydrology, and vegetation using software capable of sub-meter accuracy, collecting observations on potential wildlife habitat at each project area.

Field study methods utilized for this report provide project area constraints for planning purposes and design considerations only and may require additional data collection and/or analysis prior to submittal for U.S. Army Corps of Engineers (USACE) or other regulatory review. Field survey activities may require additional wetland delineation as project boundaries and design layouts progress further. For water feature field survey data collection, water resources constraints were collected generally following guidance provided in the USACE Wetland Delineation Manual (Environmental Laboratory 1987) and the *Great Plains Region Supplement to the Wetland Delineation Manual* (USACE 2010).

Based on both the desktop review and field visual inspection, Olsson has provided a preliminary interpretation of jurisdictional status in accordance with the pre-2015 regulatory definition and practice. On November 18, 2021, the U.S. Environmental Protection Agency (EPA) and USACE announced the signing of a proposed rule to revise the definition of WOTUS. The proposed rule was published in the Federal Register on December 7, 2021, and the public comment period closed on February 7, 2022. The current implementation of WOTUS consists of the pre-2015 regulatory definition and practice until the Final Rule is published (EPA 2022).

The USACE and EPA typically have jurisdiction over navigable or traditionally navigable waters, tributaries to navigable or traditionally navigable waters, and adjacent wetlands, as well as additional waters that have a significant nexus to navigable or traditionally navigable waters (i.e., WOTUS). Impacts to WOTUS should be avoided or minimized to the extent possible during project development and construction. A Clean Water Act (CWA) Section 404 permit is required for the discharge of dredged or fill material into WOTUS and mitigation may be required for impacts to WOTUS.

Jurisdictional status can only be determined by the USACE; however, Olsson has provided preliminary jurisdictional interpretation to support the design process and evaluate if impacts to water feature can be removed and/or minimized. Preliminary field reconnaissance (e.g., visual

inspection) was completed to further support Olsson's preliminary jurisdictional interpretation of water features identified during the desktop review to be within or adjacent to project areas. These interpretations are presented further in Section 3 of this report and summarized in Appendix A.

3. DESKTOP REVIEW AND FIELD SURVEY RESULTS

This section includes results from desktop review for water resources and wildlife habitat present at individual project areas with field survey activities conducted for projects screened into the High-Risk category as presented in Tables A.1 and A.2 (Appendix A). A desktop review was also conducted for the project areas to evaluate floodplain hazards, potential air quality impacts, protected areas, and historical buildings present.

As part of the field survey to visually inspect water features and wildlife habitat present at each of the High-Risk category project areas, figures are included in Appendix C with field survey findings, and photographs are included in Appendix D.

3.1 Water Resources – Desktop Review and Field Survey

A desktop review of publicly available datasets was conducted to identify potential water features including wetlands, streams, and other water resources, as well as floodplains for each project. Figures of project sites which have been identified with impacts to water features and/or floodplains can be found in Appendix C.

The USGS NHD provides approximate locations and boundaries of surface waters including stream channel flow lines, lakes, ponds, and impoundments; and the USFWS NWI dataset provides the type of water feature, as well as approximate location and boundaries of probable or historical wetlands and other water resources. Based on the NHD and NWI dataset, the following seven individual projects include water features and are included in the High-Risk project category on Tables A.1 and A.2 (Attachment A):

- Prospect Corridor Improvements
- Suniga Road
- Taft Hill Corridor Improvements
- Timberline and Harmony
- Timberline and Prospect
- Timberline Road North – Segment 1
- Timberline Road North – Segment 2

Each of these projects was recommended for field inspection to evaluate if water features are within and/or adjacent to the respective project boundaries, as well as having potentially jurisdictional water features requiring additional permitting. A summary of September 2022 field inspection activities conducted at each of these sites is included below, except for the Suniga Road project area where ongoing construction prevented field access.

Prospect Corridor Improvements: The site consists of an approximately 1.60-mile-long section of Prospect Road. This site contains several wetland features as well as the riparian corridors and floodplains of the Cache la Poudre River and Boxelder Creek which intersect the Project area. Based on the field survey, select water features along the corridor are anticipated to include both jurisdictional and non-jurisdictional features under current WOTUS definitions. Preparation and submittal of a JD is recommended prior to construction and the current Project boundaries includes impacts to one or more water features as shown on Figures 1.1 and 1.2 (Appendix C). Photos 1 through 4 include field survey observations (Appendix D).

Suniga Road: This site was under active construction and therefore a preliminary field investigation was not performed (Figure 2). Based on desktop review only, Lake Canal is potentially jurisdictional, and the wetland near Iron Horse Park appears isolated and potentially non-jurisdictional. Additional field reconnaissance is recommended to confirm desktop jurisdictional interpretation provided in this report.

Taft Hill Corridor Improvements: The approximately 1.40-mile-long section of Taft Hill Road project area features several wetlands, stormwater drainages, as well as sections of the Trilby Lateral and Fossil Creek. Wetlands occur within the Project boundaries in several locations along the Taft Hill Corridor as do the riparian corridors of Fossil Creek and the Trilby Lateral. Features in this project area are anticipated to be considered jurisdictional by USACE under current WOTUS definitions. Impacts to features within the survey buffer can be avoided by maintaining construction impacts within the project area (e.g., red outline) as shown on Figures 3.1 and 3.2 (Appendix C). Field survey observations are included in Photos 5 through 7 (Appendix D).

Timberline and Prospect: The site is located at the intersection of Timberline Road and Prospect Road, consisting of approximately 0.35-miles of Timberline Road and 0.08-miles of Prospect Road. A portion of Spring Creek as well as its associated floodplain and riparian corridor intersects the project boundary at the southern portion of Timberline Road. While desktop review of NWI data indicated presence of a second riverine feature traveling from the southeast corner of the intersection to the northwest corner, no feature was observed during field survey. At the approximate location of the desktop NWI feature, a dry, narrow channel was encountered along the southeast corner of the intersection and did not exhibit wetland features and terminated into a roadside berm. Further, no evidence of the feature was encountered at the northwest corner of the intersection. Spring Creek is anticipated to be considered jurisdictional by USACE under current WOTUS definitions, however, Project impacts to this feature can be avoided by

maintaining construction impacts within the Project area (e.g., red outline) as shown on Figure 4 (Appendix C). Photos 8 and 9 include observations from the September 2022 field survey (Appendix D).

Timberline Road North – Segment 1: The site consists of an approximately 1.08-mile segment of Timberline Road. Several wetland features were mapped along the western side of the road, including the riparian corridor of Lake Canal which flows beneath Timberline Road at the intersection of International Boulevard, intersecting the Project area. Lake Canal was dry at the time of the field investigation. Features are potentially jurisdictional. Southern features assumed jurisdictional as they are connected to the Cache la Poudre inlet. Impacts at the Cache la Poudre inlet can be avoided if construction is maintained within the Project area (e.g., red outline) shown on Figures 5.1 and 5.2. Based on current Project area layout, the northern water feature will be impacted, however the water feature is anticipated to be non-jurisdictional. Preparation and submittal of a JD is recommended prior to construction. Photos 10 and 11 present select field observations for this Project area.

Timberline Road North – Segment 2: The approximately 1-mile-long portion of Timberline Road crosses over the Larimer and Weld County Ditch. A second feature, the Number 8 Outlet, runs parallel to Timberline Road before turning to the southeast and draining into the Larimer and Weld County Ditch. Both features intersect with the Project boundary (e.g., red outline, Figure 6). Features within the Project area are anticipated to be considered jurisdictional by USACE under current definitions. Based on current Project area boundaries, water feature impacts can be avoided if construction activities are maintained within the Project area as shown on Figure 6 (Appendix C). Field observations are included on Photos 12 and 13 included in Appendix D.

Timberline and Harmony: The site is located at the intersection of Harmony Road and Timberline Road, consisting of approximately 0.44-miles of Timberline Road and 0.09-miles of Harmony Road. The Dixon Canyon Lateral flows beneath Timberline Road at the north side of the intersection. Only the western portion of the lateral was observed as it moves underground and remains underground to the east. The Dixon Canyon Lateral is anticipated to be considered jurisdictional by USACE under current definitions. Based on current Project area boundaries, water feature impacts can be avoided if construction activities are maintained within the Project area as shown on Figure 7 (Appendix C). Photo 14 is included in Appendix D.

3.2. Wildlife Habitat – Desktop Review and Field Survey

Desktop review of the collective project areas resulted in identification of multiple protected species, species of concern, and identified active nests based on review of the IPaC report, CPW NDA nest data, and HPH datasets. Field survey further evaluated the potential for specific species habitat with summary of both desktop and field survey results included in Table 3.1.

Table 3.1. Species of Concern

Species Name	Status	Habitat	Potential Habitat
Mammals			
Black-tailed prairie dog (<i>Cynomys ludovicianus</i>)	State Special Concern	Preferred habitat is shortgrass prairie or grassy plains.	High – Habitat is present, and species was observed during September 2022 field survey within the Timberline and Prospect Project area.
Canada lynx (<i>Lynx canadensis</i>)	Federally Endangered	Habitat includes classic boreal forest zone into the subalpine forest of the western United States, and the boreal/hardwood forest ecotone in the eastern United States.	None – Habitat is not present within the individual project areas.
Gray Wolf (<i>Canis lupus</i>)	Federally Endangered	Can inhabit temperate forests, mountains, tundra, taiga, and grasslands.	None – Habitat is not present within the individual project areas.
Preble's Meadow Jumping Mouse (<i>Zapus hudsonius preblei</i>)	Federally Threatened	Inhabits well developed riparian habitat with adjacent, relatively undisturbed grassland communities, and a nearby water source.	Low – Potential habitat does exist for this species within individual project areas. Due to distance from established critical habitat, occurrence of this species is unlikely.
Fishes			
Brassy Minnow (<i>Hybognathus hankinsoni</i>)	State Threatened	Occupy stream channels with permanent pools, back waters, and beaver ponds. Feed primarily on plankton.	None – Habitat does not exist for this species within individual project areas.
Common Shiner (<i>Luxilus cornutus</i>)	State Threatened	Habitat generalists that prefer cool, clear streams with gravel substrates, little vegetation, and flowing water.	Low – Habitat does not exist for this species at select individual project areas, however project areas are outside of the species current known range.
Greenback cutthroat trout (<i>Oncorhynchus clarkii stomias</i>)	Federally Threatened	The species prefers sites with cold water streams and well oxygenated water. Only known to occur in the Arkansas and South Platte drainages.	Low – Estimated range extends into the Prospect Corridor Improvements Project area but due to low population, occurrence is unlikely. Habitat does not exist for this species within the other individual project areas.
Pallid Sturgeon (<i>Scaphirhynchus albus</i>)	Federally Endangered	Inhabits the main channel of large, turbid rivers with sandy bottoms and high currents. Currently restricted to the main stem of the Missouri River.	None – Habitat does not exist for this species within individual project areas.

Species Name	Status	Habitat	Potential Habitat
Birds			
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	State Special Concern	This species prefers habitat with tall trees along waterbodies. Foraging habitat includes areas of brushland/cropland interspersion.	Medium – Suitable habitat is present within or in the vicinity of the Suniga Road Project Area. Project located within bald eagle winter range. Habitat does not exist for this species within the other individual project areas.
Burrowing Owl (<i>Athene cunicularia ssp. hypugaea</i>)	State Threatened	Prairie dog colonies serve as suitable breeding habitat.	Medium – Habitat is present, and prairie dogs were observed during September 2022 field survey within the Timberline and Prospect Project area.
Eastern Black Rail (<i>Laterallus jamaicensis ssp. Jamaicensis</i>)	Federally Threatened	Habitat includes shallow wetlands dominated by cattails (<i>Typha spp.</i>), hardstem bulrush (<i>S. acutus</i>) and soft-stemmed bulrush (<i>S. tabernaemontani</i>), with willow (<i>Salix spp.</i>).	Low – Suitable habitat is not present within the individual project areas in such quantity to support occurrence of this species. Therefore, presence of this species within the individual project areas is unlikely.
Ferruginous Hawk (<i>Buteo regalisz</i>)	State Special Concern	Suitable habitat has dense or thick emergent vegetation with high vegetation density as well as a mixture of new and residual growth.	Medium – Suitable habitat is present within or in the vicinity of the Prospect Corridor Improvements Project area. Project located within Ferruginous Hawk breeding range. Habitat does not exist for this species within other individual project areas.
Long-Billed Curlew (<i>Numenius americanus</i>)	State Special Concern	This species is considered a grassland or prairie species associated with ponds, reservoirs, playas, and wet meadows.	None – Habitat does not exist for this species within individual project areas.
Mexican spotted owl (<i>Strix occidentalis lucida</i>)	Federally Threatened	Habitat includes old-growth or mature forests that possess complex structural components.	None – Habitat does not exist for this species within individual project areas.
Piping Plover (<i>Charadrius melodus</i>)	Federally Threatened	Habitat includes sparsely vegetated sandbars and shorelines on river systems, alkaline lakes, beaches, flats, salt marshes, and coastal lagoons.	None – Habitat does not exist for this species within individual project areas.
Whooping Crane (<i>Grus americana</i>)	Federally Endangered,	Wetlands, coastal marshes and estuaries, inland marshes, lakes, ponds, wet meadows, rivers, and agricultural fields.	Low – Potential habitat does exist for this species within individual project areas. However, due to distance from established critical habitat, occurrence of this species is unlikely.

Species Name	Status	Habitat	Potential Habitat
Insects			
Monarch Butterfly <i>(Danaus plexippus)</i>	Federal Candidate	Habitat includes landscapes featuring an abundant quantity of milkweed (<i>Asclepias spp.</i>) and other nectar-producing forbs.	Low – Milkweed was sparsely represented at individual project sites during the September 2022 field survey.
Plants			
Ute Ladies' tresses <i>(Spiranthes diluvialis)</i>	Federally Threatened	Inhabits moist meadows associated with perennial stream terraces, floodplains, oxbows, seasonally flooded river terraces, subirrigated or spring-fed abandoned stream channels and valleys, and lakeshores.	Medium - Habitat does exist for this species in the Prospect Corridor Improvements Project area. Habitat does not exist for this species within other individual project areas.
Western Prairie Fringed Orchid <i>(Platanthera praeclara)</i>	Federally Threatened	Most often found in unplowed, calcareous prairies and sedge meadows.	Low – Suitable habitat does not exist for this species within individual project areas.
Reptiles			
Common Garter Snake <i>(Thamnophis sirtalis)</i>	State Special Concern	Restricted to aquatic, wetland, and riparian habitats along the floodplains of streams. Active in shallow water and on land adjacent to water.	Medium – Project areas with water features have potentially suitable habitat for this species.

Notes: State Special Concern is not a statutory category; CPW 2022a, CPW 2022b, USFWS 2022b, and USFWS 2022c.

Based on the desktop review and field survey, the following species of concern have a medium to high likelihood of suitable habitat and presence at one or more of the individual project areas. Additional description of species habitat and presence is described below.

Black-tailed Prairie Dog – Black-tailed prairie dog is a Colorado Species of Concern that is common in open habitats in eastern Colorado. Prairie dogs form colonies of interconnected burrows, often resulting in a loss of vegetation due to grazing or other disturbance activities and are typically active during the day except in the event of extreme temperatures or weather (CPW 2022b). Their burrows provide suitable habitat for burrowing owls (e.g., listed as a state-threatened species in Colorado). Black-tailed prairie dog burrows were observed during the field survey at the Timberline and Prospect Project area and field survey prior to initiation of construction activities is recommended for this Project. Visual inspection of other individual project areas for prairie dog colonies is recommended for individual project areas with exposed or sparsely vegetated ground during finalization of individual project designs and prior to construction.

Bald Eagle – The bald eagle was delisted from federally endangered species status in 2007; however, bald eagles are still protected under the Migratory Bird Treaty Act of 1918 (MBTA; 16 U.S.C. 703) and the BGEPA (16 U.S.C. 668[a]; 50 C.F.R. 22) and are a Colorado Species of Concern. Bald eagles are associated with aquatic habitats, especially large lakes, reservoirs, marshes, and major rivers (Buehler 2020). Bald eagles are also typically found in areas with sufficient prey or carrion resources, particularly small mammals. Based on desktop review, suitable habitat is anticipated to be present within or in the vicinity of the Suniga Road Project area and this Project area is located within a 0.25- and 0.5-mile radius of active bald eagle nests as included in the CWP NDA dataset. Additionally, this Project area is located within Bald Eagle winter range. Additional field survey to monitor nest activity is recommended prior to construction for nests located within a half-mile of the construction site (CPW 2022b).

Burrowing Owl – Burrowing owls are listed as state-threatened in Colorado and they are protected under the MBTA. Although they are currently widespread throughout western and central North America, populations have declined across much of the species' range. Burrowing owls nest underground and are commonly found in unoccupied prairie dog burrows or other small mammal burrows (Poulin et al. 2020) and nesting most commonly occurs between March 15 and August 31 (CPW 2021). If disturbance is planned to begin prior to March 15 or after August 31, pre-construction nest surveys are recommended following the CPW burrowing owl survey protocol to be conducted between March 15 and October 31, and at least three weeks prior to beginning construction activities (CPW 2021). Potential habitat was observed during the September 2022 field survey within the Timberline and Prospect Project area.

Ferruginous Hawk – Ferruginous hawks are a Colorado Species of Concern and are protected under the MBTA. Ferruginous hawk primarily preys on prairie dogs and ground squirrels east of the Continental Divide, and most often prey on prairie dogs in Colorado, especially in winter. (Colorado Department of Wildlife 2003). In most of their habitat, including Colorado, Ferruginous Hawks prefer grasslands and pastures to cultivated areas with nest building usually occurring in March and are present year-round, most common only in winter in eastern Colorado. Suitable habitat is present within or in the vicinity of the Prospect Corridor Improvements Project area and the whole of the project areas are located within Ferruginous Hawk breeding range (CPW 2022a). Additional monitoring for nest activity is recommended prior to beginning construction. Should a nest be observed, no surface occupancy (e.g., disturbance beyond that which historically occurred in the area) is allowed within half-mile radius of an active nest. Additionally, no permitted, authorized, or human encroachment activities are allowed within a half-mile radius of active nests from February 1 through July 15. This species is especially prone to nest abandonment during incubation if disturbed (CPW 2020).

Ute Ladies'-tresses – This species is a federal candidate with no designated critical habitat. Habitat includes moist meadows associated with perennial stream terraces, floodplains, and oxbows at elevation between 4,300 and 6,850 feet above sea level. Potential habitat does exist

for this species in the Prospect Corridor Improvements Project area. It is recommended that impacts to floodplains and riparian corridors are avoided as much as practicable through design to avoid impacting potential habitat for this species.

Common Garter Snake – This species is a Colorado Species of Special Concern, which is not a statutory category. Its range within Northeastern Colorado is along the South Platte River and its tributaries at elevations below 6,000 feet and is widely distributed along the eastern base of the Front Range. Potential habitat includes marshes, ponds, and the edges of streams, and is basically restricted to aquatic, wetland, and riparian habitats along the floodplains of streams. This species is active in shallow water and on land adjacent to water (CPW 2022b). Portions of individual project areas with these features have potentially suitable habitat for this species. It is recommended that impacts to floodplains and riparian corridors are avoided as much as practicable through design to avoid impacting potential habitat for this species.

Birds of Conservation Concern (BCC)

The USFWS includes birds of conservation concern (BCC) in the IPaC report (Appendix C) to identify migratory and non-migratory bird species in addition to those already designated as federally threatened or endangered to highlight species included in the USFWS' highest conservation priorities. As included in Appendix C, each of the species included below has a listed breeding season and probability of presence in the IPaC report, and construction activities including vegetation removal, trimming, and grading of vegetated areas are recommended to be conducted outside of peak bird breeding season to the maximum extent possible (USFWS 2021). When project activities cannot be scheduled to avoid bird nesting season, field surveys prior to activity initiation are needed to determine if active nests are present within the area of impact and to identify needed buffer areas. Field surveys are to be conducted no more than five days prior to the scheduled disturbance activity if occurring during breeding season. In addition to limiting physical impacts to these species, maintaining existing noise levels during nesting season is also recommended as a national standard conservation goal.

- Bald Eagle (*Haliaeetus leucocephalus*)
- Black Rosy-finch (*Leucosticte atrata*)
- Black Swift (*Cypseloides niger*)
- Brown-capped Rosy-finch (*Leucosticte australis*)
- Cassin's Finch (*Carpodacus cassinii*)
- Chestnut-collared Longspur (*Calcarius ornatus*)
- Clark's Grebe (*Aechmophorus clarkia*)
- Evening Grosbeak (*Coccothraustes vespertinus*)
- Ferruginous Hawk (*Buteo regalis*)
- Lesser Yellowlegs (*Tringa flavipes*)
- Lewis's Woodpecker (*Melanerpes lewis*)
- Long-billed Curlew (*Numenius americanus*)
- Long-eared Owl (*asio otus*)
- Mountain Plover (*Charadrius montanus*)
- Olive-sided Flycatcher (*Contopus cooperi*)
- Pinyon Jay (*Gymnorhinus cyanocephalus*)
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Sprague's Pipit (*Anthus spragueii*)
- Virginia's Warbler (*Vermivora virginiae*)

Colorado Parks and Wildlife (CPW) NDA Nest Data

As noted above in Section 2, while the projects included in this document are not regulated under the COGCC or related to oil and gas exploration or operation activities, the NDA Nest Data maintained by CPW reflects known raptor nests which are subject to regulations of the MBTA and the BGEPA and should active nests be observed at any of the project locations, construction activities may need to be completed during specific date ranges depending on the type of active nest found. Review of available data indicates that the boundaries of six projects are within a regulatory buffer of one or more identified raptor nests with additional information included in Table A.2 of Appendix A.

For sites with CPW identified nests as well as other nests identified through preconstruction field surveys, site visits are recommended prior to site construction to monitor and document the presence and activity of potential raptors in compliance with MBTA and BGEPA. Based on desktop review, the following project sites are within the buffer areas of one or more identified raptor nest:

- Prospect Corridor Improvements – osprey and red-tailed hawk (RTH)
- Suniga Road – bald eagle
- Timberline Road North – Segment 1 – RTH
- Timberline Road North – Segment 2 – RTH
- Timberline and Carpenter – great horned owl
- Vine Drive & Timberline Road Overpass – RTH

During the September 2022 field survey, the following was observed:

- Prospect Corridor Improvements – a nest, potentially an Osprey nest, was observed near the southeastern reach of the Cache la Poudre River and appears to be inside the project area.
- Suniga Road – active construction was occurring at site, field survey not completed.
- Timberline Road North – Segment 1 – no nests were observed during field survey.
- Timberline Road North – Segment 2 – a potential raptor nest was observed approximately 200 feet outside the Project area.
- Timberline and Carpenter – Project area not included in September 2022 field survey activities.
- Vine Drive & Timberline Road Overpass – Project area not included in September 2022 field survey activities.

Prior to construction activities additional field verification is recommended for individual nest locations and to determine if nests are active. The following nesting season timeframes apply to species found in Larimer County:

- Bald eagles – December 1 and July 31,
- Common raptors – February 15 and July 31
- Small birds in Colorado – April 1 through August 31

Additional nest and seasonal disturbance limitations are included in Table A.2 (Appendix A).

3.3. Floodplain Hazards - Desktop Review

Regulatory floodplains within Larimer County include floodplains for which the County enforces regulations for various forms of development. Floodplain designations are associated with a specific level of flood risk. The National Flood Hazard Layer (NFHL) Larimer County FEMA Floodplain 2021 data shows the mapped designated floodplain according to FEMA and the regulatory floodplain classification for the County (FEMA 2021).

The floodplain data indicates that there are regulatory floodplains located within the project boundaries of four projects and these projects may each require a Floodplain Development Permit. A brief summary of the floodplain zones found within the boundaries of these four projects is included below:

- **Suniga Road:** AE, AE Floodway, and 500-year Flood
- **Prospect Corridor Improvements:** AE, AO, AE Floodway and 500-year Flood
- **Timberline and Prospect:** AE, AE Floodway, and Area with reduced risk due to Levee
- **Timberline Road North – Segment 1:** AE, AE Floodway, and 500-year Flood

The floodplain zones included by project above are defined by FEMA (FEMA n.d.) as follows:

- AE and AE Floodway – 100-year floodplain; the base floodplain where base flood elevations are provided
 - AE zones are areas of inundation by the one-percent-annual-chance flood, including areas with the two-percent wave runoff, elevation less than three feet above the ground, and areas with wave heights less than three feet;
 - A "Regulatory Floodway" is the channel of water feature and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.
- 500-year Flood – A flood having a recurrence interval that has a 0.2-percent chance of being equaled or exceeded during any given year (0.2-percent-chance-annual-flood).
- AO – 100-year floodplain; river or stream flood hazard areas, and areas with a one percent or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from one to three feet.
- Area with reduced risk due to Levee – an area of moderate flood risk; the risk of being flooded is reduced, but not completely removed.

3.4. Air Quality Assessment – Desktop Review

To support the preliminary environmental impacts review, Olsson completed a desktop assessment of potential air quality impacts from proposed roadway improvements across the projects included in this report and located in Fort Collins, Colorado (Appendix D).

Fort Collins, located within Larimer County, Colorado is defined as a nonattainment area for the 2008 and 2015 eight-hour ozone national ambient air quality standards (NAAQS) with Larimer County defined as a Serious nonattainment area for the 2008 eight-hour NAAQS and a Marginal nonattainment area for the 2015 eight-hour NAAQS. The assessment included in Appendix E considered ozone, volatile organic compounds (VOC), oxides of nitrogen (NO_x), carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter 10 microns in diameter or less (PM₁₀), and particulate matter 2.5 microns in diameter or less (PM_{2.5}).

The potential roadway improvement projects included in the air quality assessment are not anticipated to negatively impact “reasonable further progress” as it relates to the state of Colorado demonstrating a path to attainment status for the ozone NAAQS. These improvement projects are also not anticipated to negatively impact NAAQS attainment status for PM₁₀, PM_{2.5}, NO₂, and CO.

The Colorado Department of Transportation (CDOT) will require quantitative analyses of Colorado air emissions and PM₁₀ air emissions for roadway improvement projects that are not exempt as identified in the CDOT Air Quality Project-Level Analysis Guidance document (CDOT 2019).

3.5. Protected Areas – Desktop Review

The USGS GAP 2022 PAD-US dataset is a comprehensive national inventory of protected area boundaries within the United States and includes public lands and parks, wilderness areas, National Wildlife Refuges, reserves, conservation easements, Marine protected areas, as well as the most up-to-date aggregation of Federal lands and waters, National Conservation Easement Database (NCED) easement data, and State updates from those states with capacity to provide new data. This dataset also includes information from the GAP which maps predictions of the spatial distribution of suitable environmental and land cover conditions within the United States for individual species. Mapped areas represent places where the environment is suitable for various species to occur, with notes on land management protocols. Additionally, data from the City of Fort Collins Natural Areas was used to verify and identify any limitations in the previous dataset.

The above datasets indicate that the project boundaries of three sites are within a regulatory boundary of one or more identified protected areas. A brief summary of the protected areas found within the boundaries of these three projects is below:

- **Prospect Corridor Improvements:** Local Conservation areas (Cottonwood Hollow Natural Area; Running Deer Natural Area/Resource Recovery Farm; Running Deer Natural Area; Riverbend Ponds Natural Area); GAP Status code: managed for biodiversity - disturbance events suppressed
- **Taft Hill Corridor Improvements:** Within Fort Collins designated Natural Areas (e.g., Cathy Fromme Prairie Natural Area, Franz Farm)
- **Timberline and Carpenter:** Within Fort Collins designated Natural Areas (Fossil Creek Reservoir Natural Area); GAP Status code: Managed for biodiversity – disturbance events suppressed

3.6. Historical Building – Desktop Review

As noted in in Section 2, presence of historical buildings within and/or adjacent to individual project area boundaries was evaluated through current and historical maps to identify individual project areas with possible historical structures. For all 14 projects reviewed, there are no structures within the project area boundaries as included in this assessment. A 50-foot buffer from the edge of the project area was also evaluated for structures that may abut individual project activities. For the eight projects listed below, further review of cultural resources information may be required prior to finalizing the individual project impact areas and/or if individual project area boundaries are expanded from those included in this assessment.

- **Prospect Corridor Improvements:** No structures currently within Project area. Structures are present within the 50-foot buffer north of Prospect between South Summit View Drive and Boxelder Creek that was also present in 1999 (1977 data not available).
- **Timberline and Harmony:** No structures currently within Project area. One structure currently located within the 50-foot buffer on northwest corner that was also present in 1977.
- **Timberline and Prospect:** No structures currently within Project area. Structures currently within the 50-foot buffer on northeast corner that were constructed between 1977 and 1999 based on aerial maps.
- **Riverside Avenue Road Diet:** No structures currently within Project area. Several buildings within 50-foot buffer along the Project area with some also present on 1977 aerial maps.
- **Vine Drive and Timberline Road Overpass:** No structures currently within Project area. One structure currently within the 50-foot buffer on northeast corner that was also present in 1999 (1977 data not available).
- **Boardwalk and Harmony:** No structures currently within Project area. One structure currently present within the 50-foot buffer on northwest corner that was also present on 1977 aerial maps.

- **Harmony and JFK Parkway/Hogan:** No structures currently within Project area. One structure currently present within the 50-foot buffer on southwest corner that was not present on 1977 aerial maps. Based on review of both the 1977 and 1999 aerial maps, the current intersection appears to have been constructed where past residential and/or commercial infrastructure existed prior to 1999.
- **Shields and Prospect:** No structures currently within Project area. Structures present within the 50-foot buffer on northwest and northeast corners that were also present on 1999 and 1977 aerial maps.

The above summary is preliminary based on desktop review; additional desktop and/or field survey may be required to meet local, state, and/or federal requirements (e.g., based on funding mechanisms, to comply with various regulatory requirements).

4. CONCLUSIONS

The results of the environmental critical issues assessment for the 14 project areas included in this document and summarized in Table A.1 (Appendix A) provide a risk screening for potential environmental resource impacts that may be further avoided and/or require additional site assessment and permitting prior to individual project construction. Of the 14 project sites, seven were identified as having higher environmental resource impact and/or permitting requirement risks and a field survey for visual inspection was conducted in September 2022. Six of these seven sites were visually inspected for water features and wildlife habitat with the remaining one project area inaccessible due to ongoing construction activities (i.e., Suniga Road). Field observations were incorporated into the risk screening evaluation as presented in Appendix A with the following recommendations:

- Four of the seven projects with water features are anticipated to have jurisdictional water features, however impacts can be avoided through design and/or construction activities remaining within the individual project areas.
- Two project areas are anticipated to have jurisdictional and non-jurisdictional water features including potential impacts based on the current individual project areas. An administrative jurisdictional determination (JD) is recommended for submittal prior to completing project design. Additional field survey activities may be recommended depending on the length of time between the September 2022 field survey and initiation of construction activities (e.g., within approximately one year versus multiple years in the future).
- It is recommended that for the one remaining site that was inaccessible (i.e., Suniga Road), a visual field inspection be conducted when accessible to allow further assessment of existing water features, potential WOTUS jurisdiction, and if potential impacts can be avoided through the design process, as well as potentially suitable habitat for species of concern.

Of the 14 project sites, three sites were screened as medium risk based on potential wildlife habitat. These projects were included in the desktop review with identified potential environmental impacts limited to past observed bird nests within or in the vicinity of the individual project areas. These sites were not included for visual inspection as field surveys for the identified species are recommended closer to design finalization and initiation of construction activities. Restrictive site activities based on wildlife habitat (e.g., active nests, etc.) are included in this report for the applicable project sites.

The four remaining sites of the 14 total projects are considered low risk from both a potential environmental resource impact and potential permitting requirements perspective. These projects were included in the desktop review and environmental resource impacts were identified not present within the individual project areas.

Of the 14 project areas, eight sites may require further review of historical structures and/or cultural resources based on desktop review of historical aerial information.

Appendix A, Table A. 1 includes summary tables of the 14 project areas sorted by risk category (e.g., high, medium, and low) with additional detailed information included in Table A.2.

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APPENDIX A ENVIRONMENTAL CRITICAL ISSUES ASSESSMENT SUMMARY TABLES

Table A.1 - Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey

Project Name / Location	Project Type	Field Survey	Water Impacts	Anticipated WOTUS Features	Potential Wildlife Habitat	Raptor Nest Boundary	FEMA Floodplain	Protected Areas (Non-historical)	Historical Structures
Prospect Corridor Improvements	Corridor Improvements	Visual Inspection: 9/28/2022 and 9/30/2022; Pre-Construction recommended	Yes	Jurisdictional and non-jurisdictional features likely present. Recommend Jurisdictional Determination (JD) submittal. Impacts likely within Project area.	Yes	Yes <i>Nest observed September 2022</i>	Yes	Yes	Structures are present in the 1977 map on the eastern portion of the site, just west of Boxelder Creek.
Suniga Road	New Construction	Attempted on 9/28/22; construction activity at time of site visit; Field investigation not performed.	Yes	Features potentially jurisdictional and non-jurisdictional. Potential impacts within Project Area - <i>Not able to field verify.</i>	Yes	Yes	Yes	No	None
Taft Hill Corridor Improvements	Corridor Improvements	Visual Inspection: 9/20/2022 and 9/27/22; Pre-Construction recommended	Yes	Jurisdictional features likely present. Impacts can be avoided by staying within the Project Area.	Yes	No	No	Yes	None
Timberline & Prospect	Intersection Improvements	Visual Inspection: 9/27/2022; Pre-Construction recommended	Yes	Jurisdictional features likely present. Impacts can be avoided by staying within the Project Area.	Yes	No	Yes	No	Structures are present in the 1977 map located on the southeast corner of intersection.
Timberline Road North - Segment 1	New Construction	Visual Inspection: 9/28/2022; Pre-Construction recommended	Yes	Jurisdictional and non-jurisdictional features likely present. Recommend JD submittal. Southern Project area features may be avoided by staying within the Project Area. Northern feature likely non-jurisdictional and to be impacted.	No	Yes	Yes	No	No Data
Timberline Road North - Segment 2	New Construction	Visual Inspection: 9/28/2022; Pre-Construction recommended	Yes	Jurisdictional features likely present. Depending on final design, impacts may be avoided by staying within the Project area.	No	Yes <i>Nest observed September 2022</i>	No	No	No Data
Timberline & Harmony	Intersection Improvements	Visual Inspection: 9/20/2022; Pre-Construction recommended	Yes	Jurisdictional features likely present. Impacts can be avoided by staying within the Project Area.	No	No	No	No	Structures are present in the 1977 map located on the northwest corner of intersection.

Table A.1 - Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey

Project Name / Location	Project Type	Field Survey	Water Impacts	Anticipated WOTUS Features	Potential Wildlife Habitat	Raptor Nest Boundary	FEMA Floodplain	Protected Areas (Non-historical)	Historical Structures
Riverside Avenue Road Diet	Road Diet	Pre-Construction	No	NA	Yes	No	No	No	Structure is present in the 1977 map.
Timberline & Carpenter	Intersection Improvements	Pre-Construction	No	NA	Yes	Yes	No	Yes	No Data
Vine Drive & Timberline Road Overpass	New Construction	Pre-Construction	No	NA	No	Yes	No	No	No Data
Boardwalk & Harmony	Intersection Improvements	No	No	NA	No	No	No	No	Structures are present in the 1977 map located where the northwest corner of intersection is presently located.
Harmony & JFK/Hogan	Intersection Improvements	No	No	NA	No	No	No	No	The 1977 map depicts a residential community at this location.
Shields & Horsetooth	Intersection Improvements	No	No	NA	No	No	No	No	Structures are present in the 1977 map.
Shields & Prospect	Intersection Improvements	No	No	NA	No	No	No	No	Historical structures within 50-foot boundary

Table A.2 - Detailed Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey

Project Name/Location	Project Type	Description of Proposed Improvements	Field Survey	Water Features	Anticipated WOTUS Features	Potential Wildlife Habitat	Raptor Nests	FEMA Floodplain Zones	Protected Areas (Non-historic)	Historical Buildings within Project Boundary
Prospect Corridor Improvements	Corridor Improvements	Widen to 5 lane section	Field survey confirmed on 9/28/2022 and 9/30/2022 that the site features a combination of riverine, freshwater ponds, freshwater emergent, and forested/shrub wetlands capable of providing habitat to native aquatic species.	Riverine; Freshwater Emergent Wetland; Freshwater Forested/Shrub Wetland; Freshwater Pond	Cache la Poudre River and Boxelder Creek run through the Project; features potentially jurisdictional - field confirmed	Aquatic Sportfish Management Waters; Aquatic Native Species Conservation Waters <i>Field investigation confirmed the site features a combination of riverine and freshwater ponds capable of providing habitat to native aquatic species.</i>	Within 0.24 mi buffer of Active Osprey Nest (no permitted activity March 15 - August 15); Within 0.24 mi buffer of Osprey nest; Within 0.33 mi buffer of Active Red Tailed Hawk (RTH) nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15). During September 2022 field survey, a nest was observed near the southeastern reach of the Cache la Poudre River and appears to be inside of the project buffer; potentially an Osprey nest.	Zones: AE; AO; AE Floodway; 500-year Flood	Local Conservation areas (Cottonwood Hollow Natural Area; Running Deer Natural Area/Resource Recovery Farm; Running Deer Natural Area; Riverbend Ponds Natural Area;) GAP Status code: managed for biodiversity - disturbance events suppressed	No structures currently within Project Area. Structures are present within 50-foot buffer north of Prospect between South Summit View Drive and Boxelder Creek, also present in 1999; 1977 data not available.
Suniga Road	New Construction	Construct 4 lane section	Planned, however, construction activity was occurring at time of site visit on 9/28/22. Field investigation was not performed.	Four riverine crossings; freshwater emergent wetland <i>Active construction was occurring at site, field survey not completed.</i>	Lake Canal runs through Project - potentially jurisdictional; emergent wetland near iron horse park seems isolated and potentially non-jurisdictional. <i>Active construction was occurring at site, field survey not completed.</i>	Proximity to Aquatic Native Species Conservation Waters 500 ft buffer. <i>Active construction was occurring at site, field survey not completed.</i>	Within 0.25 mile and 0.5 mile radius of Bald Eagle Active Nest Site (No Surface Occupancy [NSO]) beyond that which historically occurred, within 1/4 mile radius of active nests. No permitted activities within 1/2 mile (radius of active nest sites from December 1 through July 31) Active construction was occurring at site, field survey not completed.	Zones: AE Flood Fringe; AE Floodway; 500-year Flood	None	No structures currently within Project Area or 50-foot buffer.
Taft Hill Corridor Improvements	Corridor Improvements	Improve Shoulders: Add shoulders/widen existing shoulders to improve bicyclist comfort and safety; improve animal crossing/warning signage.	Field survey confirmed on 9/20/2022 and 9/27/2022 that the site features a combination of riverine, freshwater ponds and freshwater emergent wetlands capable of providing habitat to native aquatic species.	Freshwater emergent wetlands; Freshwater pond; riverine crossings	Fossil Creek and Trilby Lateral run through Project; features potentially jurisdictional - field confirmed	Aquatic Native Species Conservation Waters. <i>Field survey indicates that site may potentially provide habitat for native aquatic species.</i>	None	Area of Minimal Flood Hazard	Within Fort Collins designated Natural Areas (Cathy Fromme Prairie Natural Area, Franz Farm)	No structures currently within Project Area or 50-foot buffer.
Timberline & Harmony	Intersection Improvements	Add 3rd NB & SB through lanes to improve LOS; Add RT bypass islands to shorten pedestrian crossings.	Field survey confirmed on 9/20/2022 that the site contains a riverine feature.	Potential riverine	Dixon Canyon Lateral runs through top corner of the Project; potentially jurisdictional - field confirmed	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on northwest corner also present in 1977.
Timberline & Prospect	Intersection Improvements	Add 3rd NB & SB through lanes to improve LOS	Field survey confirmed on 9/27/2022 that the site features a combination of riverine and freshwater emergent wetlands capable of providing habitat to native aquatic species.	Riverine; Freshwater Emergent Wetland	Spring Creek runs through the Project; features potentially jurisdictional - field confirmed	Aquatic Native Species Conservation Waters; Aquatic Sportfish Management Waters. <i>Field survey indicates Spring Creek likely provides habitat for native aquatic species. Intersection may also provide habitat for burrowing owls due to the presence of a prairie dog colony.</i>	None	Zones: AE, Flood Fringe; AE Floodway; Area with reduced risk due to Levee	None	No structures currently within Project Area. Structures currently within 50-foot buffer on northeast corner constructed between 1977 and 1999.
Timberline Road North Segment 1	New Construction	Widen to 4 lanes	Field survey confirmed on 9/28/2022 that the site features a combination of riverine and freshwater emergent wetlands capable of providing habitat to native aquatic species.	Riverine; Freshwater Emergent Wetland	Lake Canal runs through the Project as well as the Cache la Poudre Reservoir Inlet; wetlands are near Lake Canal; features potentially jurisdictional - field confirmed	None	Within 0.33 mi buffer of Active RTH nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15). No nests were observed in during September 2022 field survey.	Zones: AE Flood Fringe; AE Floodway; 500-year Flood	None	No structures currently within Project Area or 50-foot buffer.
Timberline Road North Segment 2	New Construction	Widen to 4 lanes	Field survey confirmed on 9/28/2022 that the site contains riverine features capable of providing habitat to native aquatic species.	Riverine	Larimer and Weld Canal and No. 8 Outlet run through the Project; features potentially jurisdictional - field confirmed	None	Within 0.33 mi buffer of Active RTH nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15). During September 2022 field survey, a potential raptor nest was observed approximately 200 feet outside the Project area.	Area of Minimal Flood Hazard	None	No structures currently within Project Area or 50-foot buffer.
Riverside Avenue Road Diet	Road Diet	Narrow roadway to add two-way cycle track on south side of roadway and associated intersection improvements; transition to 2-way off-street, multi-use path at Lemay	Yes	None	NA	Aquatic Native Species Conservation Waters	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. Several buildings within 50-foot buffer, some also present in 1977 map.
Timberline & Carpenter	Intersection Improvements	Auxiliary Lane Improvements: Extend WB right-turn and EB left-turn lanes to increase storage and deceleration lengths (Short-Term). Roundabout	Yes	None	NA	Within 0.5 mile buffer of Bald Eagle Roost or Communal Roost site (No permitted activities within radius from November 15 through March 15)	Documented active Great Horned Owl nest within Project Area	Area of Minimal Flood Hazard	Within Fort Collins designated Natural Areas (Fossil Creek Reservoir Natural Area); GAP Status code: Managed for biodiversity - disturbance events suppressed	No structures currently within Project Area or 50-foot buffer.
Vine Drive & Timberline Road Overpass	New Construction	Railroad Viaduct over Vine Street along Timberline	Yes	None	NA	None	Within 0.33 mi buffer of Active RTH nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15).	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on northeast corner that was present in 1999; 1977 data not available.

Table A.2 - Detailed Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey

Project Name/Location	Project Type	Description of Proposed Improvements	Field Survey	Water Features	Anticipated WOTUS Features	Potential Wildlife Habitat	Raptor Nests	FEMA Floodplain Zones	Protected Areas (Non-historic)	Historical Buildings within Project Boundary
Boardwalk & Harmony	Intersection Improvements	Signal Rebuild: longer NB mast-arm to improve NB signal head alignment, add LT side-of-pole heads, upgrade all LT to FYA; ped. button accessibility; retiming. Access Break at RIRO	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on northwest corner that was present in 1977.
Harmony & JFK/Hogan	Intersection Improvements	Intersection & Signal Rebuild at JFK/Hogan: remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane), widen south leg to east; add WB RT overlap	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on southwest corner that appears to have been built between 1977 and 1999.
Shields & Horsetooth	Intersection Improvements	Intersection Rebuild and Access Restriction: Extend SB LT storage, restrict Richmond/Shields intersection by extending median to the north; add WB RT overlap signal and phase. <i>Protect only SB LT</i>	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area or 50-foot buffer.
Shields & Prospect	Intersection Improvements	Add Westbound Right-Turn Lane: Add WB right-turn lane with RT overlap signal. Consider SB protected-only left-turn operation.	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. Structures present within 50-foot buffer on northwest and northeast corners, confirmed 1977, 1999 and current.

APPENDIX B INFORMATION PLANNING AND CONSULTATION (IPAC) REPORT



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Colorado Ecological Services Field Office
Denver Federal Center
P.O. Box 25486
Denver, CO 80225-0486
Phone: (303) 236-4773 Fax: (303) 236-4005

In Reply Refer To:
Project Code: 2022-0065427
Project Name: Fort Collins Capital Project Prioritization

July 19, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Colorado Ecological Services Field Office

Denver Federal Center
P.O. Box 25486
Denver, CO 80225-0486
(303) 236-4773

Project Summary

Project Code: 2022-0065427

Event Code: None

Project Name: Fort Collins Capital Project Prioritization

Project Type: New Constr - Above Ground

Project Description: The overall project includes multiple individual transportation projects within the City of Fort Collins, in Colorado. The IPAC information is being used for initial analysis within the project areas. There is currently no identified timing for the individual projects, as they are being evaluated before being programmed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.55579415,-105.08187976278602,14z>



Counties: Larimer County, Colorado

Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Canada Lynx <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3652	Threatened
Gray Wolf <i>Canis lupus</i> Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/4488	Endangered
Preble's Meadow Jumping Mouse <i>Zapus hudsonius preblei</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/4090 General project design guidelines: https://ipac.ecosphere.fws.gov/project/VZCIEYKIKNGJ7EGEEUXNQEUUJU/documents/generated/6861.pdf	Threatened

Birds

NAME	STATUS
Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Threatened
Mexican Spotted Owl <i>Strix occidentalis lucida</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8196	Threatened
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. The location of the critical habitat is not available. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Whooping Crane <i>Grus americana</i> Population: Wherever found, except where listed as an experimental population There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

Fishes

NAME	STATUS
Greenback Cutthroat Trout <i>Oncorhynchus clarkii stomias</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2775	Threatened
Pallid Sturgeon <i>Scaphirhynchus albus</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska. Species profile: https://ecos.fws.gov/ecp/species/7162	Endangered

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Ute Ladies'-tresses <i>Spiranthes diluvialis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2159	Threatened
Western Prairie Fringed Orchid <i>Platanthera praeclara</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1669	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black Rosy-finch <i>Leucosticte atrata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9460	Breeds Jun 15 to Aug 31

NAME	BREEDING SEASON
Black Swift <i>Cypseloides niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Brown-capped Rosy-finch <i>Leucosticte australis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 15 to Sep 15
Cassin's Finch <i>Carpodacus cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Chestnut-collared Longspur <i>Calcarius ornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 10
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Evening Grosbeak <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Ferruginous Hawk <i>Buteo regalis</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6038	Breeds Mar 15 to Aug 15
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5511	Breeds Apr 1 to Jul 31
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15

NAME	BREEDING SEASON
Mountain Plover <i>Charadrius montanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3638	Breeds Apr 15 to Aug 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pinyon Jay <i>Gymnorhinus cyanocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9420	Breeds Feb 15 to Jul 15
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Sprague's Pipit <i>Anthus spragueii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8964	Breeds elsewhere
Virginia's Warbler <i>Vermivora virginiae</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9441	Breeds May 1 to Jul 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

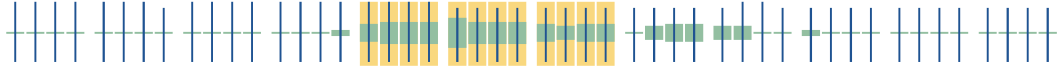
How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for



BCC Rangewide
(CON)

Virginia's Warbler
BCC Rangewide
(CON)



Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED.
PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

IPaC User Contact Information

Agency: Olsson

Name: Angie Martell

Address: 1525 Raleigh St #400

City: Denver

State: CO

Zip: 80204

Email: amartell@olsson.com

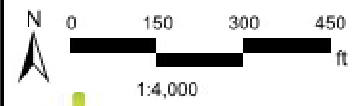
Phone: 7193091476

APPENDIX C

FIGURES



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- Riparian Corridor
- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

Prospect Corridor
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 1.1

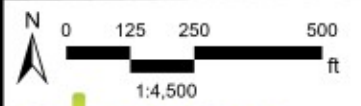


Inaccessible:
Private Property

Boxelder Creek

Running Deer Natural Area
City of Fort Collins

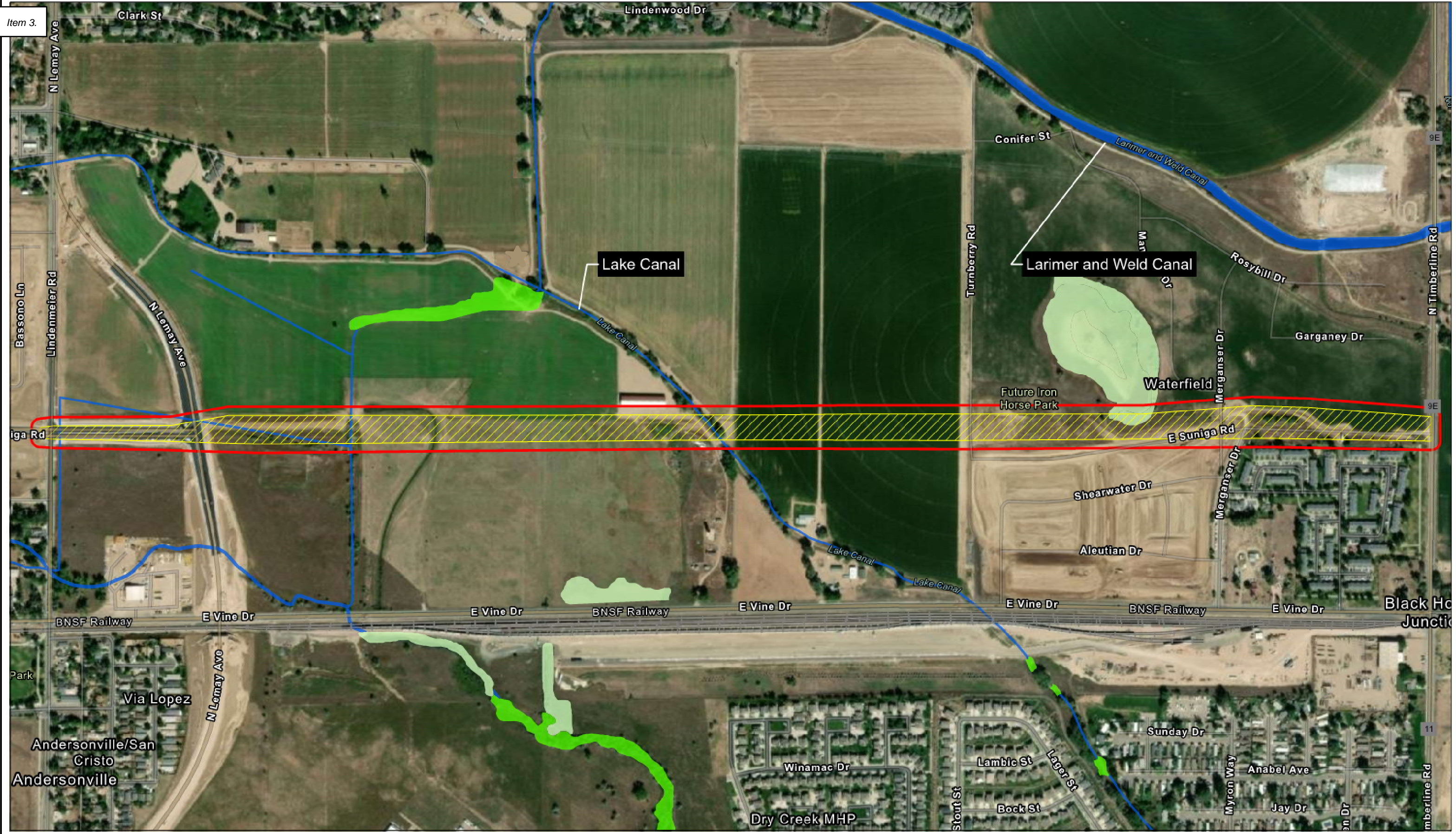
Colorado
Welcome
Center



- Riparian Corridor
- Wetland Boundary
- TCPPS Project
- 50 foot Buffer

Prospect Corridor
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 1.2

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 Page 339



 TCPPS Project
 50 foot Buffer

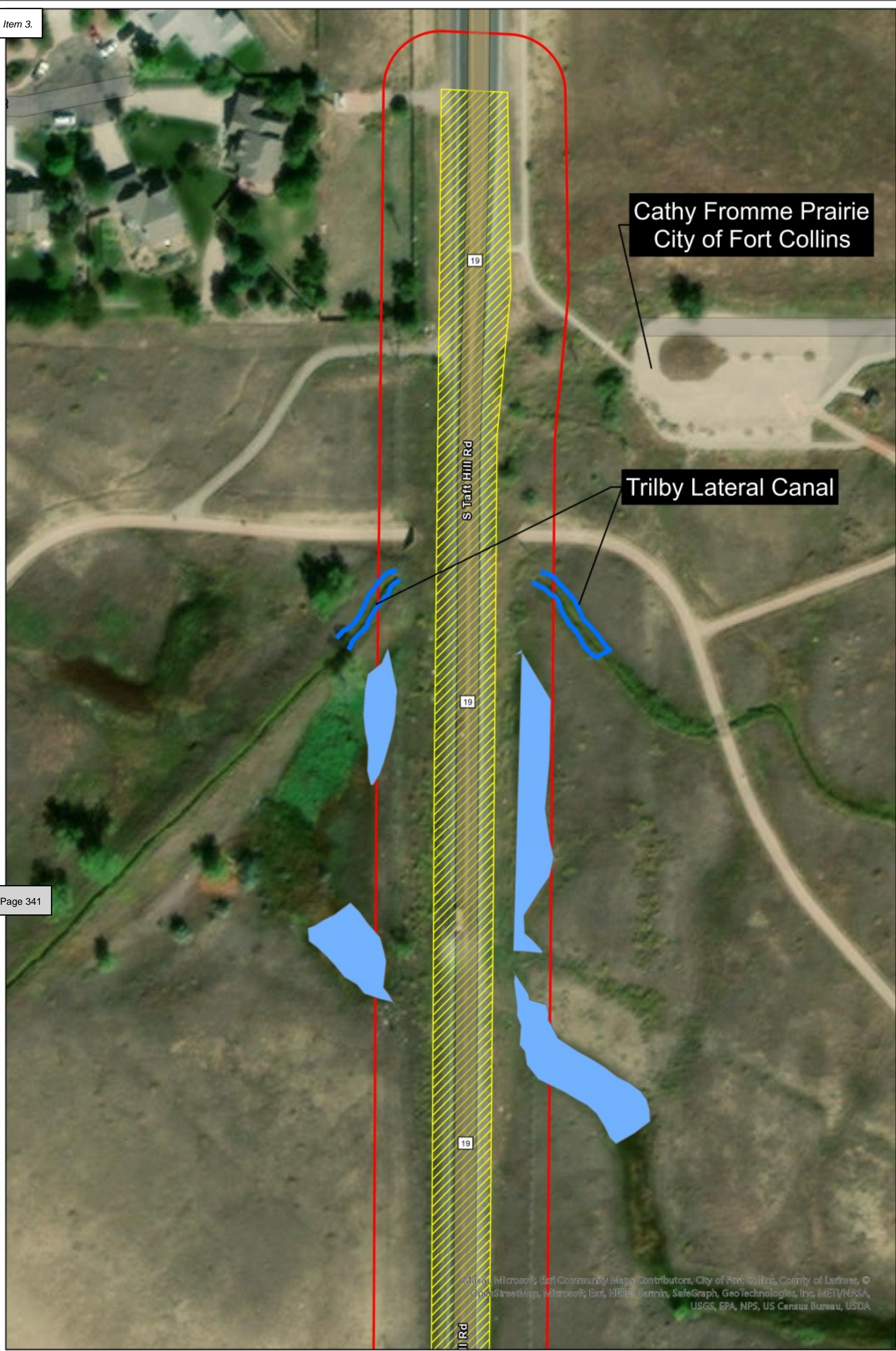
NWI Features *

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Riverine

*Note: NWI features were not mapped in the field due to limited site access.

Suniga Road
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 2

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 WGS 1984 Web Mercator Auxiliary Sphere



Cathy Fromme Prairie
City of Fort Collins

Trilby Lateral Canal

19

19

19

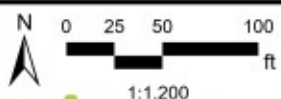
19

S Taft Hill Rd

19 Rd

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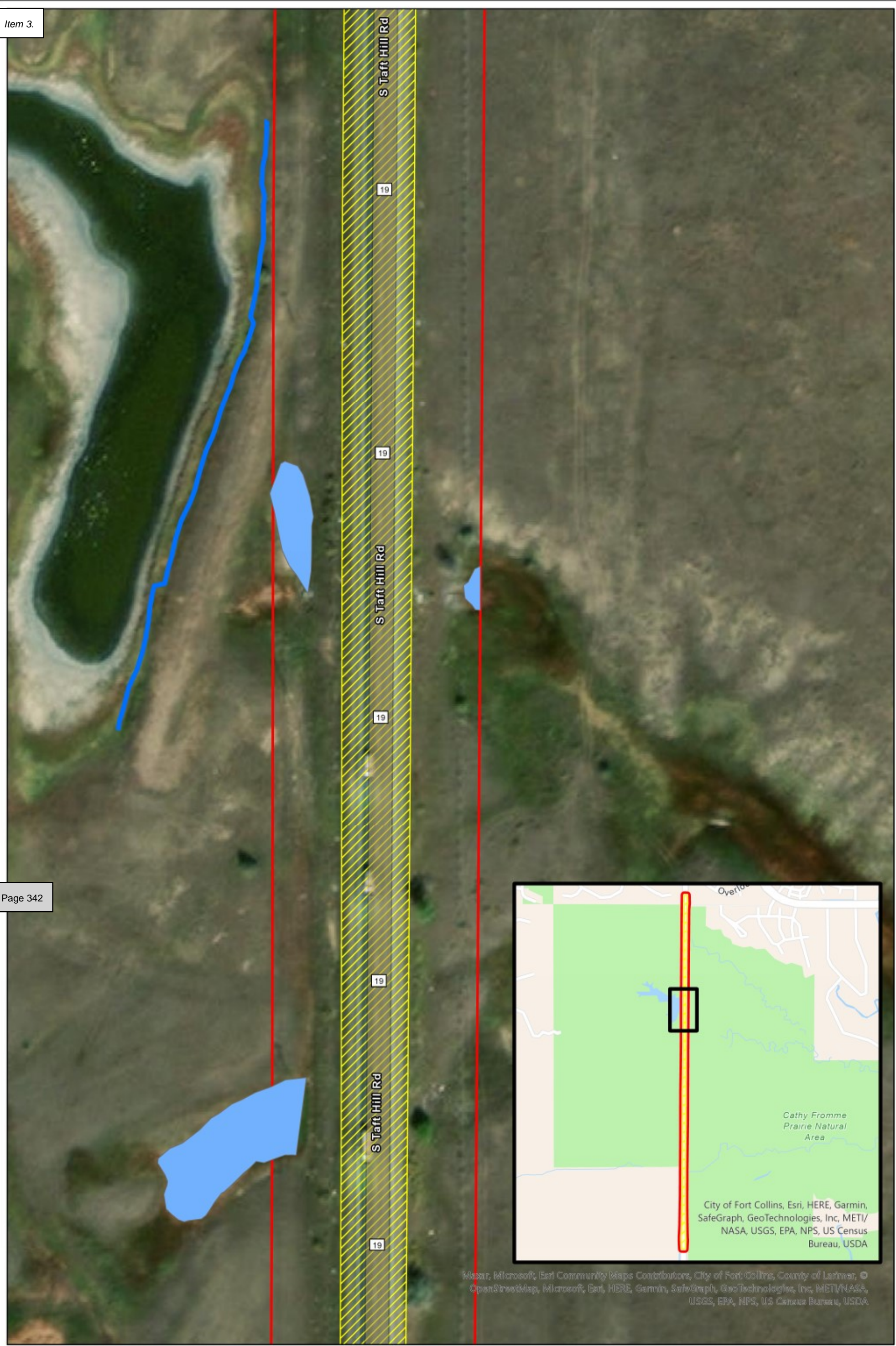


WGS 1984 Web Mercator Auxiliary Sphere

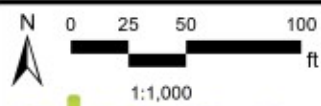
- Riparian Corridor
- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

Taft Hill Corridor
 TCPPS
 Fort Collins, Colorado
 Field Survey Results
 Figure 3.1

Basemap: ESRI World Imagery



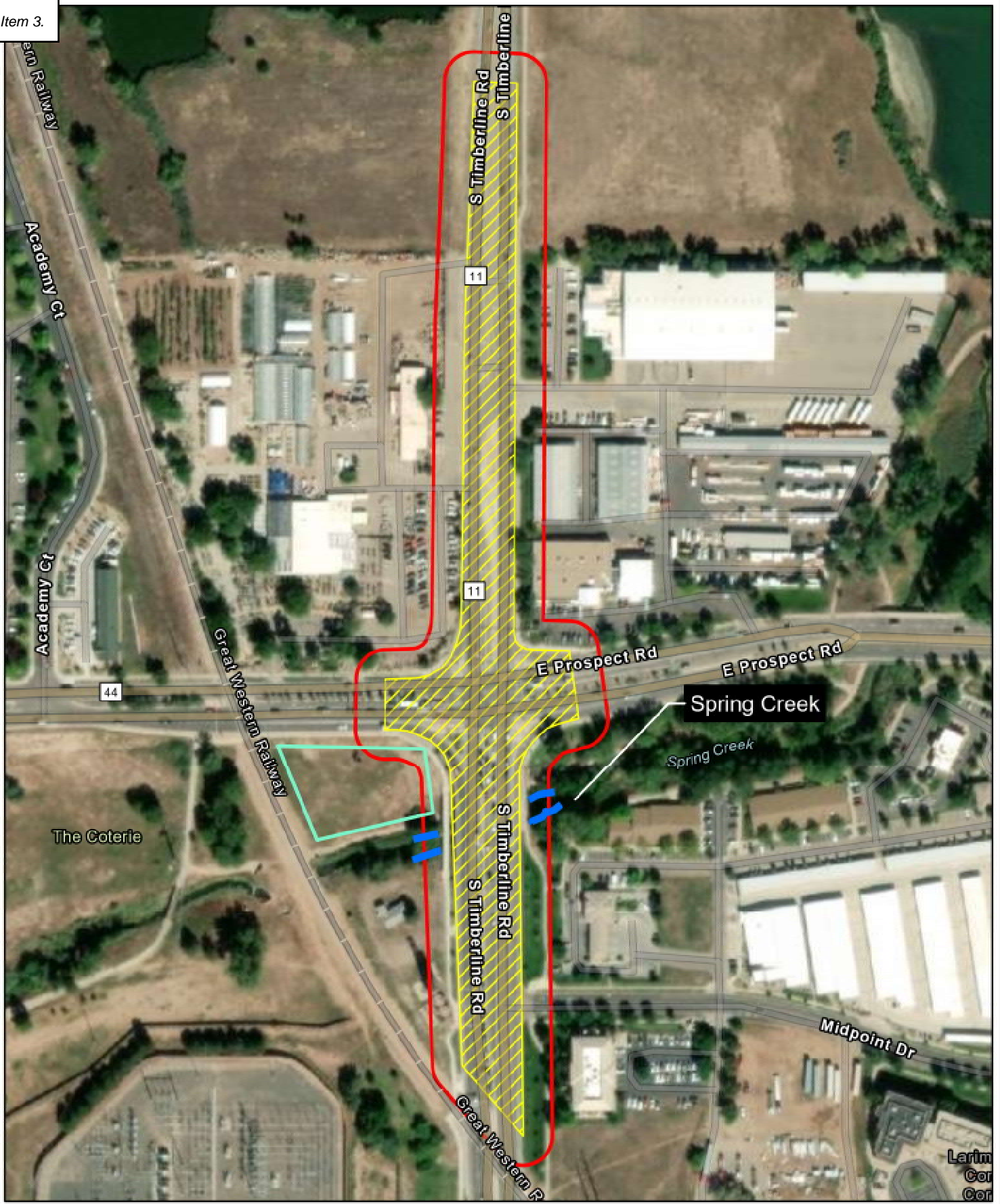
Mapbox, Microsoft, Esri Community Maps Contributors, City of Fort Collins, County of Larimer, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



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- Riparian Corridor
- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

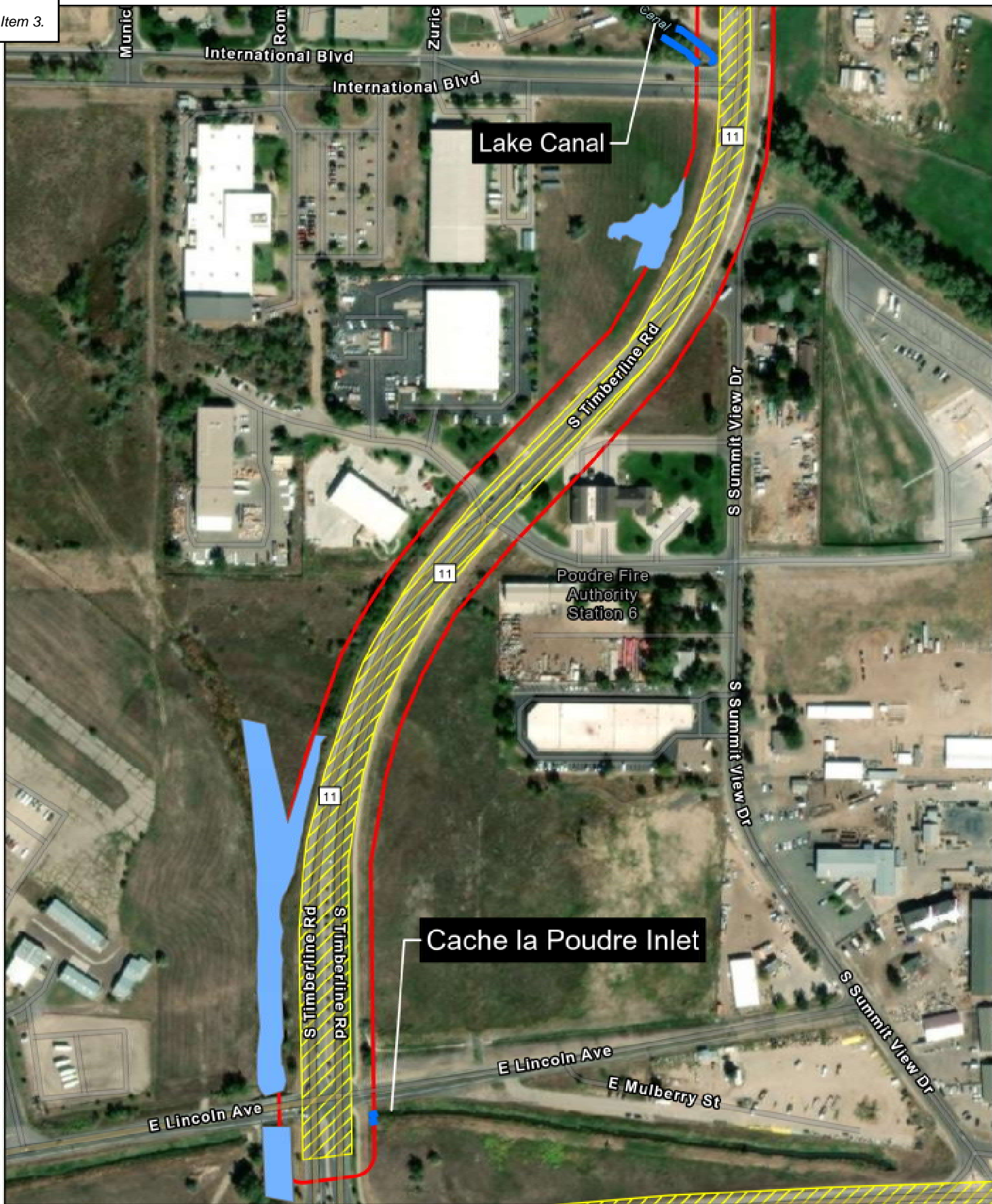
Taft Hill Corridor
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 3.2



- Prairie Dog Colony
- Riparian Corridor
- 50 foot Buffer
- TCPPS Project

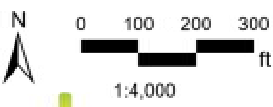
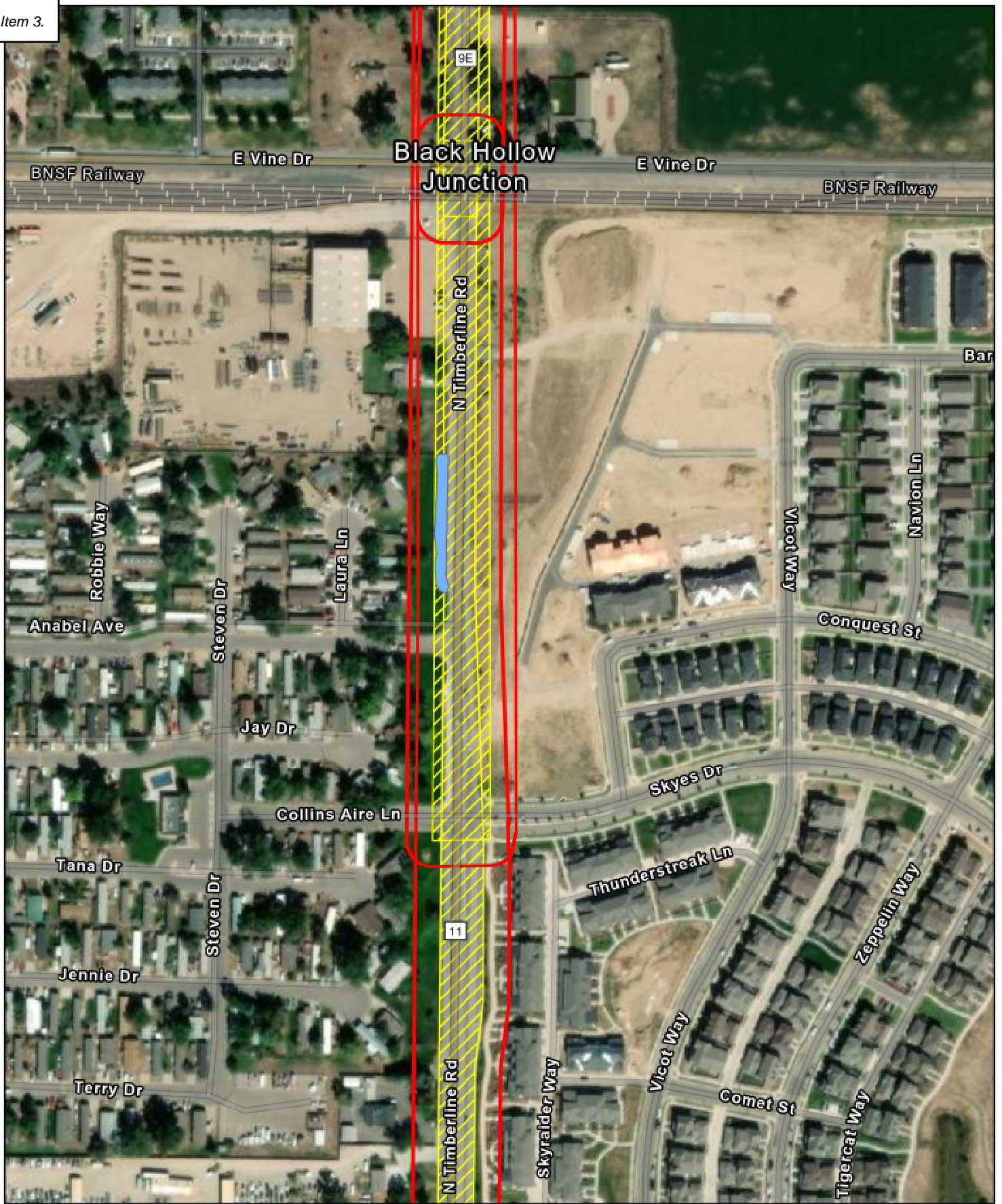
Timberline and Prospect
 TCPPS
 Fort Collins, Colorado
 Field Survey Results
 Figure 4

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- █ Riparian Corridor
- █ Wetland Boundary
- 50 foot Buffer
- TCPPS Project

Timberline Segment 1
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 5.1

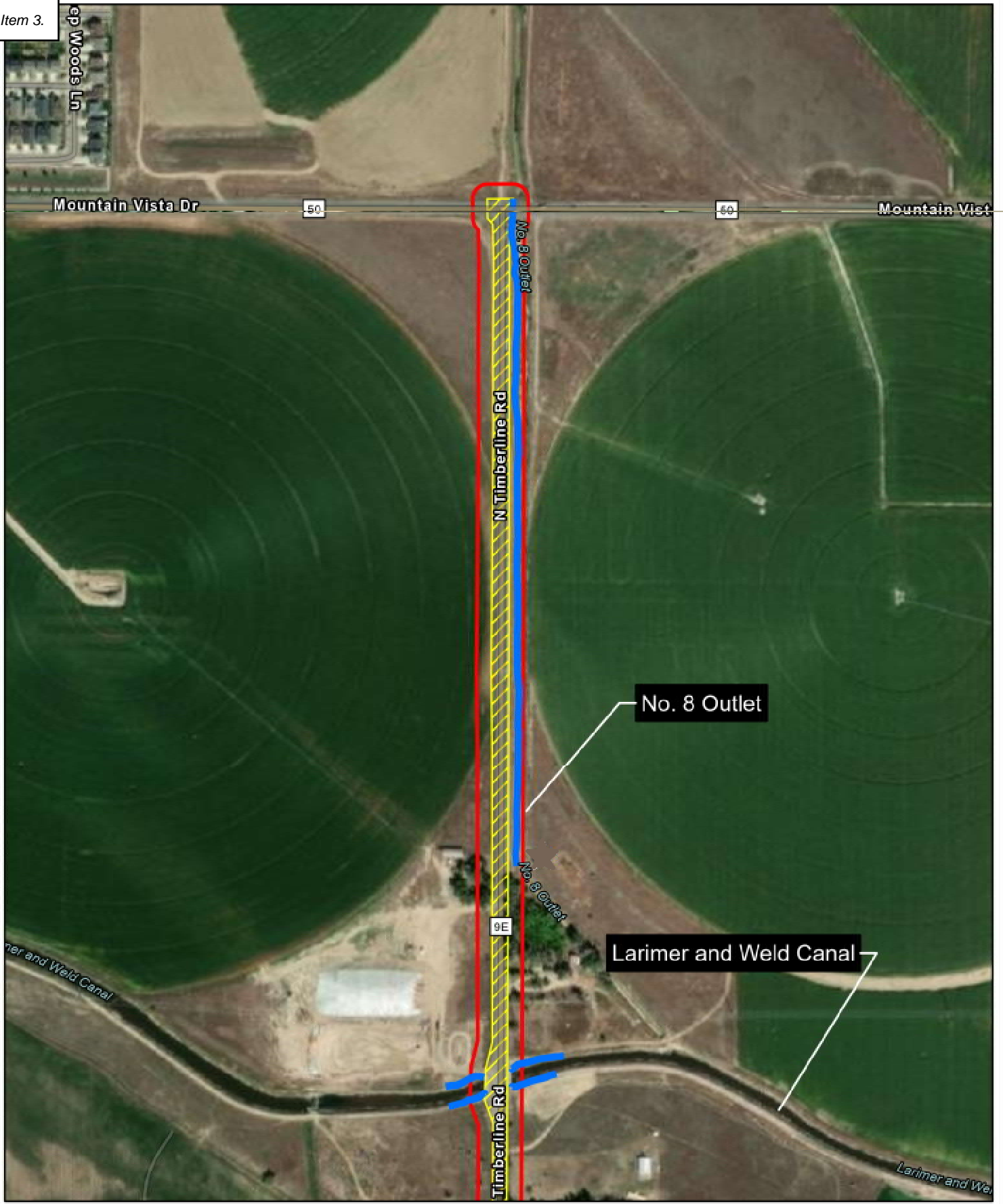


- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

Timberline Segment 1
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 5.2






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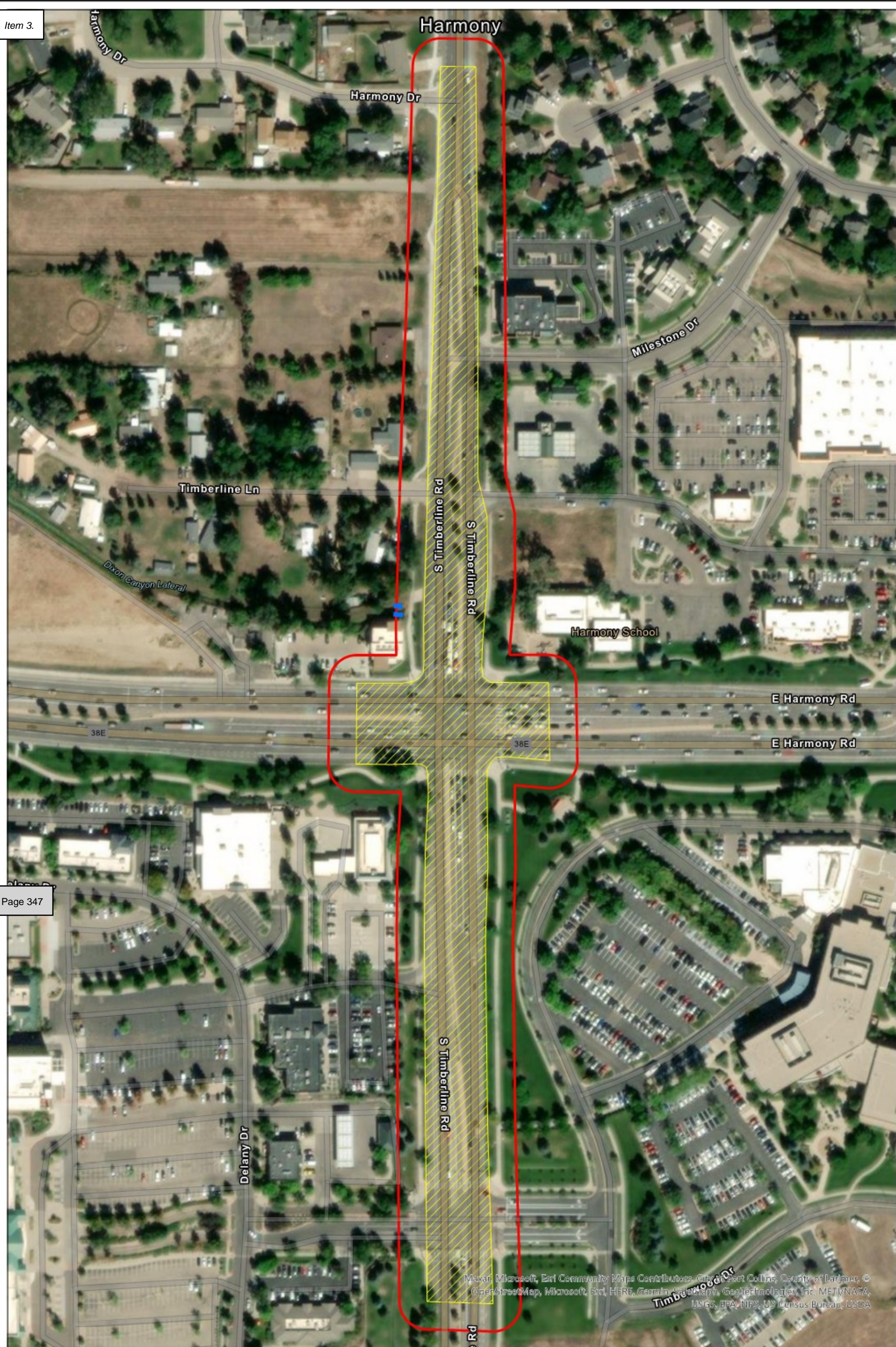


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-  Riparian Corridor
-  50 foot Buffer
-  TCPPS Project

Timberline Segment 2
 TCPPS
 Fort Collins, Colorado
Field Survey Results
 Figure 6



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- Riparian Corridor
- TCPPS Project
- 50 foot Buffer

Timberline and Harmony
 TCPPS
 Fort Collins, Colorado
 Field Survey Results
 Figure 7

APPENDIX D PHOTOGRAPHY LOG



Photo 1. Prospect Corridor Improvements: Facing south, Cache la Poudre River flowing beneath Prospect Road bridge. Evidence of bird and bat habitat was seen on the bridge. East riparian corridor was steep and heavily vegetated.



Photo 2. Prospect Corridor Improvements: Facing east, north side of Boxelder Creek and riparian corridor. Site was heavily vegetated which continued on the south side of the Prospect Road bridge.



Photo 3. Prospect Corridor Improvements: Facing north, freshwater pond adjacent to a residential property. Pond is partially fed by a groundwater seep located on the southeast corner. Site is heavily vegetated with woody riparian vegetation.



Photo 4. Prospect Corridor Improvements: Facing west, wetland located on the north side of Prospect Road. Wetland located on private property but was inside of the project buffer.



Photo 5. Taft Hill Corridor Improvements: Trilby Lateral Canal on west side of Taft Hill Road. Wetland vegetation was present on both sides of the channel.



Photo 6. Taft Hill Corridor Improvements: Freshwater pond located on the west side of Taft Hill Road. Water level was low, but the northeastern corridor of pond was close to the project buffer.



Photo 7. Taft Hill Corridor Improvements: Facing east, wetland located at the bottom of a roadside berm immediately adjacent to the west side of Taft Hill Road.



Photo 8. Timberline and Prospect: Riparian corridor of Spring Creek channel at the intersection of Prospect Road and Timberline Road. Riparian corridor vegetated with grasses and woody vegetation.



Photo 9. Timberline and Prospect: Heavily vegetated riparian corridor of Spring Creek. Photo taken on the southeast corner of Prospect Road and Timberline Road.



Photo 10. Timberline Road North – Segment 1: Northwest portion of Lake Canal on the Timberline Segment 1 project site. Canal was dry at the time of the investigation but still exhibited wetland vegetation.



Photo 11. Timberline Road North – Segment 1: Facing south, large wetland complex adjacent to Timberline Road as part of the Timberline Segment 1 project. Standing water was present as well as dense vegetation. Wetland continued south beneath East Mulberry Street where it intercepts the Cache la Poudre inlet.



Photo 12. Timberline Road North – Segment 2: East side of Timberline Road (Segment 2) at the crossing of the Larimer and Weld Canal. Canal had steep banks and was armored with riprap. Vegetation was relatively sparse.



Photo 13. Timberline Road North – Segment 2: Facing north, the Number 8 Canal, parallel to Timberline Road (segment 2). Channel had steep vegetated banks which were eroding in areas. The canal continues south where it eventually drains into the Larimer and Weld Canal.



Photo 14. Timberline and Harmony: Dixon Canyon Lateral entering a culvert on the west side of Timberline Road at the intersection with Harmony Road. Banks were heavily vegetated with a mixture of upland and wetland vegetation.

APPENDIX E AIR QUALITY MEMORANDUM

MEMO

To:	Belinda Butler-Veytia
From:	Tim Plander
RE:	Fort Collins Roadway Improvements Desktop Air Quality Assessment
Date:	July 29, 2022
Project #:	021-01676
Phase:	203
Task:	203002

NOTES:

Olsson completed a desk top review (DTR) to assess potential air quality impacts from proposed roadway improvements in Fort Collins, Colorado. A summary of each proposed roadway improvement project is provided as an attachment to this memo.

Fort Collins is in Larimer County, Colorado. Larimer County is defined as a nonattainment area for the 2008 and 2015 8-hour ozone national ambient air quality standards.^[1] Specifically, Larimer County is defined as a Serious nonattainment area for the 2008 8-hour NAAQS and a Marginal nonattainment area for the 2015 8-hour NAAQS.

Ozone is a photochemical compound that is formed near the ground in a mixture of volatile organic compounds (VOC), oxides of nitrogen (NO_x), and sunlight. Motor vehicles are the primary source of VOC and NO_x responsible for ground level ozone formation. Motor vehicles also produce particulate matter – particulate matter 10 microns in diameter or less (PM₁₀) and particulate matter 2.5 microns in diameter or less (PM_{2.5}). Larimer County is in attainment for both PM₁₀ and PM_{2.5}. Motor vehicles also produce carbon monoxide (CO). Larimer County is in attainment for the nitrogen dioxide (NO₂) NAAQS and the CO NAAQS.

The potential roadway improvement projects identified in the attachment are not anticipated to negatively impact “reasonable further progress” as it relates to the state of Colorado demonstrating a path to attainment status for the ozone NAAQS. The potential roadway improvement projects identified in the attachment are not anticipated to negatively impact NAAQS attainment status for PM₁₀, PM_{2.5}, NO₂, and CO.

The Colorado Department of Transportation (CDOT) will require quantitative analyses of CO air emissions and PM₁₀ air emissions for roadway improvement projects that are not exempt as identified in the CDOT document named *Air Quality Project-Level Analysis Guidance*.

References

^[1]https://www3.epa.gov/airquality/greenbook/anayo_co.html

Attachment for Air Quality Desktop Review

Project ID	Project Name	Project Type	Potential Improvements	Peak Hour Delay Reduction (Seconds)
2005	Boardwalk & Harmony	Intersection Improvements	Signal Rebuild: longer NB mast-arm to improve NB signal head alignment, add LT side-of-pole heads, upgrade all LT to FYA; ped. button accessibility; retiming	0
2003	Harmony & JFK/Hogan	Intersection Improvements	Intersection & Signal Rebuild at JFK/Hogan: remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane), widen south leg to east; add WB RT overlap	-6.7
1002	Prospect Corridor Improvements	Corridor Improvements	Widen to 5-Lane Section	N/A
1009	Riverside Avenue Road Diet	Road Diet	Lane Repurposing: Narrow roadway to add two-way cycle track on south side of roadway and associated intersection improvements; transition to 2-way off-street, multi-use path at Lemay to Myrtle. Bike lane restriping west on Myrtle to Whedbee.	0
101	Shields & Horsetooth	Intersection Improvements	Intersection Rebuild and Access Restriction: Extend SB LT storage, restrict Richmond/Shields intersection by extending median to the north; add WB RT overlap signal and phase. Protect-only SB LT.	2.2
47	Shields & Prospect	Intersection Improvements	Add Westbound Right-Turn Lane: Add WB right-turn lane with RT overlap signal. Consider SB protected-only left-turn operation.	-5.1
1013	Suniga Road	New Construction	Roadway New Construction	N/A
1003	Taft Hill Corridor Improvements	Corridor Improvements	Improve Shoulders: Add shoulders/widen existing shoulders to improve bicyclist comfort and safety; improve animal crossing/warning signage.	0
169	Timberline & Carpenter	Intersection Improvements	Auxiliary Lane Improvements: Extend WB right-turn and EB left-turn lanes to increase storage and deceleration lengths (Short-Term)	0
97	Timberline & Harmony	Intersection Improvements	Intersection Rebuild: Add 3rd NB & SB through lanes to improve LOS; Add RT bypass islands to shorten pedestrian crossings.	-6.9
94	Timberline & Prospect	Intersection Improvements	Intersection Rebuild: Add 3rd NB & SB through lanes to improve LOS	-2
1014	N Timberline Road - Segment 1	New Construction	Roadway New Construction	N/A
1015	N Timberline Road - Segment 2	New Construction	Roadway New Construction	N/A
2006	Vine Drive & Timberline Road Overpass	New Construction	Overpass: Railroad Viaduct over Vine Drive along Timberline	N/A

APPENDIX F

Scoring Summary

Item 3.

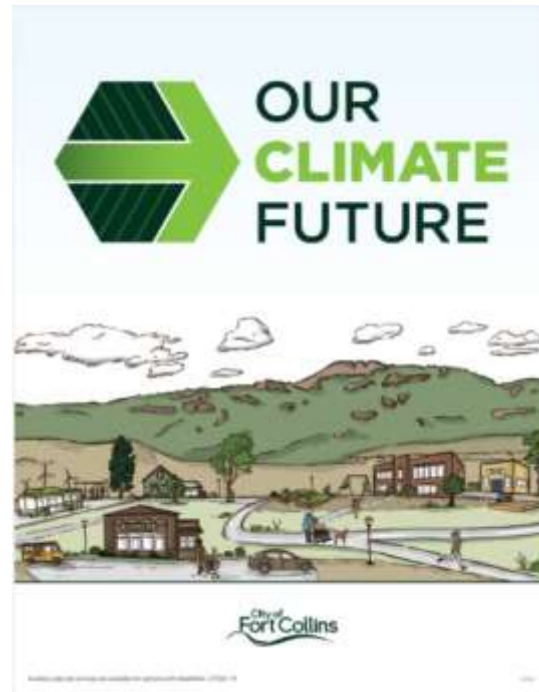
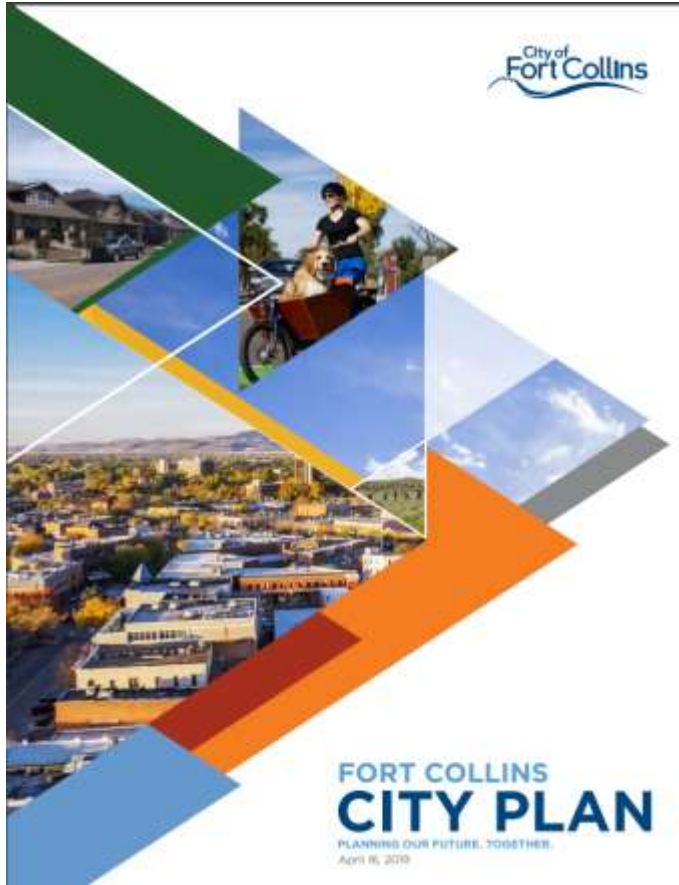
Project ID2	Project Name2	Project Limits	Project Category (Study, Capital, Operational)	Project Type	Scope	Peak Hour Delay Reduction (Seconds)	# of Reduced Crashes	Health Equity Score	% Traffic Growth	Delay	Safety2	Equity	Growth2	Cost	Availability of Funding	Utility Impact	ROW Impact	Environmental Impact	Active Mode Plan Benefit	Transit Plan Benefit	Synergy - Traffic Operations	Synergy - Parks	Synergy - Streets	Synergy - FCLWD	Synergy - ELCWD	Community Center Benefit	Number of Public Comments	Cost1	Readiness	Multimodal Benefit2	Synergy2	Community	Score	
A	E Troutman Parkway & JFK Parkway Corridor Improvements	S Mason Street to Boardwalk Drive & Harmony Road to E Horsetooth Road	Capital	Road Diet	Restripe Troutman Pkwy. and JFK Pkwy. to add separated bike lanes and remove one travel lane in each direction. Potential access restrictions near College Ave. Consider RRFB on north side at Pavilion Ln. and JFK Pkwy. Signal modifications concurrent to lane realignment at JFK Parkway at Troutman Pkwy, Boardwalk Dr, and Horsetooth Rd Intersections.	0	47	85	1.27%	1	5	4	1	\$ 2,518,000.00	Sources Identified	Low	None	Medium	Direct	Yes	No	No	Yes	Yes	No	No	5	4	3	5	5	3	81	
B	S Shields Street & W Prospect Road Intersection Improvements	W Stuart Street to W Prospect Road	Capital	Intersection Improvements	Protected intersection at Shields St and Prospect Rd with added WB right turn lane. Evaluate to convert to single left turn lanes eastbound and westbound on Prospect Rd. Consider signal rebuild and FYA implementation. Protected intersection at Stuart St and Shields St. Shields St from Stuart St to Prospect Rd add separated bike lanes by lane diet.	-5.1	25	100	0.18%	3	5	5	1	\$ 8,680,000.00	Sources Identified	High	Minor	Low	Direct	Yes	Yes	No	No	No	No	No	Yes	4	3	3	5	5	3	84
C	S Shields Street & W Horsetooth Road Intersection Improvements	-	Capital	Intersection Improvements	Protected intersection at Shields St and Horsetooth Rd with accommodation for future protected bike lanes on Shields St. Add protected-only SB left phase. Extend SB left turn lane storage. Access control at Richmond Dr. Add separate bike lanes on Shields St from Horsetooth Rd to Richmond Dr.	2.2	34	54	0.58%	1	5	2	1	\$ 3,746,000.00	Sources Identified	Medium	Minor	Low	Direct	Yes	No	No	No	No	No	Yes	0	4	3	5	1	2	64	
D	Drake Road Corridor Improvement	Overland Trail to Taft Hill Rd	Capital	Road Diet	Restripe Drake Road to add separated bike lanes and remove one travel lane in each direction. Signal modifications concurrent to lane realignment at Yorkshire.	0	13.2	69	0.66%	1	4	3	1	\$ 2,115,000.00	Sources Identified	Low	None	Low	Direct	No	No	No	No	Yes	No	No	8	4	3	4	5	4	72	
E	Lemay Avenue & Drake Road Intersection Improvements	-	Capital	Intersection Improvements	Narrow existing lanes on Drake Rd to incorporate sidepaths and increase EB and WB intersection sight distance. Add SB right turn lane with overlap phase; add WB right turn lane overlap phase. Evaluate access control on Drake Road. Redesign existing right turn channelized lanes to improve bike ped safety.	-6	12.8	61	1.56%	3	4	3	1	\$ 4,850,000.00	Sources Identified	Medium	Minor	High	Direct	Yes	Yes	No	No	No	No	No	Yes	3	4	3	5	5	3	77
F	N Timberline Road - Segment 1 - Roadway Improvements	E Lincoln Avenue to E Sykes Drive	Capital	New Construction	Widen Timberline Rd from Lincoln Ave to Sykes Dr to a 4-lane divided facility with separated bike lanes.	High	Medium	100	2.60%	5	3	5	3	\$ 12,264,000.00	Sources Identified	High	Major	High	Direct	No	No	Planned	No	No	Planned	No	8	2	3	4	3	4	70	
G	N Timberline Road - Segment 2 Roadway Improvements	Suniga Dr to Mountain Vista Dr	Capital	New Construction	Widen Timberline Rd from Suniga Rd to Mountain Vista Dr to a 4 lane divided facility with separated bike lanes.	Medium	Medium	62	6.00%	3	3	3	5	\$ 12,452,000.00	Sources Identified	High	Major	High	Direct	Yes	No	Planned	No	No	Planned	Yes	1	2	3	5	3	3	69	
H	Heatheridge Road & W Prospect Road Intersection Improvements	-	Capital	Intersection Improvements	Replace existing HAWK with full three-leg traffic signal. Add advance crossing signs, raised median/pedestrian refuge on west leg for speed mitigation and added protection for pedestrians.	0	5	77	0.00%	1	2	4	1	\$ 1,519,000.00	Sources Identified	Medium	Minor	Low	Direct	Yes	Yes	No	No	No	No	No	1	4	3	5	5	3	69	
I	Shields Street Corridor Improvements	Mulberry St to Mountain Ave	Capital	Road Diet	Restripe Shields St to add separated bike lanes with reduced lane configuration. Modify operations to increase separation for pedestrians; consider phase separation or exclusive pedestrian phase at Mulberry St.	0	2.8	38	0.80%	1	1	1	1	\$ 460,000.00	Sources Identified	Low	None	Low	Direct	No	No	No	No	No	No	No	4	5	3	4	1	5	46	
J	N Timberline Road Overpass at E Vine Drive	Sykes Drive to E Suniga Road	Capital	New Construction	Grade separate Timberline Rd over Vine St. Provide bicycle and pedestrian accommodations from Timberline Rd to Vine Dr.	High	High	100	3.10%	5	5	5	3	\$ 55,927,000.00	Sources Identified	High	Major	Medium	Direct	No	No	No	No	No	No	Planned	No	4	1	3	4	3	3	76
K	Boardwalk Drive & Harmony Road Signal Improvements	-	Capital	Intersection Improvements	Add longer NB mast arm to improve NB signal head alignment. Add left side of pole heads and upgrade all LT to FYA; Ped Button Accessibility, Refining. Add leading pedestrian interval and lagging right turns. Upgrade existing cabinet. Add additional paint bicycle marking and consider restripe EB approach to have a buffered bike lane.	0	8.3	77	1.09%	1	3	4	1	\$ 616,000.00	Sources Identified	Low	None	Low	None	Yes	Yes	No	No	No	No	No	No	1	5	3	2	5	3	62
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	-	Capital	Intersection Improvements	Remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane). Add WB RT overlap. Align lanes on the south leg by widening to the east. Add separated bike lanes on the north leg.	-6.7	0	85	1.46%	4	1	4	1	\$ 670,000.00	Sources Identified	Medium	None	Low	Indirect	Yes	No	No	No	No	No	No	No	0	5	3	3	1	1	47
M	Suniga Road Roadway Improvements	Lemay Rd to Timberline Rd	Capital	New Construction	Extend Suniga Rd from Lemay Ave to Timberline Rd with a 4-lane median divided section.	High	Low	69	-	5	1	3	5	\$ 31,341,000.00	Sources Identified	Medium	Major	High	Indirect	Yes	No	No	No	No	No	No	0	1	3	3	1	1	46	
N	E Prospect Rd Corridor Improvements	Sharp Pointe to I-25	Capital	Corridor Improvements	Widen Prospect Rd to a 4-lane median divided facility with active modes/transit elements. Provide sidepaths for active modes.	-4.2	4.3	93	4.10%	5	2	5	5	\$ 17,009,000.00	Sources Identified	High	Major	High	Indirect	Yes	No	Yes	No	No	No	Planned	Yes	1	1	3	3	5	3	68
O	S Timberline Road & E Harmony Road Intersection Improvements	-	Capital	Intersection Improvements	Add 3rd NB & SB through lanes and separated bike lanes on Timberline Road with reduced lane widths. Protected Intersection at Timberline Road and Harmony Road. Prohibit right turn on red and show flashing arrow for right turns.	-6.9	0	100	1.03%	2	1	5	1	\$ 8,163,000.00	Sources Identified	High	Major	High	Direct	Yes	No	No	No	No	No	Yes	4	3	3	5	1	3	55	

10-year Transportation Capital Improvement Program (TCIP) and Transportation Capital Projects Prioritization Study (TCPPS)

Brad Buckman, City Engineer
Marc Virata, Civil Engineer III



What feedback do Councilmembers have on the 10-year TCIP and TCPSPS?



- Increased Safety – alignment with Vision Zero – zero deaths or serious injuries while traveling on Fort Collins streets by 2032
- Supports mode shift goals to support Active Modes Plan – 50% active modes share of all trips by 2032
- Better environmental outcomes with decreased congestion, mode shift to active modes, and sustainable design – supports Our Climate Future
- Transportation infrastructure needs incorporated into community, equity and environment – alignment with City Plan and Strategic Plan

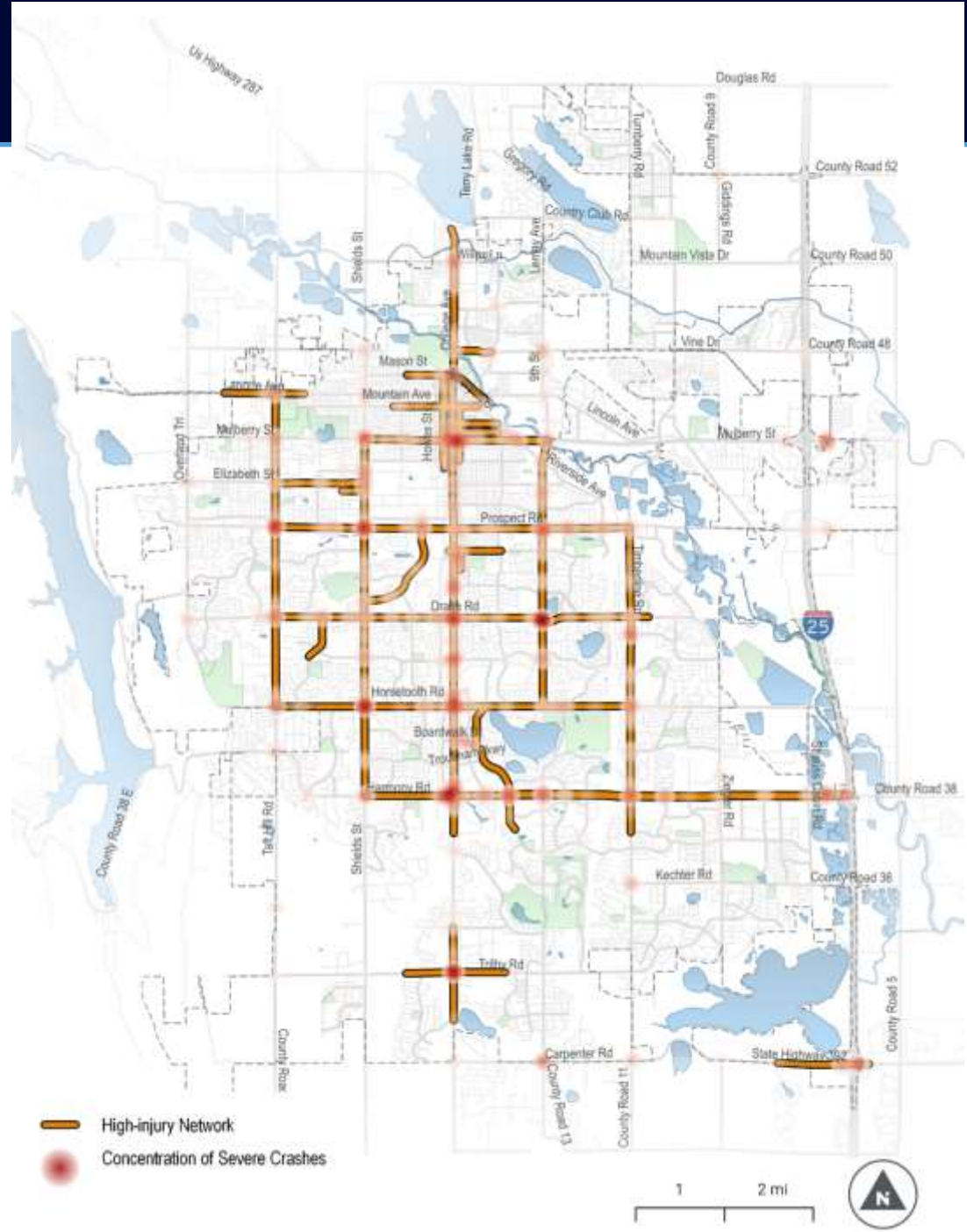
*332 crashes in 2021
resulted in a serious
injury or fatality*

**By 2032, no one dies or has a
serious injury while traveling on Fort
Collins' streets**

*11 people lost their
lives in 2021
traveling on streets
in Fort Collins*

8% of the roads have
63% of all fatal
and serious injury
crashes

70%
of severe crashes
occurred at an
intersection



The HIN is
91% arterials
6% collectors
3% local

Project Description	Property Damage Only (PDO) before	Fatal / Injury (FI) before	PDO after	FI after
College and Horsetooth Intersection Improvements (2018)	42.3	17.7	20.6	5.0
College and Trilby Protected Lefts (2020)	23	9.7	6.3	4
College and Monroe Intersection Improvements (2018)	26	6.7	10	2.7
Snow Mesa and Harmony Protected Lefts (2019)	14	7	9	3
Shields and Mulberry red light cameras (2020)	12	5	6	3
Boardwalk and Harmony protected lefts (2019)	28.7	8	7	7
Shields and Prospect red light cameras (2020)	16.3	8.3	15	6.5
City Park and Mulberry Road Diet (2018)	4	0.33	0.3	0

Page 368 **Reduction in cost per year: \$6.8M**

Total PDO reduction/yr: 92.1

Total FI reduction/yr: 31.5

Vision

Active transportation is an integral part of daily life and the local cultural experience. Fort Collins is a place where walking, bicycling, and using other active modes are safe, accessible, convenient, joyful, and desired by people of all ages and abilities.

Goals

- 50% active modes share of all trips by 2032
- Eliminate active modes fatalities and serious injuries by 2032, in support of Vision Zero



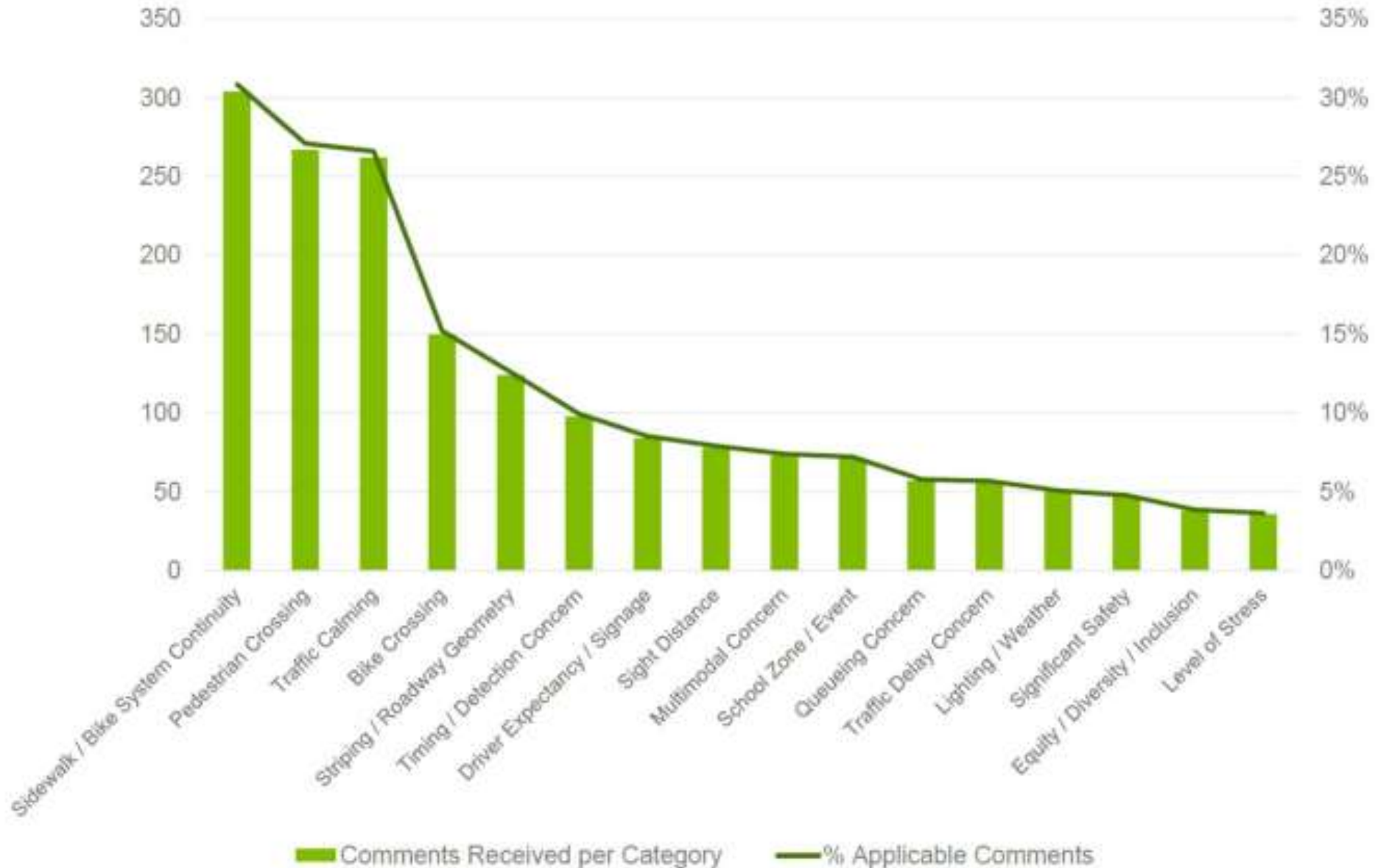


Transportation Capital Projects Prioritization Study (TCPPS)

- Goals
 - Proactively identify next round of projects to improve arterial streets (corridors and intersections)
 - Align with Vision Zero Plan and Active Modes Plan
 - Provide foundation to the 10-year TCIP
- Deliverables
 - Prioritize list of projects
 - Conceptual design/cost estimates
 - Study Report
 - GIS Management Tool

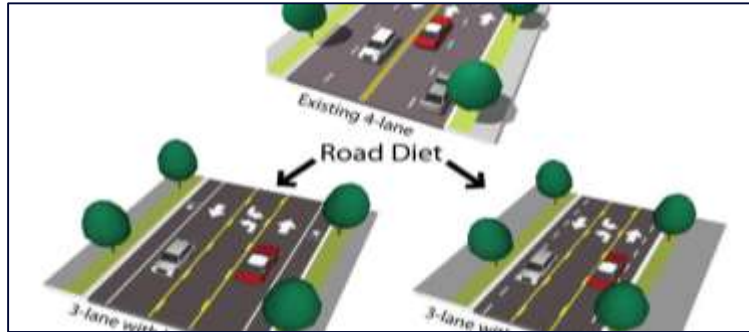


- Phase 1 Analysis – Data Collection and Initial Screening (COMPLETE)
 - Develop Prioritization Criteria – Data Driven Decisions!
 - Conduct initial evaluation of identified intersections and corridors
 - Develop list of intersections and corridors for Phase 2 Analysis
 - Conduct public outreach and collect public survey results
- Phase 2 Analysis – Project Selection (COMPLETE)
 - Identify highest priority locations
 - Evaluate probable treatments and feasibility for top tier locations
 - Coordinate with Active Modes Plan and Vision Zero Plan
 - Develop list of potential projects (arterial intersections and corridors)
- Phase 3 – Concept Development
 - Conceptual designs and estimates – April 2023 (COMPLETE)
 - Final Report – July 2023 (COMPLETE)
 - Council Work Session – August 2023



- Quantitative – I.D. Top-Tier Projects
 - Crash Reduction
 - Peak Hour Delay
 - Equity
 - Growth
- Qualitative – Final Ranking
 - Cost
 - Readiness
 - Multimodal Benefit
 - Synergy
 - Community

Road Diets



- E. Troutman & JFK Pkwy
- Drake Rd (west side)
- Shields St

Intersections



- Shields & Prospect
- Shields & Horsetooth
- Lemay & Drake
- Heatheridge & Prospect
- Harmony & Boardwalk
- Harmony & JFK
- Harmony & Timberline

New Construction/Corridors



- E. Prospect Rd (Sharp Pointe to I-25)
- Suniga Road (Lemay to Timberline)
- N. Timberline (Segment 1)
- N. Timberline (Segment 2)
- Vine/Timberline Overpass

PROJECT D | Drake Road Corridor Improvement

Location: Drake Rd from Overland Trl to Taft Hill Rd

Project Type: Road Diet

Project Description: Restripe Drake Road to add separated bike lanes and remove one travel lane in each direction. Signal modifications concurrent to lane realignment at Yorkshire.

Goals: Improve safety by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.

Cost estimate of project: \$2.1M



PROJECT B | S Shields Street & W Prospect Road Intersection Improvements

Location: Shields St from W Stuart St to W Prospect Rd

Project Type: Intersection Improvements

Project Description: Protected intersection at Shields St and Prospect Rd with added WB right turn lane. Evaluate need for dual left turns on Prospect Rd. Consider signal rebuild and FYA implementation. Protected intersection at Stuart St and Shields St. Shields St from Stuart St to Prospect Rd add separated bike lanes by lane diet.

Goals: Improve safety along arterials and at intersections for multimodal users.

Cost estimate of project: \$8.7M



PROJECT F | N Timberline Road - Segment 1 - Roadway Improvements

Location: Timberline Rd from E Lincoln Ave to Sykes Dr

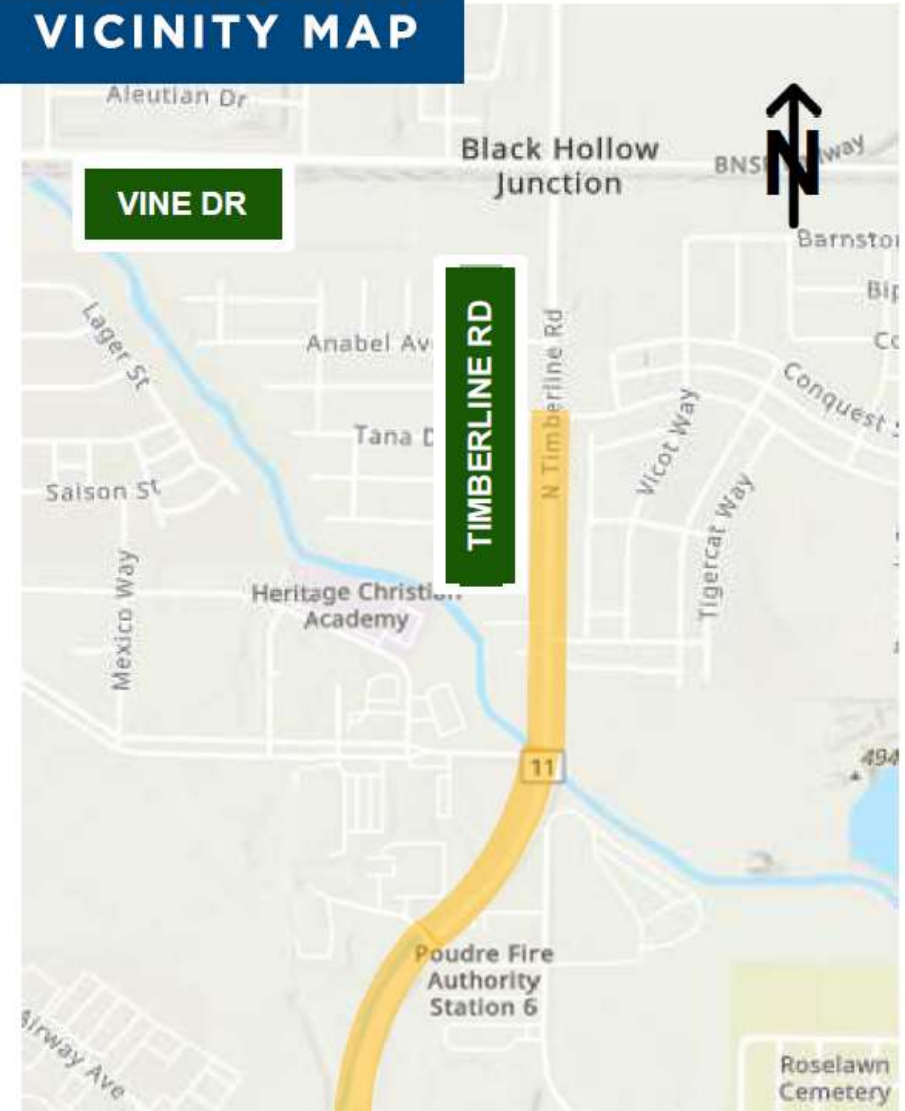
Project Type: New Construction

Project Description: Widen Timberline Rd from Lincoln Ave to Sykes Dr to a 4 lane divided facility with separated bike lanes.

Goals: Widen roadway to accommodate future development. Improve multimodal connectivity.

Cost estimate of project: \$12.2M

VICINITY MAP



Project ID	Project Name	Project Limits	Project Type	Cost	Score	Rank
B	S Shields Street & W Prospect Road Intersection Improvements	W Stuart St to W Prospect Rd	Intersection Improvements	\$8,680,000	84	1
A	E Troutman Parkway & JFK Parkway Corridor Improvements	S College Ave to Boardwalk Dr & Harmony Rd to E Horsetooth Rd	Road Diet	\$2,518,000	81	2
E	Lemay Avenue & Drake Road Intersection Improvements	-	Intersection Improvements	\$4,850,000	77	3
J	N Timberline Road Overpass at E Vine Drive	Sykes Dr to E Suniga Rd	New Construction	\$55,927,000	76	4
D	Drake Road Corridor Improvement	Overland Trl to Taft Hill Rd	Road Diet	\$2,115,000	72	5
F	N Timberline Road - Segment 1 - Roadway Improvements	E Lincoln Ave to Sykes Dr	New Construction	\$12,264,000	70	6
G	N Timberline Road - Segment 2 Roadway Improvements	Suniga Dr to Mountain Vista	New Construction	\$12,452,000	69	7
H	Heatheridge Road & W Prospect Road Intersection Improvements	-	Intersection Improvements	\$1,519,000	69	7
N	E Prospect Rd Corridor Improvements	Sharp Pointe to I-25	Corridor Improvements	\$17,009,000	68	8
C	S Shields Street & W Horsetooth Road Intersection Improvements	-	Intersection Improvements	\$3,746,000	64	9
K	Boardwalk Drive & Harmony Road Signal Improvements	-	Intersection Improvements	\$816,000	62	10
O	S Timberline Road & E Harmony Road Intersection Improvements	-	Intersection Improvements	\$8,163,000	55	11
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	-	Intersection Improvements	\$670,000	47	12
I	Shields Street Corridor Improvements	Mulberry St to Mountain Ave	Road Diet	\$460,000	46	13
M	Suniga Road Roadway Improvements	Lemay Rd to Timberline Rd	New Construction	\$31,341,000	46	13

- Field survey conducted on all TCPPS project areas
- Sensitive environmental features evaluated: natural habitats and features, water impacts, potential wildlife habitat, raptor nest boundary, FEMA floodplain, protected areas (non-historic), and historic structures
- Next phase: evaluate and mitigate environmental concerns
 - Sustainability Rating
 - Reduce footprint
 - Modify design features



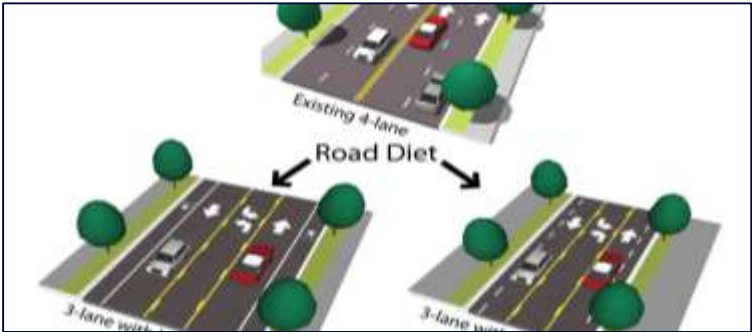
Current Projects & 10 Year TCIP

Capital Project Funding for 2023 / 2024 Program

Capital Project	Cost	Funding Need / Potential Source	Approx Construction Start (Year/Quarter)
South Timberline Corridor Improvements	\$10.9M	Funded (in construction)	2022/Q4
Laporte Bridges	\$5.6M	Funded (in construction)	2022/Q4
City Park / Mulberry Intersection Improvements	\$700K	Funded (in construction)	2023/Q2
Vine / Timberline Intersection Improvements	\$1.6M	Funded (out for bid)	2023/Q3
College/Trilby Intersection Improvements	\$16.6M	\$1.8M/STBG	2023/Q3
College Avenue Signal Improvements at Columbian, Pitkin, and Harvard	\$1.1M	Funded	2024/Q1
Siphon Bike/Ped Overpass	\$5.7M	Funded	2024/Q2
College/Triangle Signal Improvements	\$1.0M	\$1.0M/FASTER	2024/Q3
Pedestrian Crossing Improvements	\$1.3M	Funded	2024/Q3
Taft Hill Corridor Improvements	\$8.7M	\$3.3M/STBG	2024/Q3
Laporte Corridor Improvements	\$6.25M	Funded	2024/Q4
Power Trail Under Harmony	\$10.7M	\$3.4M/CMAQ	2025/Q2

Total cost of the 12 projects: \$70M Grant funding: \$30M (43% of total, and 50% of current funding)

Road Diets & Transit



- E. Troutman & JFK Pkwy
 - Drake Rd (west side)
 - Shields St
-
- West Elizabeth BRT
 - North College Max Plan
 - US287 (frequency)
 - Route to Wellington

Intersections



- College and Trilby
- College and Triangle
- College and Drake
- Shields & Prospect
- Shields & Horsetooth
- Lemay & Drake
- Heatheridge & Prospect
- Harmony & Boardwalk
- Harmony & JFK
- Harmony & Timberline

New Construction/Corridors/
 Pedestrian GS Crossings



- Taft Hill Corridor
- Siphon Overpass
- Power Trail Under Harmony
- E. Prospect Rd (Sharp Pointe to I-25)
- Suniga Road (Lemay to Timberline)
- N. Timberline (Segment 1)
- N. Timberline (Segment 2)
- Vine/Timberline Overpass
- Mulberry Interchange
- Midtown Projects

- Increased Safety – alignment with Vision Zero – zero deaths or serious injuries while traveling on Fort Collins streets by 2032
- Supports mode shift goals to support Active Modes Plan – 50% active modes share of all trips by 2032
- Better environmental outcomes with decreased congestion and mode shift to active modes – supports Our Climate Future
- Transportation infrastructure needs incorporated into community, equity and environment – alignment with City Plan and Strategic Plan

What feedback do Councilmembers have on the 10-year TCIP and TCPSPS?

THANK YOU!

For Questions or Comments, Please Contact:

Marc Virata

mvirata@fcgov.com or (970) 221-6567



PROJECT A | E Troutman Parkway & JFK Parkway Corridor Improvements

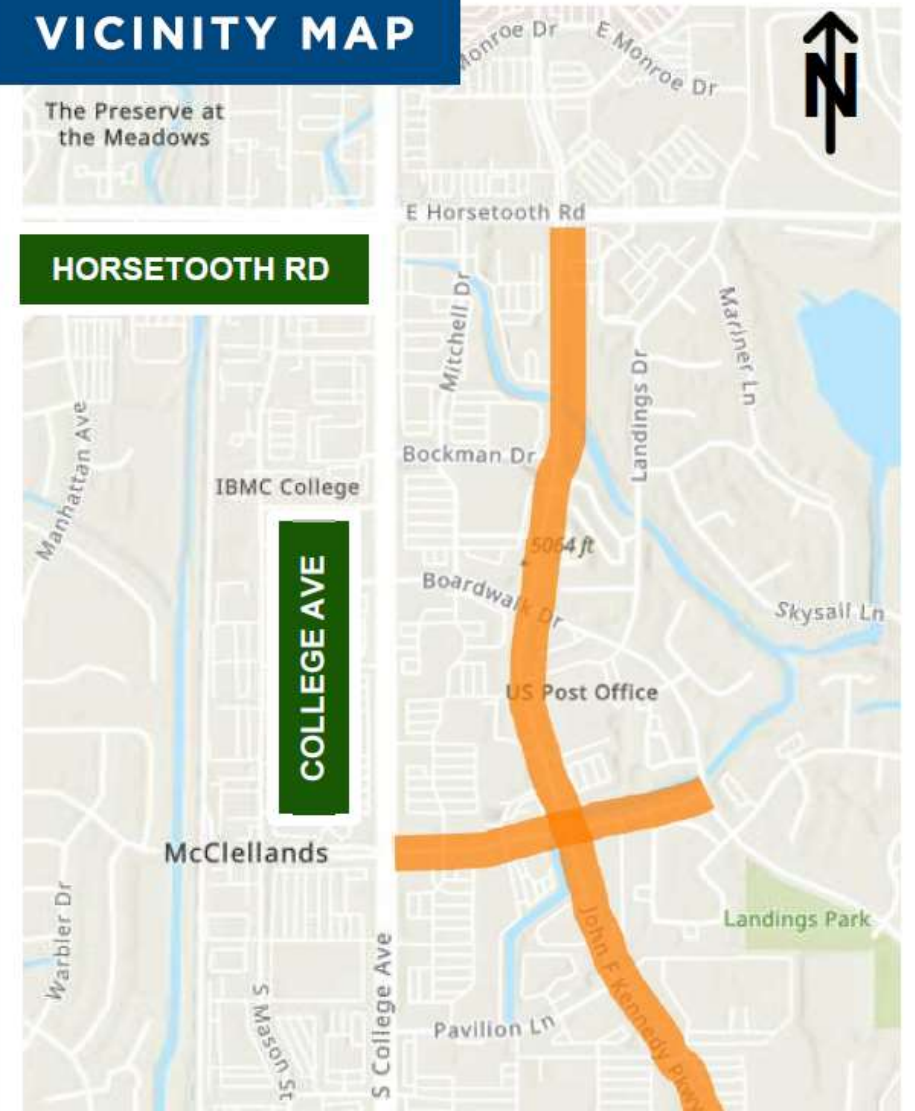
Location: Troutman Pkwy from S College Ave to Boardwalk Dr & JFK Pkwy from Harmony Rd to E Horsetooth Rd

Project Type: Road Diet

Project Description: Restripe Troutman Pkwy. and JFK Pkwy. to add separated bike lanes and remove one travel lane in each direction. Potential access restrictions near College Ave. Consider RRFB on north side at Pavilion Ln. and JFK Pkwy. Signal modifications concurrent to lane realignment at JFK Parkway at Troutman Pkwy, Boardwalk Dr, and Horsetooth Rd Intersections.

Goals: Improve safety and provide a parallel route to College Ave. by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.

VICINITY MAP



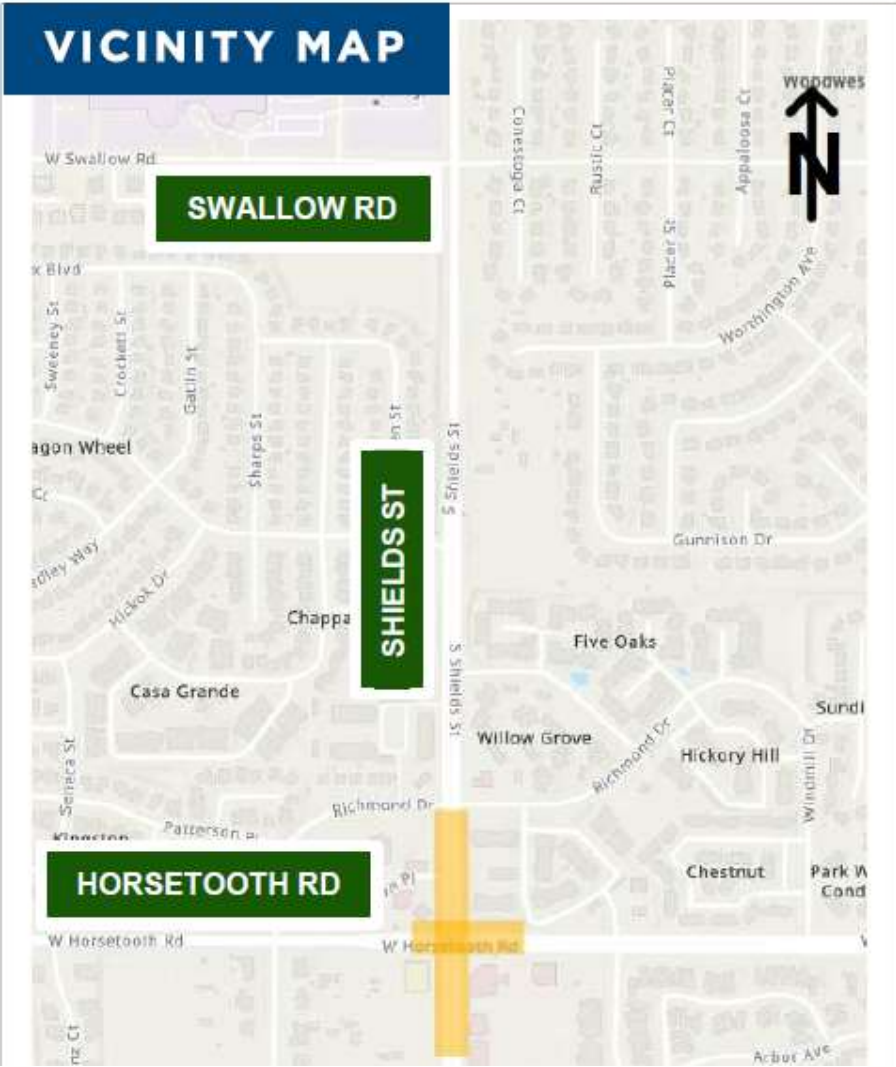
PROJECT C | S Shields St & W Horsetooth Rd Intersection Improvements

Location: Shields St and Horsetooth Rd Intersection

Project Type: Intersection Improvement

Project Description: Protected intersection at Shields St and Horsetooth Rd with accommodation for future protected bike lanes on Shields St. Add protected-only SB left phase. Extend SB left turn lane storage. Access control at Richmond Dr. Add separate bike lanes on Shields St from Horsetooth Rd to Richmond Dr.

Goals: Improve safety along arterials and at intersections for multimodal users.



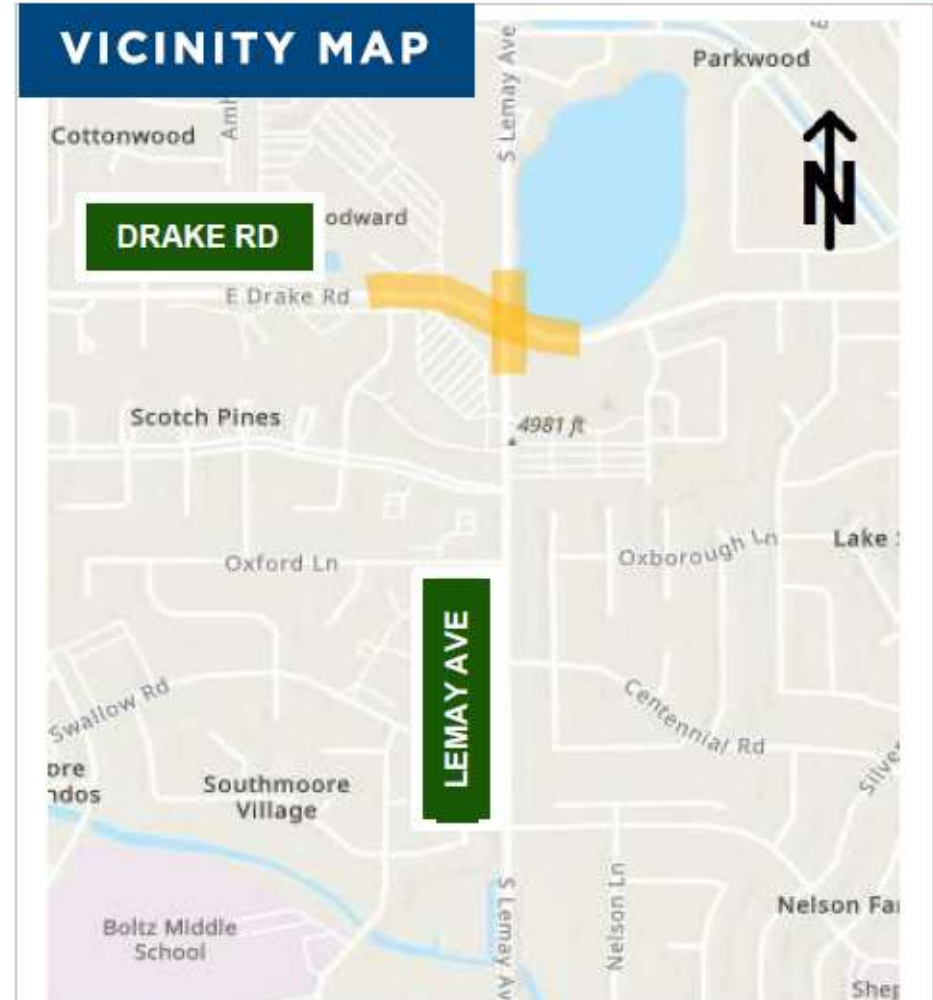
PROJECT E | Lemay Avenue & Drake Road Intersection Improvements

Location: Lemay Ave and Drake Rd Intersection

Project Type: Intersection Improvement

Project Description: Narrow existing lanes on Drake Rd to incorporate sidepaths and increase EB and WB intersection sight distance. Add SB right turn lane with overlap phase; add WB right turn lane overlap phase. Evaluate access control on Drake Road. Redesign existing right turn channelized lanes to improve bike ped safety.

Goals: Improve safety by adding geometric intersection improvements and sidepaths.



PROJECT G | N Timberline Road - Segment 2 Roadway Improvements

Location: Timberline Rd from Suniga Rd to Mountain Vista Dr

Project Type: New Construction/Widening

Project Description: Widen Timberline Rd from Suniga Rd to Mountain Vista Dr to a 4 lane divided facility with separated bike lanes.

Goals: Widen roadway to accommodate future development. Improve multimodal connectivity.



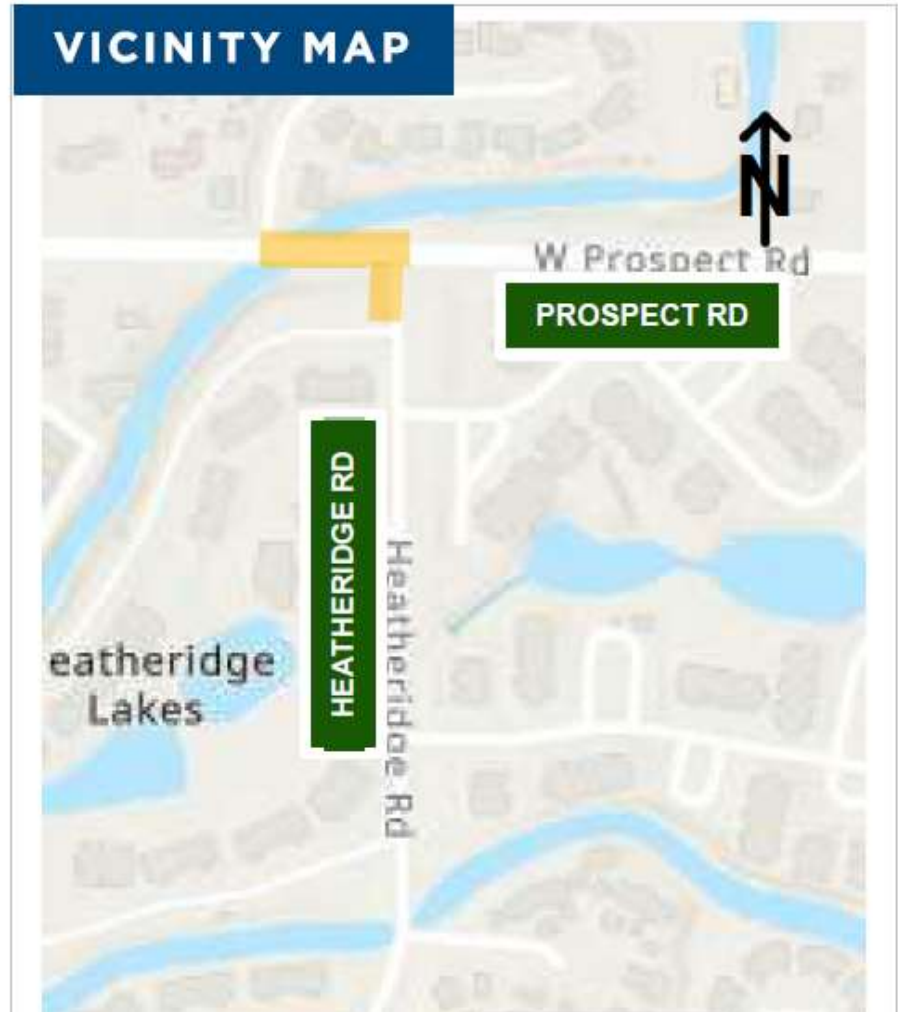
PROJECT H | Heatheridge Rd & W Prospect Rd Intersection Improvements

Location: Heatheridge Rd and Prospect Rd Intersection

Project Type: Intersection Improvements

Project Description: Replace existing HAWK with full three-leg traffic signal. Add advance crossing signs, raised median/pedestrian refuge on west leg for speed mitigation and added protection for pedestrians.

Goals: Improve intersection safety for pedestrians and cyclists, specifically for children crossing in platoons to school.



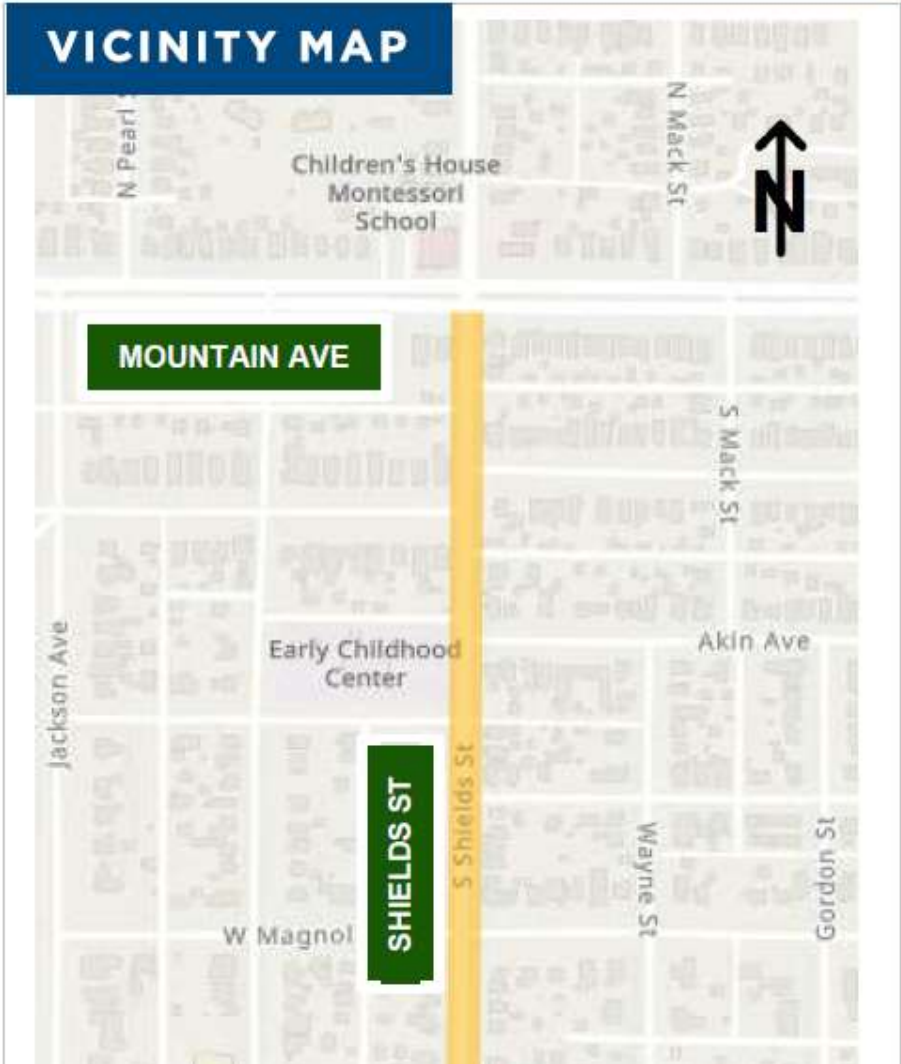
PROJECT I | Shields Street Corridor Improvements

Location: Shields St from Mulberry St to Mountain Ave

Project Type: Road Diet

Project Description: Restripe Shields St to add separated bike lanes with reduced lane configuration. Modify operations to increase separation for pedestrians; consider phase separation or exclusive pedestrian phase at Mulberry St.

Goals: Improve safety by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.



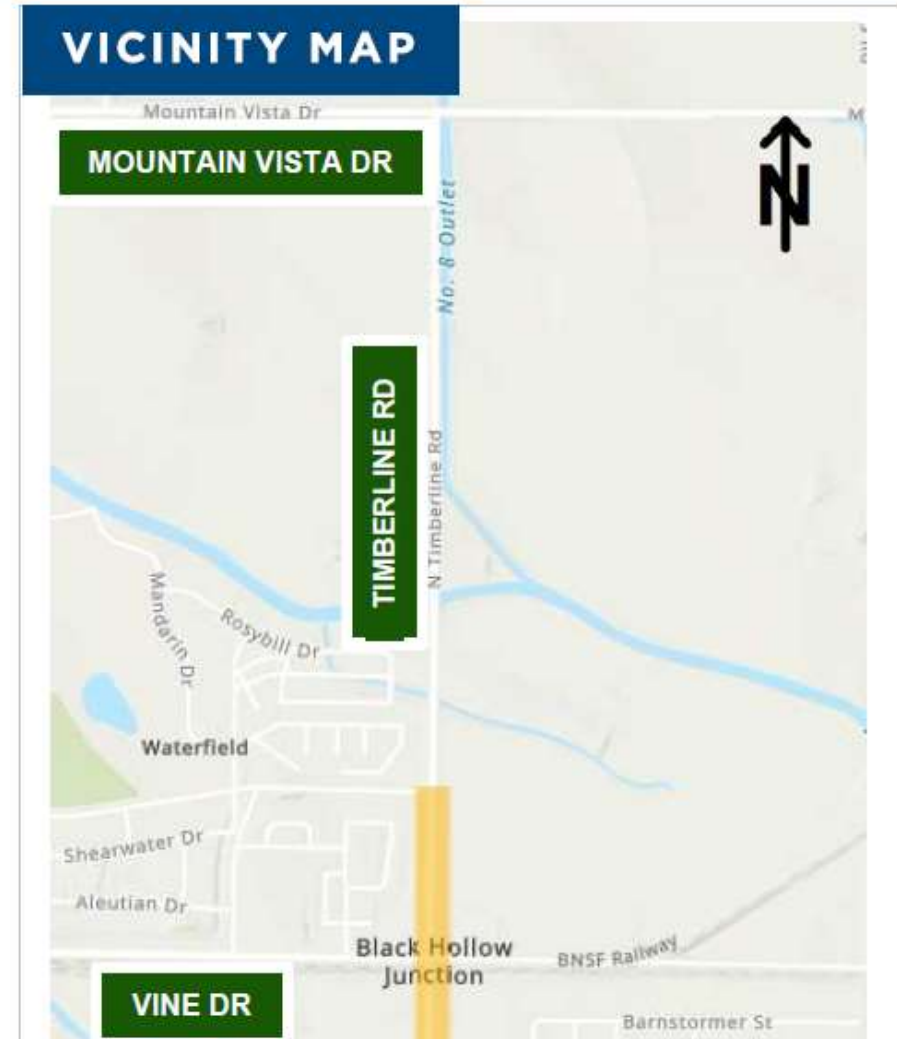
PROJECT J | N Timberline Road Overpass at E Vine Drive

Location: Timberline Rd at Vine Dr

Project Type: New Construction – Grade Separation

Project Description: Grade separate Timberline Rd over Vine St. Provide bicycle and pedestrian accommodations from Timberline Rd to Vine Dr.

Goals: Eliminate at grade rail crossing. Improve safety, and traffic operations on Timberline Rd. Improve multimodal connectivity.



PROJECT K | Boardwalk Drive & Harmony Road Signal Improvements

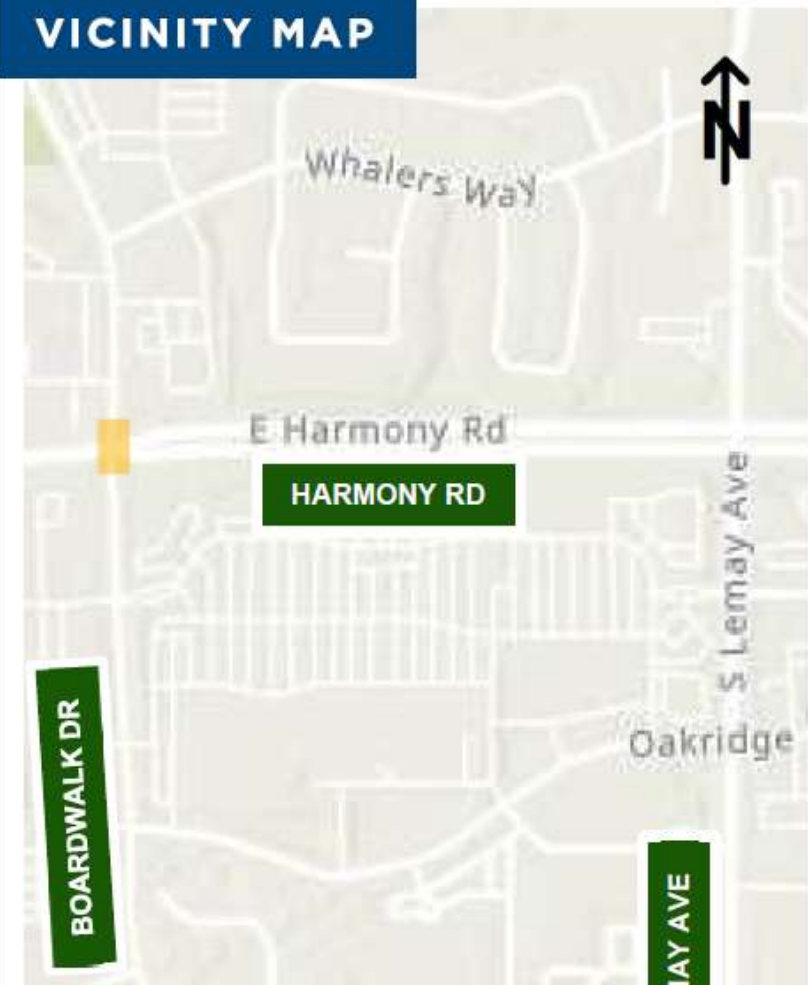
Location: Boardwalk Dr & Harmony Rd Intersection

Project Type: Intersection Improvements

Project Description: Add longer NB mast arm to improve NB signal head alignment. Add left side of pole heads and upgrade all LT to FYA; Ped Button Accessibility; Retiming. Add leading pedestrian interval and lagging right turns. Upgrade existing cabinet. Add additional paint bicycle marking and consider restripe EB approach to have a buffered bike lane.

Goals: Improve safety at intersection by upgrades to existing signal infrastructure. Improve safety for bicycles and pedestrians.

VICINITY MAP



PROJECT L | E Harmony Rd & JFK Pkwy/Hogan Dr Intersection Improvements

Location: Harmony Rd and JFK Pkwy Intersection

Project Type: Intersection Improvements

Project Description: Remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane). Add WB RT overlap. Align lanes on the south leg by widening to the east. Add separated bike lanes on the north leg.

Goals: Improve safety at intersection by upgrades to existing signal infrastructure. Improve safety for bicycles and pedestrians.



PROJECT M | Suniga Road Roadway Improvements

Location: Suniga Rd from Lemay Ave to Timberline Rd

Project Type: New Construction

Project Description: Extend Suniga Rd from Lemay Ave to Timberline Rd with a 4-lane median divided section

Goals: Extend roadway to accommodate future development and improve multimodal connectivity.



PROJECT N | E Prospect Rd Corridor Improvements

Location: Prospect Rd from Sharp Pointe to I-25

Project Type: Corridor Improvements

Project Description: Widen Prospect Rd to a 4-lane median divided facility with active modes/transit elements. Provide sidepaths for active modes.

Goals: Expand vehicular capacity and improve multimodal connectivity.



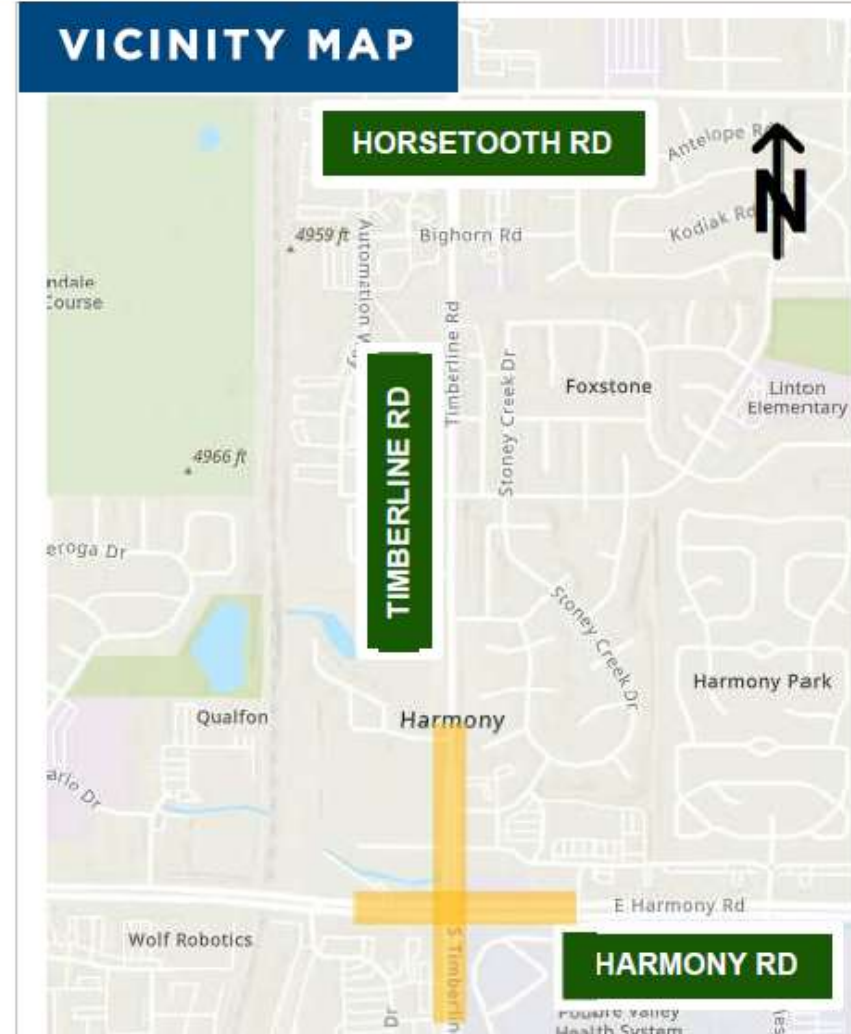
PROJECT O | S Timberline Rd & E Harmony Rd Intersection Improvements

Location: Timberline Rd and Harmony Rd Intersection

Project Type: Intersection Improvements

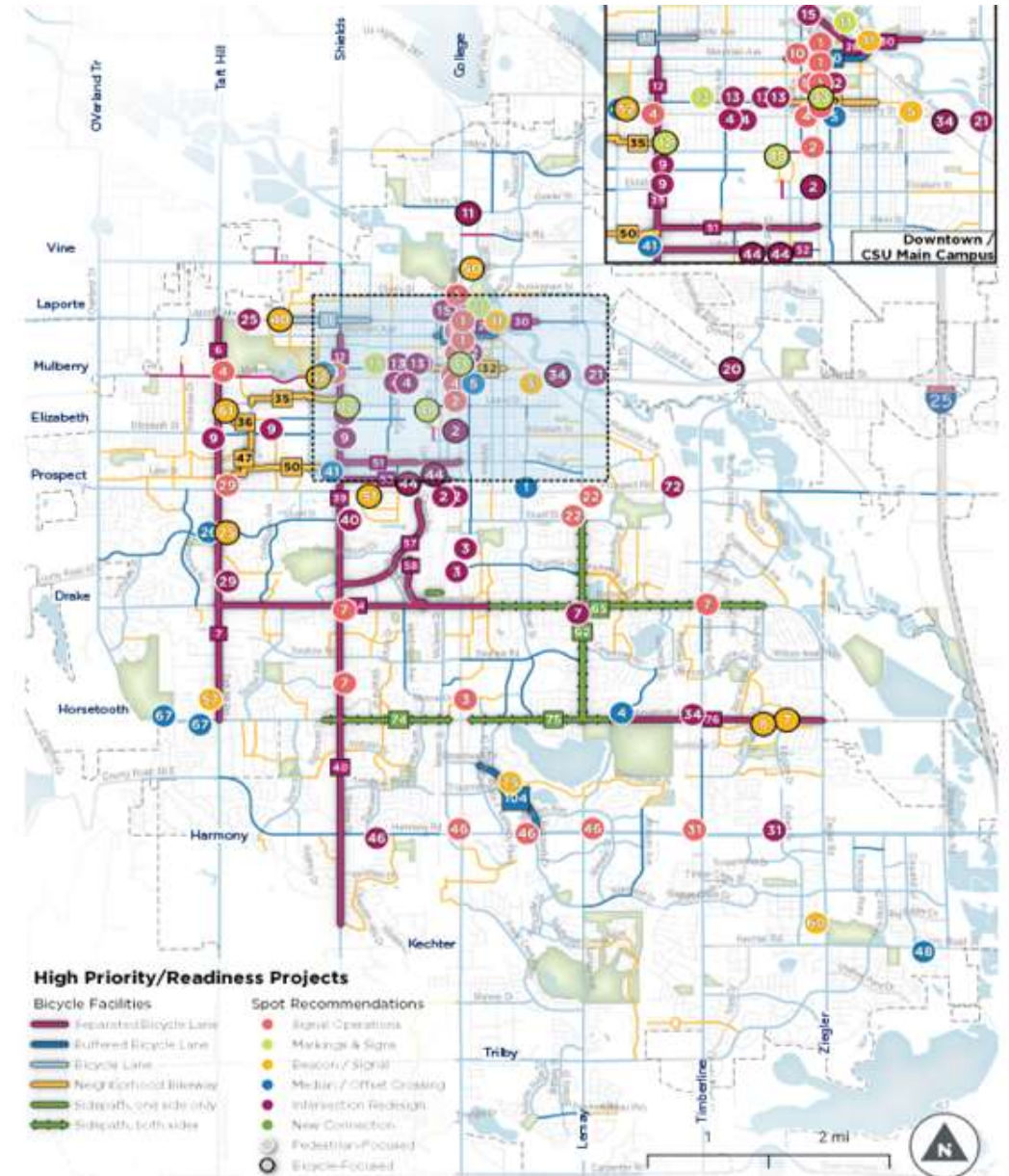
Project Description: Add 3rd NB & SB through lanes and separated bike lanes on Timberline Road with reduced lane widths. Protected Intersection at Timberline Road and Harmony Road. Prohibit right turn on red and show flashing arrow for right turns.

Goals: Improve safety along arterials and at intersections for multimodal users.



Phase 1: High Priority/Readiness

- Focused on strengthening the core network
- Includes strategic crossing improvements citywide
- Cost estimate: \$30.4 million



Phase 2: Medium Priority/Readiness

- Focused on expanding the core network to a larger geography of the city
- Includes more complex projects
 - Cost estimate: \$57.1 million

