Pedestrian Plan Fort Collins

February 15, 2011

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Credits

The 2010-11 *Pedestrian Plan* Update involved a significant effort of staff, consultants, and public participation process including continuous feedback from Boards and Commissions, Non-Profit Organizations, City Council and citizens of the community.

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Air Quality Advisory Board
Bicycle Advisory Board
Commission on Disability
Natural Resources Advisory Board
Parks and Recreation Advisory Board
Planning and Zoning Board
Senior Advisory Board
Transportation Board
Women's Commission
Youth Advisory Board

Non-Profit Organizations

Brain Benders/People Advocating Change
Elderhaus

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Introduction and Background

PURPOSE OF PLAN AND THE NEED FOR AN UPDATE

First developed in 1996, the *Pedestrian Plan* addresses citywide pedestrian needs like gaps in the sidewalk, safer ways to cross the street, and better ramps at street corners. The *Pedestrian Plan* outlines issues and proposes solutions to problems for pedestrians with the ultimate goal being safe, easy, and convenient pedestrian travel for all members of the community. The *Pedestrian Plan* summarizes these findings and acts as a guide as the Fort Collins community grows and changes. This effort also updates and prioritizes the City's list of pedestrian improvement projects and explores potential funding options.

The purpose of the *Pedestrian Plan* is to promote a pedestrian-friendly environment that will encourage the choice to walk for visitors, students, and residents. The plan is for a wide range of pedestrians including longboarders, skateboarders, stroller walkers, disabled and abled commuters and recreational users. In addition, the *Pedestrian Plan* will promote a pedestrian-friendly environment where public spaces, including streets and off-street paths, offer a high level of comfort, convenience, efficiency, quality of experience, and safety within the city.

This update to the *Pedestrian Plan* is part of the *Plan Fort Collins* process that also includes updates to *City Plan* and the *Transportation Master Plan* in 2010-11. It has been almost 15 years since the 1996 plan was developed, and new thinking and techniques have evolved. Community needs and values have changed since the *Pedestrian Plan* was adopted in 1996. Examples of this include a stronger emphasis on environmental sustainability, global awareness of fossil fuel use and possible alternatives, and a new emphasis on the needs of an aging population.

PROGRESS SINCE THE 1996 PEDESTRIAN PLAN

Several big accomplishments have been made since the 1996 Pedestrian Plan. Fort Collins was one of the first cities to create a pedestrian Level of Service (LOS). In preparing the Pedestrian LOS standards and methodology, it became evident that pedestrian measures such as pedestrian density and flow rate as defined by the Highway Capacity Manual were inappropriate for Fort Collins, a medium size urban area. Therefore, a planning LOS set of procedures was developed to evaluate existing conditions and proposed public and private projects. In addition to the LOS analysis procedure, LOS targets or standards were defined for different areas within the City.

The City also updated its traffic ordinances to give right-of-way to the pedestrian over the automobile at crosswalks, intersections, and driveways. City ordinances used to give the vehicle the right-of-way over pedestrians at a crosswalk or at an intersection without a

crosswalk unless the pedestrian was already in the street. Even then, the vehicle was only required to yield to the pedestrian in the lane of traffic occupied by the pedestrian. To promote the pedestrian as a mode of transportation and promote access to transit, a pedestrian right-of-way ordinance was adopted to require a vehicle to yield the right-of-way to a pedestrian crossing a roadway within any marked crosswalk or within any unmarked crosswalk at an intersection. The provision does not relieve a pedestrian from the duty of using care for his or her safety.

Another change was the requirement to conduct a multi-modal Traffic Impact Analysis (TIA) to address pedestrian needs and mitigation.

The street standards were also updated to provide for an improved pedestrian environment. Standards were updated to reflect more pedestrian friendly designs for intersections, sidewalks, corner ramps, and stop bars.

Since 1996, the City has continued to implement pedestrian infrastructure improvement projects. In comparison to the street infrastructure improvements, the number and magnitude of pedestrian projects is significantly less, but the value of the improved safety and connectivity for pedestrians is very important. Using available funding from the Building Community Choices and Building on Basics sales taxes, selected pedestrian projects are completed each year. The 2010-11 update to this Plan reevaluates the list of pedestrian priority projects, funding sources, and partnerships, and identifies potential projects through 2015.

RELATIONSHIP TO OTHER PLANS

Plan Fort Collins represents the process to prepare major updates to two key plans – *City Plan* and the *Transportation Master Plan*. *City Plan* illustrates the vision for Fort Collins over the next 20 years and provides an action plan for how to achieve that vision. The Fort Collins *Transportation Master Plan* serves a variety of purposes. It is a vision document that defines the long-term multimodal transportation system for Fort Collins' future. The plan also provides policy direction for decisions regarding the implementation of the transportation system. It is a framework document that serves as a comprehensive reference guide regarding transportation issues in Fort Collins. Additionally, the plan provides priorities for implementing projects to meet short-term deficiencies while working towards the ultimate transportation system the City is trying to achieve. Finally, the plan identifies transportation action strategies and performance measures that need to be taken as next steps toward implementation.

Figure P- 1: Relation of Pedestrian Plan to Other Plans

The Fort Collins *Transportation Master Plan* (TMP) reaffirms the City's commitment to providing a multi-modal transportation system including vehicle, transit, bicycle, and pedestrian means of travel. Fort Collins remains committed to providing a more balanced transportation system, giving citizens transportation choices that

will continue to maintain a high quality of life. The TMP includes updates to three key elements – the *Master Street Plan*, *Capital Improvement Plan*, and *Pedestrian Plan*. Other related Plans referenced in the TMP include the *Bicycle Plan* and *Transfort Strategic Plan*.

PUBLIC OUTREACH PROCESS

As part of the update to the *Pedestrian Plan* initiated in early 2010, a continuous and extensive public outreach process was conducted in conjunction with *Plan Fort Collins*. This community outreach process extended into 2011. Key sources of the public outreach and input are summarized below.

Website

A project website was created to provide a portal of information for the public, including important information on draft sections of the Plans, the schedule for public meetings, and opportunities for input.

Website: www.fcgov.com/pedestrianplan

Plan Fort Collins Community Workshop

Plan Fort Collins

In 2010, *Plan Fort Collins* was initiated to update both *City Plan* and the *Transportation Master Plan*. The *Pedestrian Plan* update process coincided with *Plan Fort Collins*, utilizing the same public outreach opportunities throughout the year**.** A summary of public comments received through the *Plan Fort Collins* process is included in Appendix A.

Plan Fort Collins community symposium public meeting

Boards and Commissions

As part of the outreach process, information about the *Pedestrian Plan* was shared with boards and commissions including the Transportation Board, Planning and Zoning Board, Parks and Recreation Advisory Board, Air Quality Advisory Board, Natural Resources Advisory Board, Bicycle Advisory Board, Senior Advisory Board, Commission on Disability, Womens' Commission, and the Youth Advisory Board. Input and feedback from the boards and commissions was incorporated into the *Pedestrian Plan*.

Social Media

Social media such as Facebook and Twitter were also used as part of the *Plan Fort Collins* outreach process. Feedback for the *Pedestrian Plan* included comments related to potential pedestrian improvements in the community. Individual comments ranged from adding new bike/pedestrian off-street trails, expanding pedestrian only blocks in the downtown area, and

maximizing safety measures to improving street crossings and the connectivity of the pedestrian environment.

Pedestrian Plan Survey

Approximately 200 people participated in an informal survey during the summer of 2010. Survey questions focused on people's most and least favorite pedestrian areas, identifying trouble spots, and suggestions for improvements. The survey input provided the basis for a list of pedestrian projects that will be used to implement the *Pedestrian Plan*. A copy of the survey and results can be found in Appendix B.

2010-11 PEDESTRIAN PLAN UPDATE – HIGHLIGHTED CHANGES

The *Pedestrian Plan* update incorporates refined foundational language including vision, policies, and implementation actions that are closely linked to *Plan Fort Collins* and the *Transportation Master Plan*.

A new analysis tool was developed for pedestrian planning during the 2010-11 update process. The GIS tool forecasts pedestrian demand using citywide "indices" of walking demand. These forecasts are used to evaluate future pedestrian improvements.

City staff determined that the majority of the existing Pedestrian LOS developed for the 1996 *Plan* is still relevant and will continue to be used. However, as part of the 2010-11 update, the sections of the Pedestrian LOS related to unsignalized and mid-block crossings are being amended to more accurately reflect the City's strategies for implementing these types of crossings. A new tool has been developed to determine the type and location of crossings.

The Pedestrian Priority Areas map was also updated to reflect new analysis for determining pedestrian Level of Service throughout the community.

Lastly, the 2010-11 update includes a pedestrian priority project list. This list combines remaining 2004 Capital Improvement Program projects and new projects identified by citizens over the past year.

Benefits of a Walkable Fort Collins

Walkability can be defined as a measure of how friendly an area is to walking. Walkable communities are desirable places to live, work, learn, and play. Their desirability comes from three factors. First, walkable communities locate goods (such as housing, offices, and retail) and services (such as transportation, schools, and libraries) so that they are easily and safely accessible by foot. Second, by definition, walkable communities make pedestrian activity possible, thus expanding transportation options and creating a streetscape that better serves a range of users – pedestrians, bicyclists, transit riders, and automobiles. Lastly, to foster walkability, communities can mix land uses, build compactly, and ensure safe and inviting pedestrian corridors.

Walkable communities are nothing new. Outside of the last half-century, communities worldwide have created neighborhoods, communities, towns, and cities premised on pedestrian access. Within the last fifty years, however, public and private actions often created obstacles to walkable communities. Conventional land use regulation often prohibits the mixing of land uses, thus lengthening trips and making walking a less viable alternative to other forms of travel. This regulatory bias against mixed-use development is reinforced by private financing policies that view mixed-use development as riskier than single-use development. Many communities – particularly those that are dispersed and largely auto-dependent – employ street and development design practices that reduce pedestrian activity.

Fort Collins is continually working to ensure that new development creates places that encourage pedestrian activity. Design standards have been updated and a pedestrian Level of Service (LOS) provides guidance for improving pedestrian accommodation. As the personal and societal benefits of a pedestrian friendly Fort Collins are realized – benefits which include lower transportation costs, greater social interaction, improved personal and environmental health, and expanded consumer choice – many are calling on the City to facilitate the development of more walkable places. Land use and community design play a pivotal role in encouraging pedestrian environments. By building more places with multiple destinations within close proximity where the streets and sidewalks balance all forms of transportation, Fort Collins will have the basic framework for continuing to encourage walkability.

Downtown Fort Collins Old Town Square with a highly supported pedestrian environment

HEALTH AND SAFETY

"Transportation impacts health directly: it affects air quality, injury risk, physical activity levels, and access to necessities such as grocery stores. Transportation is also one of the largest drivers of land use patterns...it thus determines whether communities have sidewalks and areas to play and be physically active, as well as whether communities are connected to or isolated from economic and social opportunities."
- The Transportation Rx, a report prepared in 2009 by the Convergence Partnership

The health benefits of regular physical activity are far-reaching: reduced risk of coronary heart disease, stroke, and other chronic diseases; lower health care costs; and improved wellness for people of all ages. Walkable cities promote healthy citizens. Health professionals recommend walking as a form of physical activity to help prevent a host of diseases including obesity, heart disease, and some forms of cancer.

The transportation system, including facilities for motorized and non-motorized transportation users, land use patterns, and design elements in the built environment, is strongly tied to human health. Health trends in Colorado related to the transportation system include:

- Eight of the ten leading causes of death in Colorado are associated with land use and transportation systems (including obesity-related chronic diseases such as stroke, cardiovascular disease, and diabetes as well as mental health and respiratory diseases).[1]
- While our senior population is increasing, research shows that one in three seniors would prefer to walk to their destination but do not feel supported by the environment.[1]
- Walking as little as 1.5 miles per day leads to a 30% decrease in the risk for heart disease, stroke, and diabetes.[1]
- Despite this, 75% of trips 1 mile or less are made by car.[1]
- Nationally, only 15% of children currently walk or bike to school, compared to nearly 50% of children in 1969.[1,2]
- Obesity rates have doubled in our community in the past decade. If Colorado's current obesity trends continue, it is estimated that 76% of Coloradans will be obese within the next decade (by 2020). Locally, one in five youth in our community are overweight or obese.[3]
- The consequences of obesity, poor nutrition, and lack of activity can include poor self-esteem, depression, high blood pressure, high cholesterol, diabetes, asthma, osteoarthritis, cancer, sleep apnea, joint problems, renal complications, gallstones, liver fibrosis, polycystic ovarian syndrome, and psychological consequences including fewer years of education, lower family income, higher poverty rates, and lower marriage rates.[3]

Students leaving Werner Elementary School

1 Kaiser Permanente, *Health and Built Environment Fact Sheet.* 2009
2 National Safe Routes to School Task Force. *Safe Routes to School: A Transportation Legacy.* July 2008.
3 Coalition for Activity and Nutrition to Defeat Obesity. www.CanDoOnline.org. Accessed 2010.

Pedestrian friendly environments help people move more. A growing body of research supports the importance of high quality pedestrian facilities for improving individual and population health. Studies show:

Access makes the difference:

- People who have access to natural and built facilities (including trails, paths, and other types of pedestrian accommodations) are 43% more likely to exercise 30 minutes each day. [4]

Perception of safety in the pedestrian environment influences activity:

- 43% of residents meet the recommended activity levels when they perceive the environment within ten minutes of their home as being safe, compared to 27% of residents who meet the recommended activity level when they do not view their environment to be safe.[5]
- Motor vehicle speed also influences the perception of safety for pedestrians, and for good reason. Pedestrians are less likely to be injured in the event of a collision with a motor vehicle traveling at slower speeds.[6]

Providing high quality pedestrian environments around transit hubs facilitates activity:

- US citizens who use public transit spend an average of 19 minutes per day walking.[7]
- 29% of transit users achieve the recommended amount of physical activity per day simply by walking at the beginning and end of a transit trip.[7]

Pairing infrastructure improvements with other encouragement and education opportunities improves safety:

- Studies of safe routes to school programs demonstrate a 50% decrease in child pedestrian and cyclist accidents.[8]

Providing compact design and destinations for pedestrians provides incentives:

- Compact design is associated with less weight gain[9,10,11] and more walking.[11]
- A mix of land uses has been associated with a 12.2% reduction in the likelihood of obesity due almost entirely to an increase in physical activity because residents have destinations to walk to.[12]

4 Active Living Research. www.activelivingresearch.org. Accessed 2010.
5 Powell KE, Martin LM, Chowdhury PP. *Places to walk: convenience and regular physical activity*. Am J Public Health. 2003.
6US Green Building Council. *Understanding the Relationship Between Public Health and the Built Environment.* May 2006.
7 Besser, LM and Dannenberg, AL. *Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations.* Am J Preventive Medicine. 2005.
8 Safe Routes to School National Partnership. *Safe Routes to School 2009 Policy Report, Moving to the Future: Building on Early Achievements.* 2009.
9 Ewing R, Schmid T, Killingsworth R, Zlot A, Raudenbush S. *Relationship Between Urban Sprawl and Physical Activity, Obesity, and Morbidity.* Am J Health Promotion, Sep/Oct 2003, V18, I1, 47.
10 McCann, B and R. Ewing. *Measuring the Health Effects of Sprawl: A National Analysis of Physical Activity, Obesity and Chronic Disease.* Smart Growth America. 2003
11 Saelens B, Sallis J, Frank L. *Environmental correlates of walking and cycling: Findings from the transportation, urban design, and planning literatures. Annals of Behavioral Medicine*. 2003.
12 Frank L, Andersen M, Schmid T. *Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars.* Am J Preventive Medicine. 2004.

Finally, the quality of the pedestrian environment is important to influencing health: Neighborhoods that have been identified as "walkable" have residents that take twice as many walking trips as those in less walkable neighborhoods.[13]

Poudre River multi-use trail

[13] Active Living Research. www.activelivingresearch.org. Accessed 2010.

Sustainability and Walkability

The City of Fort Collins is committed to sustainability as a core value, and operating in a manner that lowers its ecological impacts while strengthening its economical and societal leadership. The central premise of a sustainable operation is that it balances social, economic, and environmental factors in decision making and management.

The basic tenets of sustainability serve as the guiding principles for the vision and as a foundation underpinning all components of the *Pedestrian Plan*. These tenets are:

- A focus on the future with a long-term perspective (an outlook for the generations to come)
- An understanding that the community is bounded by the limits of the natural world and its resources
- A systems perspective that recognizes the economic, human, and environmental implications of policies, decisions, and outcomes

Figure P- 2: Sustainability System Approach Concept

Plan Fort Collins incorporates a new sustainability model within *City Plan* and the *Transportation Master Plan*. New plans, programs, and projects beginning in 2011 will address the core value of sustainability, assess impacts, and identify ways to monitor progress over time. The *Pedestrian Plan* also incorporates sustainability. While it does not include the same rigorous sustainability analysis process as *City Plan* and the *Transportation Master Plan*, the *Pedestrian Plan* still subscribes to the same guiding principles. A brief summary of the pedestrian related economic, environmental, and social considerations are identified in the following sections.

ECONOMIC CONSIDERATIONS

Sustainability as it relates to the transportation system is a broad topic. It involves the movement of people and goods in a manner that most effectively uses existing infrastructure and that doesn't exacerbate environmental and social impacts, according to the Netbalance Foundation. Sustainable transportation broadly achieves positive environmental, social and economic benefits by making better transport choices.

Walkable cities create vital and active streets by promoting commercial and social exchange. With approximately 40% of the land area of U.S. cities dedicated to transportation, streets and sidewalks are the city's most expansive public spaces. Sidewalks ideally function as positive places to meet, play, live, work, and shop. Current Fort Collins street standards support walkability, reflecting high quality pedestrian infrastructure, positive visual appearance, and safety.

The 2010-11 update to the *Pedestrian Plan* reevaluates the list of future pedestrian improvement projects. Projects are given a higher priority if they contribute to the viability of nearby commercial activity centers by providing new or improved pedestrian infrastructure.

These types of infrastructure improvements also support infill and redevelopment. While an indirect impact, well designed sidewalks, street crossings, signage, urban design, and safety measures collectively support active pedestrian destinations.

The list of proposed future pedestrian improvement projects primarily focuses on addressing existing pedestrian infrastructure deficiencies. While funding is limited, each year funded improvements help reduce this gap by bringing existing facilities in compliance with current standards. The ultimate goal is to have a complete citywide system of sidewalks, ramps, trails, street crossings, and supporting pedestrian facilities that meet current standards. Measured progress towards this end will continue to support overall walkability and economic development opportunities in Fort Collins.

ENVIRONMENTAL CONSIDERATIONS

Walking is the most sustainable mode of transportation. Transportation is responsible for nearly 80 percent of carbon monoxide and 50 percent of nitrogen oxide emissions in the U.S. Although individual cars are much cleaner today than they were in earlier years, if total vehicle travel continues to grow overall air quality will deteriorate. Moreover, cars and trucks burn millions of barrels of oil, a non-renewable energy source, every day. Fewer trips made by this mode also mean fewer “cold starts” by vehicles, which is when some of the most toxic emissions occur.

Walkable cities reduce environmental impacts by promoting walking as a zero emissions form of transportation. Good walking routes to transit complement the role of public transit in providing an environmentally sustainable alternative to the private automobile. Although typically not counted in transportation surveys, every trip on transit is sandwiched between two pedestrian trips. Especially in conjunction with cycling and transit riding, walking provides a promising non-polluting transportation alternative.

HUMAN CONSIDERATIONS

Nearly one-third of the population is unable to drive including children, many disabled people, seniors, and those unable to afford the cost of owning and operating a vehicle. Pedestrian travel is more equitable than other forms of transportation. Walking is the most inexpensive and broadly accessible form of transportation and recreation. Walking requires no fare, fuel, or license. For those who cannot afford other modes of transportation, the ability to walk safely is essential. For young people, walking affords a sense of independence that is not possible with other modes of transportation. For older people, walking is an effective means to stay active, both physically and socially.

Better conditions for walking have intangible benefits to quality of life. Walking is an indicator of a community’s livability, a factor that has a profound impact on attracting businesses and workers as well as tourism. In areas where people walk, there is a palpable sense that these are safe and friendly places to live and visit.

Downtown Fort Collins is a great example of a successful, attractive, efficient, and safe pedestrian environment. The long-term challenge is to ensure other commercial and employment areas, including surrounding neighborhoods, also incorporate best walkability practices.

Factors Influencing Walkability in Fort Collins

There are some consistent challenges for pedestrians in Fort Collins that were identified through field observations or by talking with citizens and City staff. In order to plan for walkability, it is important to consider what factors contribute to travelers' decisions to walk to local destinations. Some decisions involve physical impediments, such as an incomplete sidewalk network, that prevent pedestrians from being able to complete their trips. Other decisions involve perceptions, such as personal safety while walking at night.

Many factors influence the decisions people make about how they will move through the city. Barriers to pedestrian activities can occur in a variety of situations. Barriers can arise from oversight, budget constraints, natural physical conditions, and location or layout of an area.

In general, factors influencing walkability in Fort Collins can be described by pedestrian infrastructure conditions, maintenance of pedestrian infrastructure, and pedestrian/vehicle traffic interactions. Other factors include changing times and demographics, accident data, and pedestrian demand.

PEDESTRIAN INFRASTRUCTURE

Sidewalk Conditions

The character of the sidewalk to be used by people affects their decision to walk. Sidewalks that are not properly planned, designed, constructed, or maintained are less likely to encourage pedestrian activity. Most sidewalk-specific issues can be corrected with planning, construction, or maintenance. Poor sidewalk conditions can be experienced in several ways, such as the following:

- Gaps in sidewalks or discontinuous sidewalks
- Sidewalks that are too narrow (preclude two or more persons walking together or prevent wheelchair access)
- Uneven sidewalk surfaces (examples include pavement segments that are not level, heave from frost or tree roots, poorly designed driveway cuts, tree grates not level with the walking surface, and substandard or unmatched paving materials)
- Poor sidewalk pavement condition
- Security concerns such as lack of pedestrian scale lighting and transit stop lighting

City staff conducted a walking survey in the spring of 2010 to assess areas of Fort Collins' pedestrian infrastructure that need improvement. The survey collected input from citizens about where they would like to see pedestrian investments, and pedestrian projects throughout the community were identified (see Appendix B and Appendix G).

The majority of projects identified relate to sidewalk and ramp improvements. Many of these projects address existing infrastructure deficiencies in older parts of the city. However, projects are distributed in all four quadrants of the city (see Project Map in Appendix F). Other projects identified included new grade separated trail crossings and improvements to pedestrian intersections and transit stops.

Physical Environment

The landscape through which pedestrians travel can affect their decision to walk. Routes that are designed poorly may preclude pedestrian use. Some physical obstacles are unavoidable, while others can be addressed with planning or maintenance. Physical obstacles can be comprised of elements such as the following:

- Landscape topography (too steep, river crossings)
- Transportation features (highways or arterials without signalized intersections, railroads)
- Obstacles on sidewalks (phone poles, fire hydrants, café seating)
- Objects encroaching on the sidewalk (vegetation overgrowth)
- Features that shield or block pedestrians from drivers' views (objects such as signs, bushes, or large planters)
- Misuse of sidewalks (parked cars blocking pedestrians)

Routes that are well designed for pedestrian activity can create more comfortable places that encourage walking. Design features that can help limit physical obstacles to walking include pedestrian scale lighting, pedestrian oriented design (buildings built up to the sidewalk, windows, active ground level uses), and sidewalk enhancements (benches, wayfinding, café seating). For a more complete list of pedestrian design guidance, refer to the 1996 Pedestrian Master Plan. The design recommendations from that plan still apply to the City of Fort Collins.

Separation of Uses

Over the last 50 years, zoning, land use codes, and ordinances have lead to land use patterns that separate where people live from employment, shopping, and recreation. Locations built more recently throughout the city have been designed with curvilinear street networks and cul-de-sacs rather than traditional grid street networks. The new style of development can lengthen the distance between destinations; direct connections that make walking easy and efficient have been lost. Walls and fences can further exacerbate the problem in separating activities and uses.

To minimize the separation of uses, *City Plan* encourages mixed use and infill development in key activity centers and corridors throughout the city. The *Transportation Master Plan* encourages connections to make walking through the city accessible for all ages and abilities.

Temporary Barriers and Obstacles

Some pedestrian barriers disappear with time. Temporary barriers include seasonal factors that are weather-related or could be related to construction activities. Some temporary barriers can be avoided with detours or improved planning, while others require more patience. Temporary barriers may be comprised of the following:

- Weather impacts (sidewalk or curb flooding, poor drainage, low or encroaching branches on trees, drifts of tree leaves or snow, cold temperatures, wind exposure)
- Construction (equipment/signs in sidewalks, eliminated sidewalks)
- Temporary barrier signs (installed at terminus of sidewalk and development adjacent to existing gap)

Funding

While new development includes the installation of pedestrian facilities, finding funding for improvements to existing deficiencies is a challenge. Funding is scarce, and the City is required to dedicate a significant portion of pedestrian funds toward the installation of curb ramps and the removal of access barriers. This can limit funds for other pedestrian projects such as fixing gaps in infrastructure and upgrading ADA infrastructure. Potential funding options are identified in the Implementation chapter.

MAINTENANCE

The City of Fort Collins, as with most cities, has several general maintenance issues: snow removal, sidewalk maintenance, sign maintenance, pavement marking maintenance, and pedestrian signal maintenance. Current policies designate sidewalk maintenance responsibility to the adjacent land owner for local streets. Often, this responsibility is neglected or delayed, resulting in a challenge for pedestrians trying to negotiate these sections of walkways.

Long term maintenance within the public right-of-way is the City's responsibility, including the repair and clearance of larger arterial street sidewalks, signs, pavement markings, and signals. While some of these maintenance items are conducted on a seasonal basis, such as pavement markings, other identified problems are addressed on a case-by-case basis depending on available funding. Other recognized gaps in pedestrian facilities, such as sidewalk repairs, fall into long-term implementation, again dependent on available funding. A limited transportation budget has an impact on maintenance citywide.

PEDESTRIAN/VEHICLE TRAFFIC INTERACTIONS

Intersections and Crosswalks

Lack of street crossings or difficult street crossings affect pedestrian activity. The most common setting for pedestrian-vehicle interaction is at intersections, particularly signalized intersections. Challenges at intersections include the following:

- No crosswalk signals or insufficient time to cross the street
- Long crossing distances on wide streets with multiple lanes that increase pedestrian exposure to traffic
- Uneven curbs or no curb ramps
- Pavement treatments (decorative treatments may confuse drivers or may deter visually impaired pedestrians)
- Heavy turning volume that deters pedestrian crossing (especially heavy right-turn movements that can occur on red lights)
- Discontinuous walking route through intersection (curb cuts that occur at different locations within an intersection)

Many of the people interviewed through the *Pedestrian Plan* update process believe that there is a growing disregard for pedestrian rights and safety on the part of motorists. Some believe this to be part of a growing disregard for traffic laws in general.

Example of existing gap in sidewalk system

CHANGING TIMES AND DEMOGRAPHICS

Demographics

Demographics play a role in transportation and pedestrian planning. Children and seniors are more likely to walk for many trip purposes. In many cases, if adequate provisions for walking are not made these individuals can become transportation-dependent on the automobile or demand responsive transit such as Dial-a-Ride.

Nationally, only 15% of children currently walk or bike to school, compared to nearly 50% of children in 1969.[14] Several factors create barriers for walking to school in Fort Collins. Some neighborhoods lack direct connections to schools and parks. As a result, school aged children rely more on busing and carpooling. This contributes to a lack of physical activity, additional congestion on roadways, increased cost for school transportation services, and increased environmental impacts. Another barrier to walking to school in Fort Collins is the "School of Choice" program used by the school district. It encourages trips by automobile which increases congestion at schools and discourages the concept of neighborhood schools that are walkable. Also, many "School of Choice" students who do walk end up having to cross major arterials as the traditional school boundaries designed to avoid this have been lost.

[14] Active Living Research, May 2009 Research Brief. Walking and Biking to School, Physical Activity and Health Outcomes, activelivingreserach.org

The United States is an aging nation. The "baby boom" epoch from 1946 to 1964 saw the greatest number of births the nation has ever seen over a comparable period of time. Boomers turn 65 between 2011 and 2029, leading to substantial change in the nation's demographic profile. In Fort Collins, the share of the population that is 65+ is estimated to increase from about 8% in 2010 to about 19% by 2030, and then drop between 2030 and 2060 to about 11%. Such change will affect housing, transportation, and other service needs.

Pedestrian infrastructure needs to accommodate a diverse population with special needs

The city's ethnic diversity will also change. Overall, like much of the U.S., Fort Collins will likely become a more diverse community. It is also projected that the composition of Fort Collins households will change dramatically between 2010 and 2040. Family households (married couples with and without children) could fall to about half of all households by 2040, but family households with children may comprise less than a quarter of all households by 2040. Single-person households may increase to about 37% of all households by 2040.

Persons with disabilities are especially challenged when the basic pedestrian infrastructure is lacking or not maintained in a quality manner. While current City standards for sidewalks and street crossing facilities are required for new development, many of the existing older areas of the city either lack complete facilities or sections of sidewalks or are poorly maintained, making travel difficult. In addition, safety at pedestrian street crossings is a concern in certain

locations due to the timing of signalized crossings and wide arterial street crossings with no pedestrian refuge at median points. Citizen comments during the update process have confirmed these concerns.

ACCIDENT DATA

City staff from the Traffic Operations Department compiled pedestrian accident data between the years 2000 and 2009. A more detailed summary can be found in Appendix C of this Plan. The total number of pedestrian accidents remained relatively consistent over this timeframe with an overall average of 33 accidents per year.

In reviewing the number of accidents compared to the population, taking into account the population increase that has occurred, there has been a slight downward trend in the number of pedestrian accidents over time. Age is another interesting measure related to pedestrian accidents in the city. For several years age was not reported. From 2007-2009, the highest percentage of accidents reported involved pedestrians between 15 and 34 years of age.

Pedestrian accidents can be further broken down into various types of accidents based on the circumstances. Common types of pedestrian accidents are as follows:

- Dart Out – Accidents where pedestrians enter the street in front of an approaching driver who is too close to avoid the collision.
- Mid-Block Crossing Accident – Accidents where a pedestrian crosses mid-block (not in a crosswalk), fails to yield to motorists, and is struck by a vehicle. These accidents tend to happen at night when pedestrians are less visible.
- Pedestrian Crosses Against Signal – Accidents at signalized intersections resulting from a pedestrian crossing against the signal indication.
- Pedestrian in the Roadway – Pedestrian walking, standing, playing, or working in the road is struck by a motorist.
- Car Fails to Yield at Signalized Intersections – Accidents at a signalized intersection where a pedestrian legally crossing the street is hit by a (typically turning) motorist.
- Car Fails to Yield at Un-Signalized Intersections – Accidents where a pedestrian is legally in the crosswalk and is hit by a driver who does not yield the right of way.
- Backing Accidents – A car backing up strikes a pedestrian behind the car.

Dart out accidents and accidents at intersections involving turning vehicles are the most common type of pedestrian accidents in Fort Collins.

PEDESTRIAN DEMAND

As part of the 2010-11 update to the *Pedestrian Plan*, a demand analysis tool was created and used to estimate the demand for walking in different parts of the city. The analysis is based on the relationship between the built environment and travel patterns. The tool can provide forecasting analysis to understand walking demand. These forecasts can be used to evaluate future pedestrian improvements.

Citywide application for the pedestrian demand analysis includes prioritizing improvements in areas where they will have the biggest benefit, evaluating changes in how many people choose to walk over time, and quantifying emissions due to increased investment in pedestrian facilities. Site specific applications include evaluating land use development proposals against expected changes in walking activity, accounting for exposure in evaluating pedestrian collisions, and developing future intersection designs based not only on traffic demand but also pedestrian demand.

The walking demand analysis tool was developed from a variety of factors including the following:

- Population Density
- Employment Density
- Land Use Mix
- Parks
- Schools & Colleges
- Bus Stops
- Neighborhood Shopping District
- Age
- Vehicle Ownership
- Block Size
- Intersection Density
- Bicycle Network

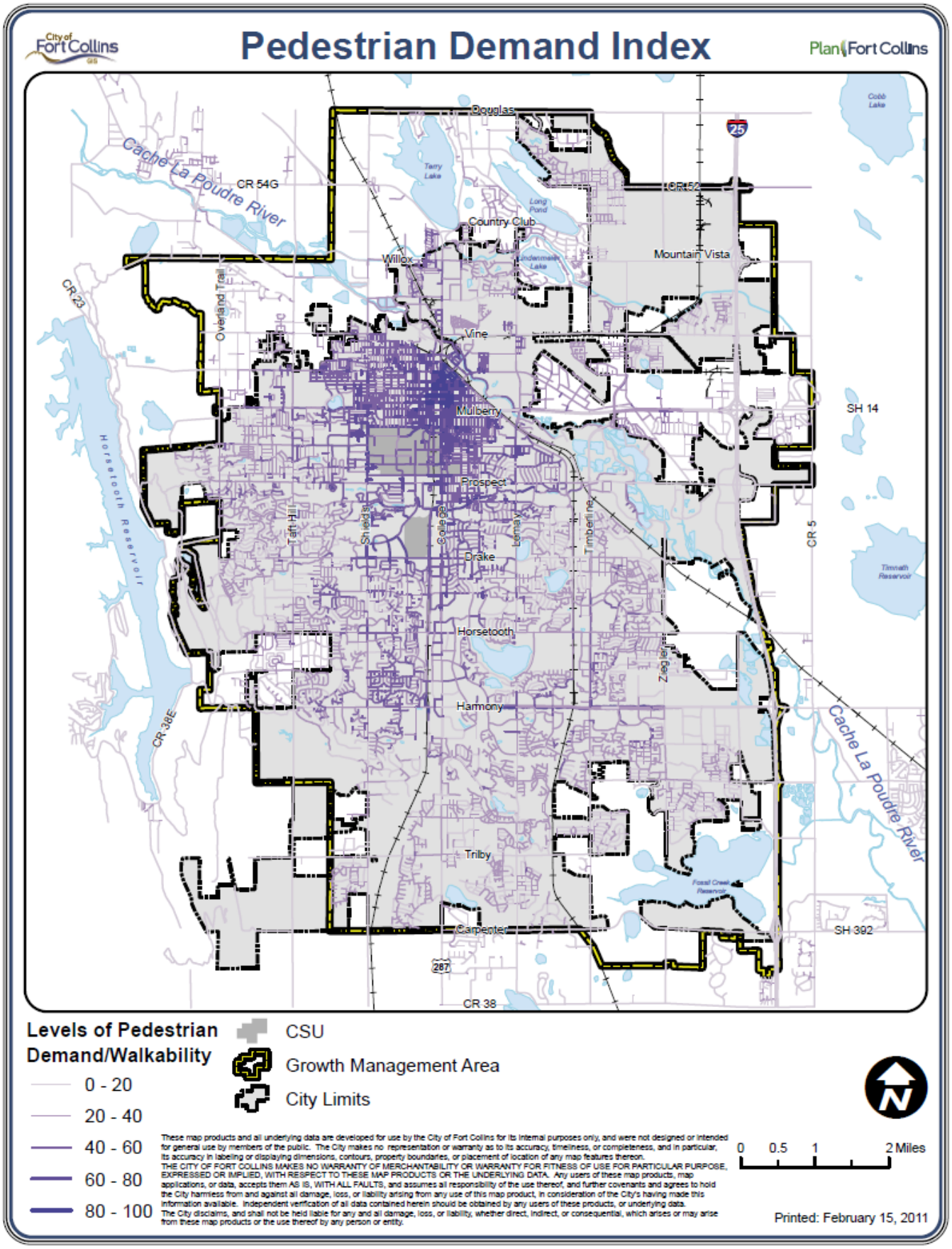
The methodology for developing the tool is comprised of the following steps:

1. Compile data that will be used to create the pedestrian demand model
2. Perform GIS analysis and processing
3. Join attributes for each variable to the City's GIS street centerline file and trails file
4. Summarize walking scores

Adaptations were made to the model to better reflect the walking conditions in Fort Collins and the observed pedestrian counts. Indexed scores were then normalized to establish a range of scores from 0 – 100, representing the least to most walkable of Fort Collins streets and trails.

The following map shows the pedestrian demand index for Fort Collins. Indexing scores range from 0 – 100, with higher scores representing better walkability. A detailed summary of the demand analysis is in Appendix D.

Figure P- 3: Pedestrian Demand Index



Vision, Principles, Policies

PLAN FORT COLLINS VISION

Through innovation, sustainability, and connections, the City of Fort Collins aspires to create a vibrant, world-class community. The City of Fort Collins is committed to providing leadership and exceptional service to citizens, but recognizes that the entire community must be involved to achieve this vision.

TRANSPORTATION MASTER PLAN VISION

A connected community:

- Land use and transportation will be fully integrated, both locally and regionally, to create an affordable, accessible, low energy, low impact, and efficient transportation system.
- Multiple modes of safe, affordable, easy, and convenient travel will ensure mobility for people of all ages and abilities. Multiple travel modes will make it easy to choose transportation options that support a healthy lifestyle. Innovative travel modes will be accommodated through flexibility in the transportation system.
- The transportation system will provide safe, reliable, convenient, and effective vehicular mobility and access.
- Travel infrastructure will be high quality and recognized as world-class by residents, visitors, and peers.
- People will be aware of the impact that their travel choices have on the transportation system, the environment, and the community. They will have travel options to choose from that help Fort Collins achieve its overall vision of being a world-class community.

PEDESTRIAN PLAN VISION

The city's high quality pedestrian network will provide for a safe, easy, and convenient mobility option for people of all ages and abilities.

PRINCIPLES AND POLICIES

To achieve the vision, and acting as a foundation for implementation, seven policy directives are identified including directness, continuity, street crossings, visual interest and amenity, security, education and enforcement, and maintenance.

Principle P1: Provide and encourage direct pedestrian connections.

Policy P1.1 – Direct and Visible Connections

Provide direct and visible pedestrian connections between cul-de-sacs, transit stops, schools, activity areas, public facilities, and other key pedestrian destinations.

Policy P1.2 – Avoid Barriers

Minimize and remove barriers that impede direct pedestrian access.

Downtown Fort Collins incorporates a wide range of pedestrian scale amenities including wide sidewalks, special paving, quality lighting and signage, street furniture, and landscaping

Principle P2: Link schools, neighborhoods, parks, activity centers, and other destinations with a continuous pedestrian network.

Policy P2.1 – Continuous and Understandable

Provide a continuous and understandable pedestrian network.

Policy P2.2 – Enhanced Travel Corridors and Activity Centers

Develop a complete pedestrian network in Enhanced Travel Corridors and Activity Centers.

Policy P2.3 – Sidewalk Cafes

Ensure that sidewalk cafes and other uses/features of the sidewalk area support rather than obstruct a continuous pedestrian network.

Policy P2.4 – Bridges and Crossings

Provide bridges and crossings over railroads, rivers, drainages, and other features that are major barriers to a continuous pedestrian network, and minimize out of direction travel. These crossings will be designed according to the City's "Design Guidelines for Grade Separated Pedestrian, Cyclist, and Equestrian Structures."

Principle P3: Develop safe, functional, and visually appealing street crossings.

Policy P3.1 – Crossing Treatment Identification Process

Use the crossing process to determine the type and location of new pedestrian crossings.

Policy P3.2 – Street Crossing Design

Design street crossings at intersections consistent with the Fort Collins Traffic Code, Land Use Code, Manual on Uniform Traffic Control Devices, and Larimer County Urban Area Street Standards with regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals, and landscaping.

Policy P3.3 – Pedestrian Level of Service

Apply intersection improvements to achieve and maintain pedestrian Level of Service standards at intersections.

Downtown Fort Collins incorporates safe pedestrian crossing with a median refuge area

Principle P4: Develop comfortable and attractive pedestrian facilities and settings to support and enhance the pedestrian network.

Policy P4.1 – Pedestrian Scale

Provide pedestrian scale improvements that fit the urban context of the area.

Policy P4.2 – Attractive Improvements

Develop attractive improvements including landscaping, vertical treatments, sidewalk widening, and furnishing that improves the character and pedestrian scale of the urban environment.

Downtown alley improvements reflect a high level of pedestrian walkability

Policy P4.3 – Special Design Features

Incorporate special design features, public art, and site details that can enhance the pedestrian scale of streets and become urban amenities.

Policy P4.4 – ADA Standards

Comply with Americans with Disabilities Act (ADA) standards so that pedestrian facilities can be used by children, the mobility impaired, and seniors.

Principle P5: Develop secure pedestrian settings.

Policy 5.1 – Lines of Sight

Provide clear and direct lines of sight in pedestrian settings to increase feelings of security.

Policy 5.2 – Illumination

Provide general illumination for security and visual safety of pedestrian areas and corridors.

Policy 5.3 – Physical Buffers

Develop physical buffers or edges between sidewalks and streets and parking lots.

Principle P6: Education, encouragement, and enforcement programs that establish awareness of transportation safety will be promoted.

Policy P6.1 – Safe Routes to School

The community will have a Safe Routes to School program focused on providing a sustainable method to educate children, teachers, parents, and the Poudre School District about safe walking and bicycling.

Policy P6.2 – Education, Encouragement, and Enforcement

Develop education, encouragement, and enforcement programs that promote safety and encourage respect for pedestrians and by pedestrians for traffic laws.

Policy 6.3 – Targeted Enforcement

Work with the police department to target enforcement of laws that promote pedestrian safety.

Policy 6.4 – Targeted Education

Educate society, the public, and professionals to effectively address pedestrian matters.

Principle P7: Maintenance of pedestrian infrastructure will ensure safe operation and long term preservation of the asset.

Policy P7.1 – Maintenance Program

Protect investment in pedestrian facilities, systems, and services through a proactive, high-quality maintenance program.

Policy P7.2 – Quality Material and Design

Use quality materials and designs that minimize maintenance needs.

Policy P7.3 – Sidewalk Repair and Maintenance Responsibility

The owners or occupants of property abutting sidewalks within the City shall be responsible for sidewalk repair and maintenance and removal of snow and ice

Seasonal maintenance of sidewalks is important to ensure safe walking conditions

Pedestrian Priority Areas

As part of the 2010-11 update to the *Pedestrian Plan*, the Pedestrian Priority Areas (PPA) map was updated. The updated PPA map incorporates information from the 1996 *Plan* map, *Plan Fort Collins* Targeted Infill and Redevelopment Areas map, *City Plan* Structure Plan map, *Master Street Plan* Overlay map, and Pedestrian Demand Index map. The PPA map is shown on the following page.

The PPA map represents a key element of the *Pedestrian Plan* and is used for applying the Level of Service (LOS) standards to pedestrian priority areas. These priority areas reflect different amounts of pedestrian use or activity throughout the city. There is one set of LOS measurements for all pedestrian activity areas. However, acceptable LOS thresholds vary by type of activity area. It would not be logical to require the same LOS standards everywhere. As an example, the needs and standards for the downtown and Colorado State University campus areas, which are highly pedestrian-dependent, are significantly different in character and need than an outlying industrial area. Therefore the Pedestrian Priority Areas map has been developed to identify the existing and anticipated pedestrian activity areas from which to assign LOS Standards. There are five pedestrian activity areas defined here.

Outdoor seating areas create energy and activity on the street, while allowing sufficient room for sidewalk access

Pedestrian Districts

This area reflects the highest pedestrian environment desired, a location where all LOS standards are A or B. This area would be appropriate for downtown and university areas, which typically have the highest pedestrian activity in a city. This pedestrian district would also reflect future high-use pedestrian activity areas, such as the *Mountain Vista Subarea Plan* Community Commercial District.

Activity Centers/Commercial Corridors

This category combines two high use pedestrian areas. Activity Centers represent primary commercial shopping centers throughout the community, as depicted on the *City Structure Plan* map. These areas include neighborhood and community commercial centers, typically served by transit and within walking distance of higher density residential areas. The second area is defined by the primarily commercial corridors such as College Avenue, East Mulberry Street, and Harmony Road. Other areas have a very high automobile dependency. By providing pedestrians linear connections between retail uses and the adjacent residential areas, pedestrian activity along these corridors could be significantly improved. Pedestrians are more likely to walk to areas within a one-quarter mile radius of neighborhoods and retail areas with higher pedestrian LOS.

School Walking Areas

These areas include all routes within a one-mile radius of an existing public school and around sites designated for future public schools. The PPA map does not show the one-mile radius buffer around each school site in order to not complicate the graphic presentation of the overall map layers.

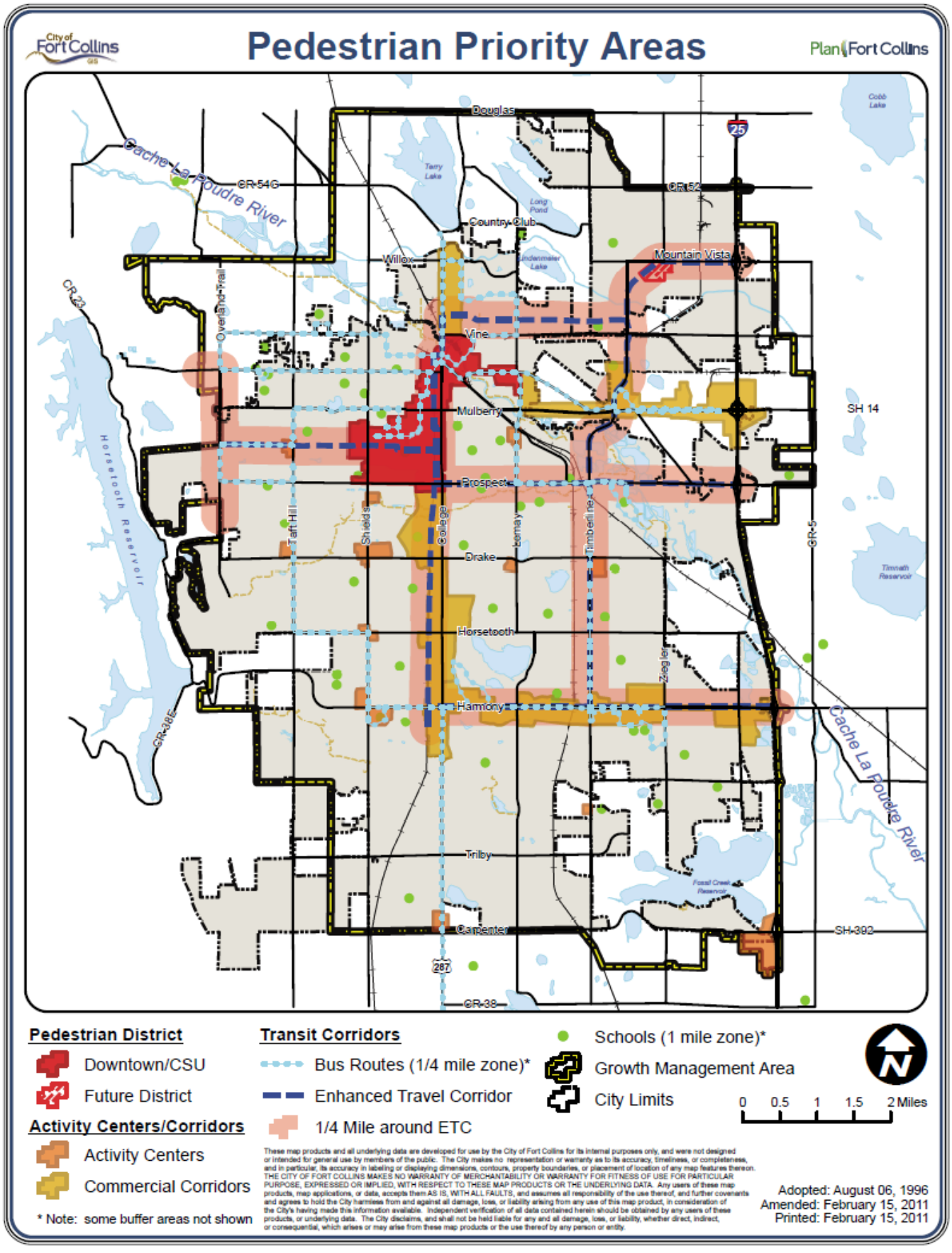
Transit Corridors

Areas within a one-quarter mile of existing transit and future routes identified in the Transfort Strategic Plan, including Enhanced Travel Corridors.

Other

This category includes all locations not falling within one of the four previous areas.

Figure P- 4: Pedestrian Priority Areas



Level of Service (LOS)

Level of Service (LOS) is a measure that is used to determine the effectiveness of elements of transportation infrastructure. The LOS measurement is most commonly used to analyze traffic delay on roadways. However, the City of Fort Collins has LOS standards for each travel mode including motor vehicle, public transit, bicycle, and pedestrian. These LOS standards guide public and private planning for mobility and accessibility in all transportation modes.

When the City of Fort Collins prepared the Pedestrian LOS standards and methodology in 1996, it became evident that pedestrian measures such as pedestrian density and flow rate, as defined by the Highway Capacity Manual, were inappropriate for Fort Collins. As a result, a set of planning LOS procedures were developed to evaluate existing conditions and proposed public and private projects. In addition to the methodologies of the LOS procedure, LOS targets or standards were also defined for different areas of the City.

As part of the 2010-11 update to the *Pedestrian Plan*, the Pedestrian Level of Service was evaluated to ensure that it still meets the needs of the City of Fort Collins. After evaluating the Pedestrian LOS against several other Pedestrian LOS methodologies, City staff determined that the majority of the existing Pedestrian LOS is still relevant and will continue to be used. The sections of the Pedestrian LOS related to unsignalized and mid-block crossings are being updated to more accurately reflect the City's strategies for implementing these types of crossings. A new process has been developed to determine the type and location of crossings. The new process is described in the next section of the *Pedestrian Plan*.

The Pedestrian LOS will retain the five areas of evaluation that were previously developed:

1. Directness
2. Continuity
3. Street Crossings (signalized only)
4. Visual Interest and Amenity
5. Security

These areas of evaluation are described below.

DIRECTNESS

Directness is a measurement of walking trip length. The measure of directness is simply how well an environment provides direct pedestrian connections to destinations such as transit stops, schools, parks, commercial areas, or activity areas. The grid pattern typifies the ideal system where a person can go north or south, or east or west, to easily get to their destination. The common curvilinear residential subdivision which may have cul-de-sacs that back onto a commercial center, transit stop, school, or park might be physically proximate to a potential pedestrian destination. However, many areas often require a circuitous route which deters pedestrian trips.

The directness LOS measure is based on a ratio of the actual distance from trip origin to trip destination divided by the measured minimum distance (as the crow flies) between those two points. Actual destination is further defined by either existing conditions or the proposed public/private development.

Measuring the directness LOS requires selecting one or two trip origin locations in a smaller development and up to five or six representative trip origin locations in a larger development. Trip destinations are then identified.

Trip destinations are those locations to which pedestrians may walk such as transit stops, schools, parks, trails, and commercial areas. These destinations should be within approximately one-quarter mile, but could be further (e.g., junior high schools and high schools have a one-mile and one and one-half mile walking distance, respectively.) If no pedestrian destinations are within the immediate study area, the directness LOS is not applicable. Connections to arterials that could eventually support transit should be evaluated.

Figure P- 5: Level of Service - Directness

If the directness LOS is defined by the grid system, the minimum distance is the measurement from a representative trip origin to destination by the north/south axis. The actual distance is either the existing distance to walk from an origin to destination, or the distance if the development was constructed.

The actual/minimum ratio and Level of Service table is illustrated in Table P-1 below:

Table P- 1: Directness Level of Service

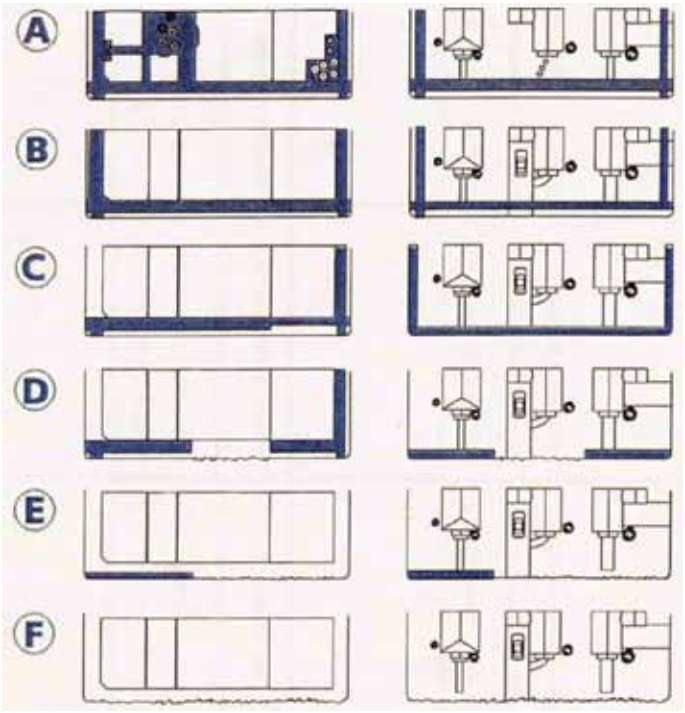
Level of Service	Actual Distance/Minimum Distance Ratio
A	< 1.2
B	1.2-1.4
C	1.4-1.6
D	1.6-1.8
E	1.8-2.0
F	>2.0

An actual/minimum (A/M) ratio of less than 1.2 is considered an A, whereas an A/M ratio of 2.0+ would be considered an F. An A/M ratio of below 1.0 could be achieved with the introduction of a diagonal street. Ideally, development proposals should be self-mitigated to achieve acceptable LOS standards prior to submittal to the City.

CONTINUITY

Continuity is the measurement of the completeness of the sidewalk system. A continuous pedestrian system from origin to destination is critical for pedestrian mobility. Continuity is a measure of both the physical consistency and type of pedestrian sidewalk and the visual connection from one block to the next.

Figure P- 6: Level of Service - Continuity



LOS A is achieved when the pedestrian sidewalk appears as a single entity within a majority of activity area or public open space.

LOS B provides a quality continuous stretch of pedestrian networks which are physically separated with landscaped parkways.

LOS C provides for a continuous pedestrian network on both sides of the street; however, these sidewalks may not be built to current standards.

LOS D reflects areas where there may not be sidewalks on both sides of the street or there are breaches in the system.

LOS E reflects areas where there are significant breaks in the system.

LOS F is a complete breakdown in the pedestrian flow where each pedestrian selects a different route because no pedestrian network exists.

STREET CROSSINGS

If pedestrians cannot safely cross a street to get to their destination there is little likelihood that they will be inclined to walk. Because street crossings place the pedestrian in the middle of the street, involving both the pedestrian and the automobile driver, the measurement of a street crossing becomes very complex. Achieving a high LOS for street crossings can require significant investment.

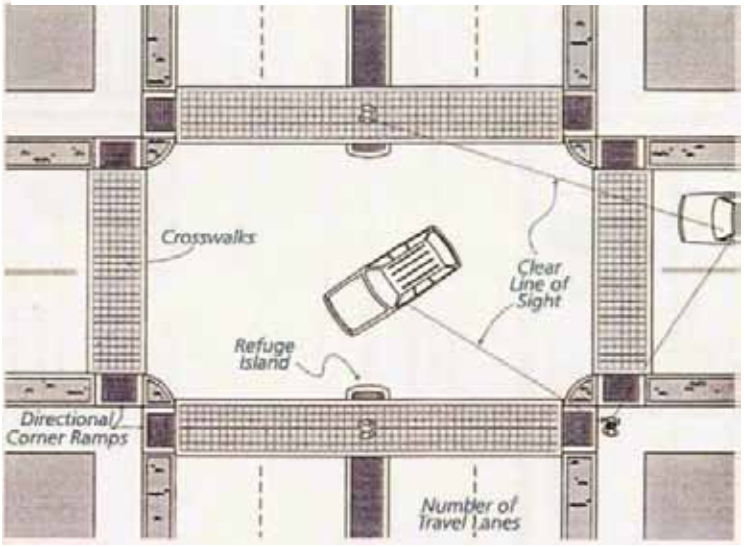
Street Crossing Types

There are four main types of street crossings – signalized intersections, unsignalized intersections crossing a major street, unsignalized intersections crossing a minor street, and mid-block crossings. Each has inherent differences. The pedestrian LOS will be used for evaluating and upgrading signalized intersections. The crosswalk treatment identification process that is described in the next section will be used to identify appropriate improvements for unsignalized intersections and mid-block crossing locations.

Roundabouts are becoming a more prominent street crossing type. In terms of pedestrian safety, single lane roundabouts typically increase pedestrian safety. This is due to decreased crossing distances and only having to cross one direction of travel at a time. Additionally, traffic is typically moving much slower at a roundabout than at a signalized intersection.

Street crossing LOS was correlated to the pedestrian exposure to the automobile and design elements which positively reflect the pedestrian presence. The following are key street crossing elements that need to be examined when measuring street crossing LOS at signalized locations.

Figure P- 7: Pedestrian design elements at street crossings



Number of Lanes
Wider intersections create exposure of pedestrians to motorists. In addition, wider streets tend to carry higher volumes of traffic with higher speeds.

Crosswalks
Crosswalks are present and well marked.

Signal Indication
Signal heads are easily visible to the pedestrian and the motorist.

Lighting Levels
Intersection and crosswalks are well lit so that the pedestrian is visible at night.

Pedestrian improvements at College and Harmony intersection

Pedestrian Signal Indication
Some signals have the walk phase automatically set for each cycle. This is desirable for all activity areas, as it states the importance of the pedestrian. An alternative is the pedestrian button, where the pedestrian presses the button, waits for the cycle to repeat, and gets the walk phase. The third type of signal does not have any walk phase. For an actuated signal this type of pedestrian indication is unacceptable, since the only way a pedestrian gets a green light is when an automobile on the side street activates the cycle.

Pedestrian Character
Signing, striping, and roadway character strongly suggest the presence of a pedestrian crossing.

Sight Distance
Unobstructed views between motorists and pedestrians are important for ensuring safe crossings.

Corner Ramps
Directional corner ramps are preferred because they notify drivers of intended pedestrian walking direction.

VISUAL INTEREST AND AMENITY

Visual interest and amenity considers the pedestrian system's attractiveness and features. The attractiveness of the pedestrian network can range from visually appealing to appalling. Compatibility with local architecture and site enhancements, such as fountains, benches, pavement materials, and lighting improve visual interest.

SECURITY

Security is the measure of a pedestrian's sense of security. Pedestrians require a sense of security, both through visual line of sight with vehicles drivers and separation from vehicles. Major portions of the city's sidewalks along arterials are narrow and adjacent to high-volume, high-speed travel lanes. Other sidewalks are intimidating because they are not visible to the motorist and surrounding activities. Pedestrian sidewalks and corridors should also be examined based on lighting levels and sight distance.

Table P- 2: Pedestrian Level of Service Descriptions

Directness	A	B	C	D	E	F
	Excellent and direct connectivity through full utilization of urban space, streets, transit, and activity centers with clear linear visual statements.	Excellent and direct connectivity with clear linear and visual connection to transit facilities, streets, and activities.	Minimum acceptable directness and connectivity standard. Perceptions and urban space become less coherent with the beginnings of discomfort with visual clarity and lack of linearity.	Increasing lack of directness, connectivity and linearity with incoherent and confusing direction and visual connection to pedestrian destinations.	Poor directness and connectivity. Pedestrian perception of a linear connection to desired destination falters and serves only the person with no other choice.	No directness or connectivity. Total pedestrian disorientation; no linearity and confusing.
	(A/M Ratio < 1.2)*	(AM Ratio 1.2 to 1.4)*	(A/M Ratio 1.4 to 1.6)*	(A/M Ratio 1.6 to 1.8)*	(A/M Ratio 1.8 to 2.0)*	(A/M Ratio > 2.0)*

Continuity	A	B	C	D	E	F
	Pedestrian sidewalk appears as a single entity with a major activity area or public open space.	Continuous stretches of sidewalks which are physically separated by a landscaped parkway.	Continuous stretches of sidewalks which may have variable widths, with and without landscaped parkways.	Pedestrian corridors are not well connected with several breaches in pedestrian network.	Significant breaks in continuity.	Complete breakdown in pedestrian traffic flow. All people select different routes. No network exists.

Signalized Crossings**	A	B	C	D	E	F
	3 or fewer lanes to cross Signal has clear vehicular pedestrian indications Well marked crosswalks Good lighting levels Standard curb ramps Automatic pedestrian signal phase Amenities, signing, and sidewalk and roadway character strongly suggest the presence of a pedestrian crossing Drivers and pedestrians have unobstructed views	4 or 5 lanes to cross and/or Missing 2 elements of A	6 or more lanes to cross and/or Missing 4 elements of A	Missing 5 elements of A	Missing 6 elements of A	Missing 7 elements of A

Unsignalized Major Street Crossing * **	**A**	**B**	**C**	**D**	**E**	**F**
	Use Crosswalk Treatment Identification Process					

Unsignalized Minor Street Crossing * **	**A**	**B**	**C**	**D**	**E**	**F**
	Use Crosswalk Treatment Identification Process					

Mid-block major street crossing * **	**A**	**B**	**C**	**D**	**E**	**F**
	Use Crosswalk Treatment Identification Process					

Visual Interest and Amenity	**A**	**B**	**C**	**D**	**E**	**F**
	Visually appealing and compatible with local architecture. Generous sidewalk width, active building frontages, pedestrian lighting, street trees, and quality street furniture.	Generous sidewalks, visual clarity, some street furniture and landscaping, no blank street walls.	Functionality operational with less importance to visual interest or amenity.	Design ignores pedestrian with negative mental image.	Comfort and convenience nonexistent, design has overlooked needs of users.	Total discomfort and intimidation.

Security	A	B	C	D	E	F
	Sense of security enhanced by presence of other people using sidewalks and overlooking them from adjacent buildings. Good lighting and clear sight lines.	Good lighting levels and unobstructed lines of sight.	Unobstructed lines of sight.	Sidewalk configuration and parked cars may inhibit vigilance from the street.	Major breaches in pedestrian visibility from street, adjacent land uses, and activities.	Streetscape is pedestrian intolerant.

* A/M Ratio: Actual distance between pedestrian origin/destination divided by minimum distance defined by a right angled grid street system.

** A signalized intersection LOS will go up one Level of Service with a dedicated pedestrian signal phase and/or a colored or textured crosswalk.

*** Unsignalized crossing at intersection of major street (minor arterial to major arterial) and minor street (local, connector and collector).

LEVEL OF SERVICE THRESHOLDS

The following defines the minimum acceptable standards for Pedestrian Priority Areas. It should be noted that numerous locations within the City will not achieve the minimum LOS. Because of limited funding, improvements should be prioritized toward activity areas and routes to schools, parks, and transit. To cap the current problem, new development, both public and private, as well as major street improvements and redevelopment, should adhere to the pedestrian LOS standards.

Table P- 3: Targeted Level of Service by Pedestrian Priority Area

	Directness	Continuity	Street Crossing	Visual Interest and Amenity	Security
Pedestrian Districts	A	A	B	A	A
Activity Centers and Corridors	B	B	C	B	B
School Walking Areas	B	B	B	C	B
Transit Corridors	B	C	C	C	B
Other Areas Within City	C	C	C	C	C

APPLICATION

Vehicle, transit, bicycle, and pedestrian LOS analysis is required for all proposed public and private development and arterial improvements. Street improvements may require pedestrian improvements to facilitate acceptable pedestrian street crossings. Street improvements are unacceptable if they reduce pedestrian LOS below acceptable levels. Private developments may be required to construct off-site pedestrian improvements to achieve acceptable pedestrian LOS, similar to the request to provide off-site mitigations to achieve acceptable automobile LOS.

Crossing Policy

A comprehensive pedestrian safety strategy contains a three-pronged approach including engineering, enforcement, and education programs. This section of the *Pedestrian Plan* focuses on physical elements, such as pedestrian crossing treatments and intersection design.

The pedestrian safety strategy described in this section will guide the City of Fort Collins in making decisions about where crosswalks may be marked, where crosswalks with special treatments, such as flashing beacons and other special features, should be employed, and where crosswalks will not be marked due to safety concerns resulting from volume, speed, or sight distance issues.

This section contains a variety of treatments to improve pedestrian mobility, visibility, and safety. In addition to standard tools, the toolbox includes devices such as the Pedestrian Hybrid Beacon (approved under the 2009 Federal Manual on Uniform Traffic Control Devices, or MUTCD) and the Rectangular Rapid Flashing Beacon (approved at the federal level for experimental use.)

Based on research from the National Cooperative Highway Research Program and Federal Highway Administration, among other best practice documents, this section provides guidance about the type of treatments appropriate on various streets and under various conditions. Preferred and enhanced options are provided for signalized locations, stop-controlled locations, and uncontrolled locations. While the strategies reflect best practices and local priorities, the guidance is not meant to replace engineering judgment. Each situation is unique and pedestrian safety improvements must be selected on a case-by-case basis. Potential education and enforcement strategies are also included to complement the engineering strategies and provide a comprehensive approach to improving pedestrian safety in Fort Collins.

Caution must be used to avoid overuse of crosswalks and crossing treatments. Overuse can lead to reduced compliance, reduced effectiveness, and reduced safety. The crossing treatment identification process uses simple inputs from a field survey (a field visit checklist is included in Appendix E) such as number of lanes, posted speed, and average daily traffic, to provide a candidate crosswalk treatment at mid-block and uncontrolled locations. As noted previously, the process is not meant to replace engineering judgment.

FUNCTION OF CROSSWALKS

The Traffic Code in Fort Collins requires vehicles to yield the right-of-way to crossing pedestrians at any intersection where crossing is not prohibited, regardless of marked crosswalks. At the same time, the code requires pedestrians to wait until it is safe before attempting to cross. Thus, motorists and pedestrians share responsibility for safe street crossings. The main function of a marked crosswalk is to channel pedestrians. Crosswalks also prepare drivers for the likelihood of encountering a pedestrian and create an atmosphere of walkability and accessibility for pedestrians. Marked crossings reinforce the location and legitimacy of a crossing.

In many instances, marked crosswalks alone do not provide adequate protection to pedestrians. The crosswalk treatment identification process was prepared to assist the City of Fort Collins in selecting crosswalk treatments that will improve pedestrian safety and, in doing so, enhance pedestrian accessibility and mobility.

DETERMINING WHERE AND HOW TO MARK CROSSWALKS

The first step in identifying candidate crosswalk locations is to identify the places where people would like to walk (pedestrian desire lines) which are affected by local land uses (homes, schools, parks, commercial establishments, etc.) and the location of transit stops. This information forms a basis for identifying pedestrian crossing improvement areas and prioritizing such improvements, thereby creating a convenient, connected, and continuous walking environment.

The second step is identifying the locations safest for people to cross. Of all road users, pedestrians have the highest risk because they are the least protected. National statistics indicate that pedestrians represent 14 percent of all traffic incident fatalities, while walking accounts for only three percent of total trips. Pedestrian collisions occur most often when a pedestrian is attempting to cross the street at an intersection or mid-block crossing.[15]

Several major studies of pedestrian collision rates at marked and unmarked crosswalks have been conducted. In 2002, the Federal Highway Administration (FHWA) published a comprehensive report on the relative safety of marked and unmarked crossings[16]. In 2006, another study was completed that further assists engineers and planners in selecting the right treatment for marked crosswalks based on studies of treatment effectiveness[17]. With these studies as a backdrop, this section of the *Pedestrian Plan* presents a variety of treatment options to mitigate safety, visibility, or operational concerns at specific locations.

TREATMENTS AT UNCONTROLLED INTERSECTIONS

Marked crosswalks will always be installed at signalized locations where pedestrian signals are present. Marked crosswalks will not normally be installed on intersection approaches that are controlled by STOP signs; however, exceptions may be made at school crossings or other locations where there is an overriding need. This section of the *Pedestrian Plan* and the crosswalk treatment identification process focus on best practices for the installation of crosswalks at uncontrolled intersection and mid-block locations.

[15] *Pedestrian Crash Types, A 1990s Information Guide*, FHWA; This paper analyzed 5,076 pedestrian crashes that occurred during the early 1990s. Crashes were evenly selected from small, medium, and large communities within six states: California, Florida, Maryland, Minnesota, North Carolina, and Utah.

[16] Zegeer, C.V., J.R. Stewart, H.H. Huang and RA. Lagerwey. "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines." Report No. FHWA-RD-01-075. Washington, DC, USA: Federal Highway Administration, March 2002. http://www.walkinginfo.org/pdf/r&d/crosswalk_021302.pdf.

[17] Fitzpatrick, Kay, *et al... Improving Pedestrian Safety at Uncontrolled Crossings.* TCRP Report 112/NCHRP Report 562. 2006. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf.

When to Install Crosswalks

The following is the recommended or best practice for pedestrian treatments at uncontrolled intersections and mid-block locations.

Crossings should be marked where all of the following occur:

- Sufficient demand exists to justify the installation of a crosswalk (see Demand Considerations below)
- The location has sufficient sight distance (sight distance in feet should be greater than 10 times the speed limit) and/or sight distance will be improved prior to crosswalk marking
- Safety considerations do not preclude a crosswalk

Demand Considerations

Uncontrolled and mid-block crossing locations should be identified as candidates for marking if there is a demonstrated need for a crosswalk. Need may be demonstrated by any of the following:

- Location near existing or proposed pedestrian generators (such as a school or park)
- Existing pedestrian volumes
- Pedestrian-vehicle collisions at the location (over several years)
- Location of nearest (adequately) marked or controlled crosswalk
- Citizen surveys, requests, walking audits, etc.

Charts 1 and 2 on the following pages provide a visual summary of the demand considerations, including suggested threshold values in some cases. Engineering judgment will ultimately be used to select locations appropriate for marked, uncontrolled crossings.

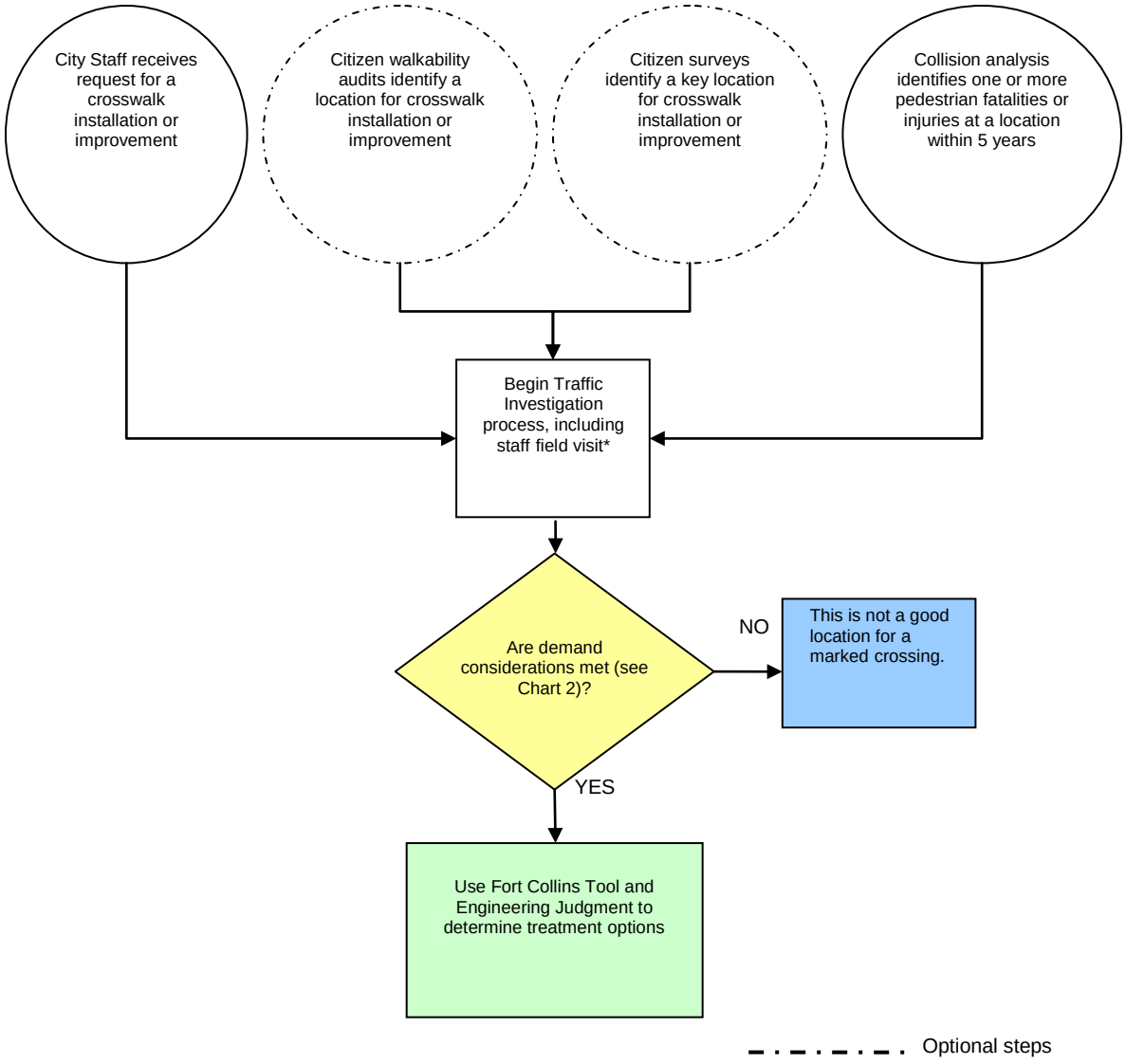
Considerations for High Volume and/or High Speed Locations

For candidate crosswalk locations on streets with daily traffic volumes (ADT) greater than 9,000 or with a posted speed limit exceeding 40 miles per hour, enhanced treatments beyond striping and signing may be needed. Candidate locations that require enhanced treatments will be prioritized based on crossing activity, conflicting vehicle activity, accident history, and construction cost. Implementation of enhanced treatments will occur based on prioritized ranking as funding resources become available.

Crosswalk Location and Feasibility Analysis

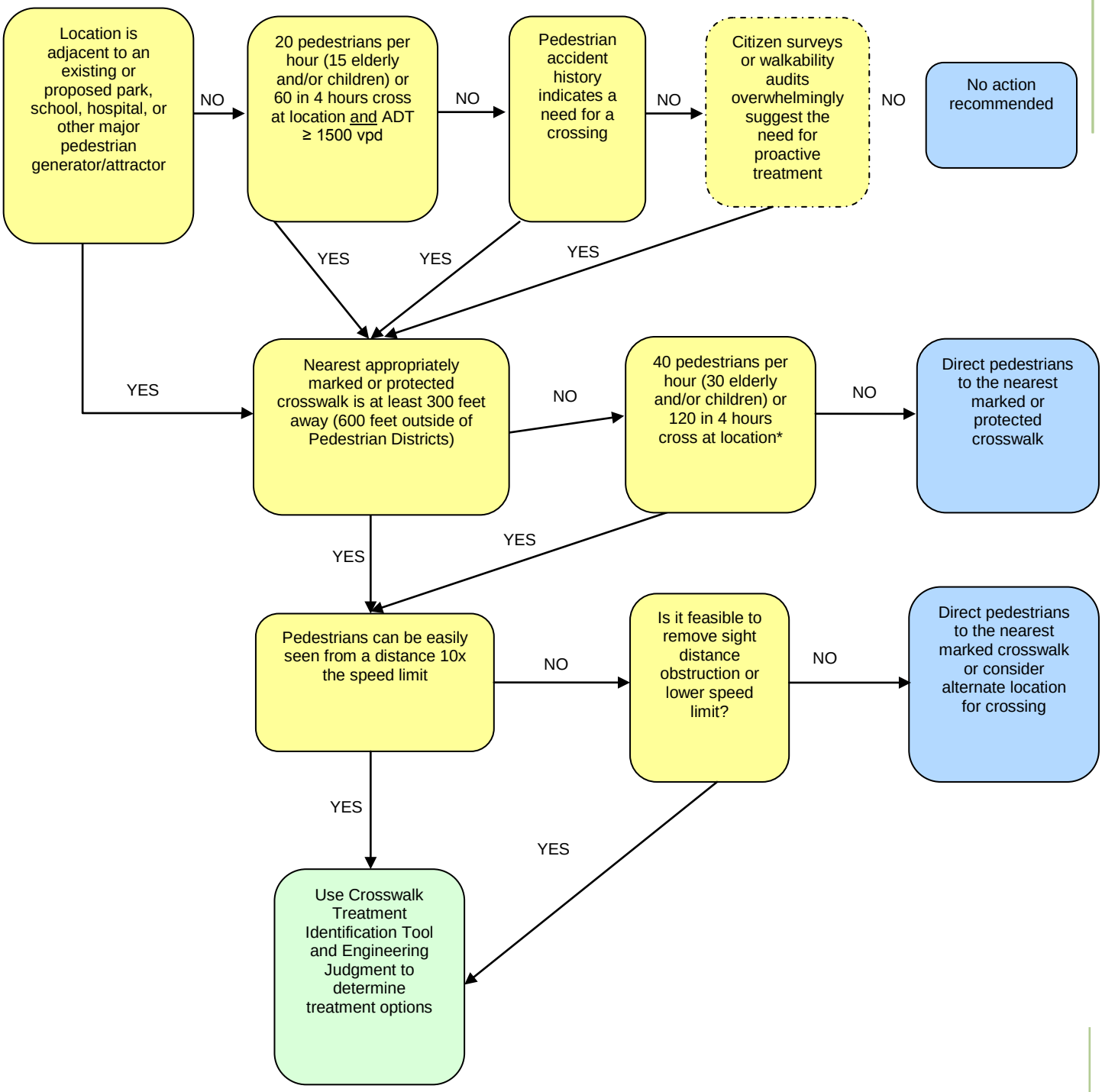
Charts 1 and 2 on the following pages describe the overall procedures for the Fort Collins crosswalk policy from the moment City staff received a request for a new marked crosswalk (or consider removing an existing marked crosswalk) to the installation of the treatment. As described earlier, the first steps to determine the appropriate location and treatment for the crosswalk include a staff field visit (a recommended form for this field visit is included in Appendix E.)

Figure P- 8: Selection Process for Uncontrolled and Mid-block Crosswalk Locations



* A field visit checklist is provided in Appendix E

Figure P- 9: Feasibility Analysis for Treatments at Uncontrolled Locations



Note: Where no engineering action is recommended in Chart 2, consider applicable education and enforcement efforts.

Treatment Identification Process for Crosswalk Locations

Based on the results of Charts 1 and 2, the treatment identification process may be used at a candidate crosswalk location. The treatment identification process follows a two-step process to determine a "match" for the study location characteristics. The first step is to determine if the pedestrian and vehicle volumes meet the signal warrant requirements to install a pedestrian signal. If this warrant is met, the process will recommend a signal. If the warrant is not met, the process recommends one or more less "intense" treatments, as described below.

A calculation of Pedestrian Level of Service forms the basis for the treatment identification process.[18] Pedestrian Level of Service is the average delay experienced by pedestrians as they are waiting to cross the street. The treatment identification process calculates the Level of Service based on street width, traffic volume and pedestrian volume.

Table P- 4: Crosswalk Treatment Identification

Pedestrian Level of Service (LOS)	**Traffic Volume and Speed Limit**		
	Speed Limit < 40 mph and ADT < 9,000	Speed Limit <40 mph and ADT > 9,000	Speed Limit > 40 mph
LOS A-D (average delay up to 30 seconds)	LEVEL 1	LEVEL 2	LEVEL 2
LOS E-F (average delay greater than 30 seconds)	LEVEL 2 or 3	LEVEL 2 or 3	LEVEL 3

Note: A Road Diet[19] is recommended for consideration in all scenarios with four or more lanes of traffic and a daily traffic volume of less than 15,000 vehicles.

The treatment matrix, which is embedded within the process, assigns treatment by level of enhancement needed (with the most significant enhancement required with the worst LOS.)

Level 1 Treatment Options:
Marked Crosswalk with pedestrian (or school) crossing warning signage, Advanced Yield Lines, Advance Signage

Level 2 Treatment Options:
Curb Extensions, Bus Bulb, Reduced Curb Radii, Pedestrian Refuge Island, Reduced Speed Limit School Zones, Pedestrian Activated Flashing Beacons (including rectangular rapid flash beacons.)

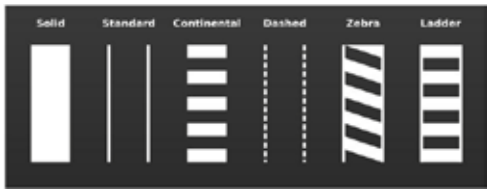
[18] Note: the tool requires data inputs from the Field View Checklist (see Appendix A). The pedestrian level of service calculation is set forth in the Highway Capacity Manual (HCM), published by the Transportation Research Board.
[19] With a road diet, the number of lanes of travel is reduced by widening sidewalks, adding bicycle and parking lanes, and converting parallel parking to angled or perpendicular parking. An ADT of 15,000 or less is a general guideline for identifying eligible multi-lane roadways where lanes could be removed and vehicle level of service would remain the same or improve.

Level 3 Treatment Options:
Pedestrian Hybrid Beacon, School Crossing Guard, Traffic Signal, Grade Separated Crossing, or Direct Pedestrians to Nearest Safe Crossing.

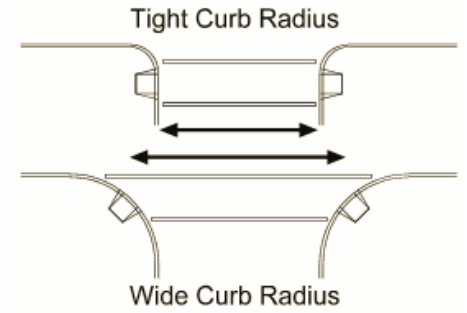
CANDIDATE TREATMENT DESCRIPTIONS

The following table provides a summary of the treatments included in the treatment identification process. Additional fact sheets and case studies for many of these treatments are included in the NHCRP 562 Report at http://trb/org/publications/nchrp/nchrp_rpt_562.pdf or the Pedestrian Bicycle Information Center at http://www.walkinginfo.org.

Level 1 Crosswalk Treatments

Measure	*Description*	*Benefits*	*Application*
Marked Crosswalk  *Image source:* www.walking*info.org/pedsafe/*	Marked crosswalks may be installed to provide designated pedestrian crossings at signalized intersections and other unsignalized crossing locations in accordance with the crossing treatment identification process.	Marked crosswalks provide a designated crossing, which may improve walkability by signaling a clear "channel" for pedestrian pathways to both pedestrians and vehicles.	Marked crosswalks alone should not be installed on multi-lane roads with more than 9,000 vehicles/day or speeds greater than 40 mph. Enhanced crosswalk treatments (as presented in this table) should supplement the marked crosswalk.
High-Visibility Signs  *Image source: exoduinnovations.com*	High-visibility signs may be used to supplement crosswalk markings to increase the visibility of a pedestrian crossing.	Provide enhanced warning to motorists that pedestrians may be crossing	Beneficial at uncontrolled crossings and at enhanced crossings where travel speeds are high and/or motorist visibility is low.
Advanced Yield Lines  *Image source: www.saferoutesinfo.org*	Standard white yield limit lines may be placed in advance of marked, uncontrolled crosswalks.	This measure can increase the pedestrian's visibility to motorists, reduce the numbers of vehicles encroaching on the crosswalk, and improve general pedestrian conditions on multi-lane roadways. It is also an affordable option.	Useful in areas where pedestrian visibility is low and in areas with aggressive drivers, as advance limit lines will help prevent drivers from encroaching on the crosswalk. Addresses the multiple-threat collision on multi-lane roads.

Level 2 Crosswalk Treatments

Measure	*Description*	*Benefits*	*Application*
Curb Extension/Bulb Outs  *Image source: Dan Burden*	Also known as a pedestrian bulb-out, this traffic-calming measure consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider.	Curb extensions narrow the distance that a pedestrian has to cross, reduce their exposure to traffic, and increase the sidewalk space on the corners. They also improve emergency vehicle access and make it difficult for drivers to turn illegally.	Due to the high cost of installation, this tool would only be suitable on streets with high pedestrian activity, on-street parking, and infrequent (or nonexistent) curb-edge transit service. It is often used in combination with crosswalks or other markings.
Reduced Curb Radii  *Image source: www.ci.austin.tx.us*	The radius of a curb can be reduced to require motorists to make a tighter turn.	Shorter radii narrow the distance that pedestrians have to cross; they also reduce traffic speeds and increase driver awareness (like curb extensions), but are less difficult and expensive to implement.	This measure would be beneficial on streets with high pedestrian activity, on-street parking, and no curb-edge transit service. It is more suitable for wider roadways and roadways with low volumes of heavy truck traffic.
Staggered Median Pedestrian Island 	This measure is similar to traditional median refuge islands; the only difference is that the crosswalks in the roadway are staggered such that a pedestrian crosses half the street and then must walk towards traffic to reach the second half of the crosswalk. This measure must be designed for accessibility by including rails and truncated domes to direct sight-impaired pedestrians along the path of travel.	Benefits of this tool include an increase in the concentration of pedestrians at a crossing and the provision of better traffic views for pedestrians. Additionally, motorists are better able to see pedestrians as they walk through the staggered refuge.	Best used on multi-lane roads with obstructed pedestrian visibility or off-set intersections.

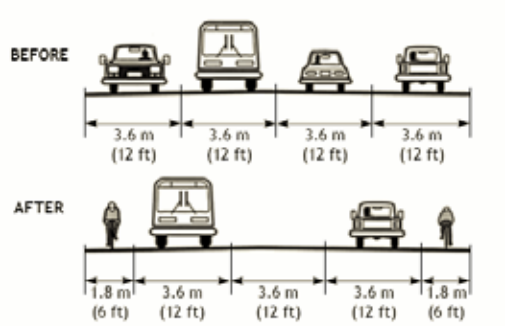
Level 3 Crosswalk Treatments

Measure	*Description*	*Benefits*	*Application*
Overhead Flashing Beacons  *Image source: tti.tamu.edu/*	Flashing amber lights are installed on overhead signs in advance of the crosswalk or at the entrance to the crosswalk.	The blinking lights during pedestrian crossing times increase the number of drivers yielding for pedestrians and reduce pedestrian-vehicle conflicts. This measure can also improve conditions on multi-lane roadways.	Best used in places where motorists cannot see a traditional sign due to topography or other barriers.
Rectangular Rapid Flash Beacon  *Image source: www.ci.austin.tx.us*	The Overhead Flashing Beacon is enhanced by replacing the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The beacons may be pushbutton activated or activated with pedestrian detection.	Initial studies suggest the stutter flash is very effective as measured by increased driver yielding behavior. Solar panels reduce energy costs associated with the device.	Appropriate for multi-lane roadways.
Pedestrian Hybrid Beacon  **Image source: www.tfhrc.gov/**	Pedestrian Hybrid Beacons are pedestrian-actuated signals that are a combination of a beacon flasher and a traffic control signal. When actuated, Pedestrian Hybrid Beacons display a yellow (warning) indication followed by a solid red light. During pedestrian clearance, the driver sees a flashing red "wigwag" pattern until the clearance interval has ended and the signal goes dark.	Reduces pedestrian-vehicle conflicts and slows traffic speeds.	Useful in areas where it is difficult for pedestrians to find gaps in automobile traffic to cross safely, but where normal signal warrants are not satisfied. Appropriate for multi-lane roadways.

Level 3 Crosswalk Treatments, continued

Measure	*Description*	*Benefits*	*Application*
Traffic Signal  *Image source: www.livablestreets.com*	Conventional traffic control devices with warrants for use based on the Manual on Uniform Control Devices (MUTCD)	Reduces pedestrian-vehicle conflicts and slows vehicle traffic speeds	Must meet warrants based on traffic and pedestrian volumes; however, exceptions are possible based on demonstrated pedestrian safety concerns (collision history)
Pedestrian Overpass/Underpass  *Image source: omahamidcenturymodern.blogsome.com*	This measure consists of a pedestrian-only overpass or underpass over or under a roadway. It provides complete separation of pedestrians from motor vehicle traffic, normally where no other pedestrian facility is available, and connects off-road trails and paths across major barriers.	Pedestrian overpasses and underpasses allow for the uninterrupted flow of pedestrian movement separate from vehicle traffic. However, for underpasses security is known to be a major issue.	Grade separation via this measure is most feasible and appropriate in extreme cases where pedestrians must cross roadways such as freeways and high speed, high volume arterials. Use of either type of facility falls off rapidly when the additional time required for such use amounts to 20% or more of the time required to cross at grade. This measure should be considered only with further study.

Crosswalk Treatments to Consider for All Multi-Lane Roads

Measure	*Description*	*Benefits*	*Application*
Road Diet (aka Lane Reduction)  *Image source: www.tfhrc.gov/*	The number of lanes of travel is reduced by widening sidewalks, adding bicycle and parking lanes, and converting parallel parking to angled or perpendicular parking.	This is a good traffic calming and pedestrian safety tool, particularly in areas that would benefit from curb extensions but have infrastructure in the way. This measure also improves pedestrian conditions on multi-lane roadways.	Recommended for roadways with surplus roadway capacity, typically multi-lane roadways with less than 15,000 to 17,000 ADT and high bicycle volumes, and roadways that would benefit from traffic calming measures.
Median Pedestrian Island  *Image source: http://thegoodcity.wordpress.com/category/transportation*	Raised islands are placed in the center of a roadway, separating opposing lanes of traffic, with cutouts for accessibility along the pedestrian path.	This measure allows pedestrians to focus on each direction of traffic separately, and the refuge provides pedestrians with a better view of oncoming traffic as well as allowing drivers to see pedestrians more easily. It can also split up a multi-lane road and act as a supplement to additional pedestrian tools.	Recommended for multi-lane roads wide enough to accommodate an ADA-accessible median.

Implementation

The principles and policies identified in this document provide a foundation for implementation. This section outlines where to go from here in achieving the vision of this *Pedestrian Plan*. There are a number of implementation issues that must be pursued to make Fort Collins a more walkable city. A primary implementation issue is identifying needed pedestrian improvements and securing a more sustainable long-term funding source for pedestrian improvements and ongoing maintenance needs. Enhancement and implementation of a traffic education and enforcement program is also critical to the success of the *Pedestrian Plan*.

2010-11 PEDESTRIAN PROJECT LIST

Introduction

A major focus of the 1996 *Pedestrian Plan* included a series of case studies within the city to conduct field reviews to identify pedestrian problem areas, leading to potential future improvement projects. These field studies were conducted by a combination of City staff and consultants. In 2004, a list of pedestrian projects was identified in the *Capital Improvement Plan* as part of the update to the *Transportation Master Plan*. Several of these previous projects have been implemented, with the remaining projects carried forward and included in this 2010-11 update process.

The 2010-11 update to the *Pedestrian Plan* provides the opportunity to identify additional future pedestrian improvement projects in the city. While in the past potential projects were primarily identified by City staff with some input from the public, the proposed pedestrian improvement projects were identified primarily by citizens as part of the Pedestrian Survey administered in June 2010.

Previous City Pedestrian Improvement Projects

Since 1996 the City has identified existing areas in older neighborhoods and along major streets that lack continuous sidewalks, facilities that fail Americans with Disabilities Act (ADA) standards, unsafe routes to schools, and provided safety/educational programs. The projects identified by City staff for sidewalk and ramp improvements to be implemented were derived from several sources. These sources include the following:

- The City of Fort Collins *Pedestrian Plan*, (1996)
- Combined projects from within the City's Transportation Departments, (i.e. Pavement Management Program)
- Input from other City Department plans and efforts, (i.e. The Campus West Community Commercial District Planning Study Report, North College Plan, and Harmony Corridor Plan)
- Individual staff input
- Opportunities identified through possible joint ventures with outside agencies such as the Poudre School District, Colorado State University, Colorado Department of Transportation, and North Front Range Metropolitan Planning Organization.

New Citizen Initiated Pedestrian Priority Projects

The 2010-11 update to the *Pedestrian Plan* includes a proposed pedestrian priority project list consisting of items identified by citizens through a pedestrian survey, public comments, and remaining Capital Improvement Program projects from 2004. This updated list includes approximately 80 projects, which can be found in Appendix G. The first part of the pedestrian priority project list includes individual projects representing proposed improvements to existing or future sidewalks throughout the city. These sidewalk improvements have been classified as an existing deficiency/immediate need or a future long-term need. The priority project list also includes two grade-separated trail crossings along the Mason Corridor and a multi-use path (see Project Map - Appendix F).The second part of the pedestrian priority improvement project list includes one grouped project. The grouped project is the ADA Ramp and Crossing Improvements.

Methodology for Determining Project Ranking

As potential projects are identified, they are evaluated and scored using the following criteria or questions:

- Pedestrian demand volumes
- Number of pedestrian accidents
- Does the project serve a pedestrian district, school, or park facility?
- Is project located in a pedestrian corridor or activity center?
- Does it serve as a multi-modal connection?
- Is right-of-way needed for improvements?
- Does the project have ADA concerns?
- Street classification
- Pedestrian Level of Service
- Does the project support economic development opportunity?
- Are there joint construction opportunities with other departments or agencies?

The next step in the process includes ranking each individual project based on their score value. After projects have been prioritized they are then coordinated with other department projects or evaluated for their ability to be implemented. For example, some projects are too large in scope, such as the North College sidewalks from Vine to Highway 1, to be implemented solely through the *Pedestrian Plan*. They need to be coupled with other capital improvement projects or federal/state grant funded projects.

The top priority projects are used to determine the fiscally constrained project list, funded by the next round of Building on Basics sales tax revenue obtained from 2012 to 2015. This source of pedestrian funding will generate $300,000 per year during the four year period for a total of $1.2 million. This list of priority pedestrian improvement projects is coordinated with the updated *Capital Improvement Program* as part of the *Transportation Master Plan*.

The list of priority pedestrian projects identified through this update process represents a significant inventory of proposed pedestrian improvements, directed towards resolving existing deficiencies, and new improvements throughout the community. However, it does not represent a complete list of citywide pedestrian needs. This refined list reflects an important priority for proposed pedestrian improvements targeted for implementation over the next

several years. This list is responsive to the public concerns identified as part of the update process.

NEEDS ASSESSMENT STUDY

The *Transportation Master Plan* has identified a future implementation action item to update the Capital Improvement Program (CIP) every two years. As part of the CIP, a Pedestrian Needs Assessment Study is identified as a future action step to be conducted in 2012. The study will develop a more thorough inventory of missing pedestrian facility links and ADA improvements throughout the city.

FUNDING

Identifying potential future pedestrian improvement projects and prioritizing these projects is an important first step for implementation. Securing viable funding for construction of these projects is a more challenging exercise, especially with the current economic environment and limited financial resources. The 1996 *Pedestrian Plan* stated that the City should provide funding for pedestrian improvements proportionate with funding for all other transportation modes based on usage and pedestrian demand.

Historically, pedestrian improvements for fixing existing deficiencies have been funded by limited on-going Capital Improvement Program revenues (e.g. Building on Basics, Building Community Choices) along with a few other local funding sources for smaller projects. In order to implement larger projects and maximize money spent, a combination of funding mechanisms is recommended to better leverage outside revenue sources such as state and federal grants. The following list summarizes potential funding sources and applications.

Potential Pedestrian Improvement Funding

Developers (development improvements, street oversizing program)

The first source, development contributions, is the primary source for funding new city infrastructure related to development. Potential funding from existing development and redevelopment is more difficult to achieve. Deficiencies with existing infrastructure which was not constructed to urban standards may require other funding tools along with development contributions.

Urban Renewal Authority (URA) Tax Increment Financing (TIF)

The Urban Renewal Authority (URA) Tax Increment Financing (TIF) revenue stream is a good tool to fund a variety of projects within a designated URA District. However, this revenue source is not projected to generate tax increment revenues adequate to solely cover costs of larger capital improvement projects. While this revenue source is a good funding tool, other funding partnerships and sources need to be considered as well in order to feasibly finance larger, high cost projects.

State and Federal Transportation Grants

This funding source represents various grants from the Metropolitan Planning Organization, Colorado Department of Transportation, Colorado Department of Local Affairs, Great Outdoors Colorado, and others. City Transportation staff already collaborates actively and continuously

to pursue appropriate grant funding under these programs. Projects from across the state compete for this funding.

Capital Improvement Program – Dedicated City Sales Tax

The current 2005 Capital Improvement Program and Building on Basics (BOB) provide revenue from a ¼ cent sales tax for projects throughout the city. The next round of potential future revenue funding from BOB is scheduled for 2015.

To fund deficiencies in the pedestrian system the *Pedestrian Plan* implementation is allocated $300,000 yearly from the 1997 BOB tax initiative. The BOB *Pedestrian Plan* implementation focuses on major improvement needs such as installation of missing or incomplete facilities, grading separated crossings (underpasses and bridges) and widening of sidewalks to bring them up to standard. The *Pedestrian Plan* often works in concert with other City programs such as the Pavement Management Program. For example, the Pavement Management Program will install access ramps with street rehabilitation projects. Previously the City had annual funding of approximately $250,000 for the Pedestrian Access program to also install pedestrian access ramps, repair damaged or heaved sidewalk, and make minor connections where no walk currently exists. However, this funding has been eliminated over the last five years due to budget constraints.

Property Tax Mill Levy (General Improvement District)

A General Improvement District (GID) establishes an additional property tax mill levy on properties within a designated district boundary. The GID would require a petition of owners, with a minimum of thirty percent of those owners in the District, resulting in about 200 owners. This type of funding is appropriate for projects with general, area-wide benefits.

Special Assessment of Benefiting Properties (SID)

A Special Assessment District (SID) represents an assessment for improvements tailored to a specific benefit for the affected properties. For example, the property assessment could be per acre, per square foot of existing building space, per cubic foot of storm water runoff, or per linear foot of street or utility pipe, as appropriate. This revenue tool allows for coordination of multiple owners and funding sources to build facilities that enable later development. The SID requires a petition of a minimum of 50% of the affected owners in the District. It enhances the City's ability to provide public improvements by assessing all or part of the cost of the improvements against the properties that specifically benefit from them.

Property Owner Dedications

This form of "funding" is actually a mechanism to eliminate costs of purchasing right-of-way for infrastructure, with affected property owners voluntarily contributing street right-of-way or utility and access easements to a given package of funding for needed improvements. This would allow infrastructure funding dollars to be used to maximize construction of improvements that benefit the property owners.

ACTION PLAN

Based on the implementation strategies identified above, the following actions are summarized in the Action Plan Table as recommendations to achieve the vision of the *Pedestrian Plan*. The actions and strategies are organized into three key time frames:

- **Immediate Action** – Concurrent with plan adoption (early 2011)
- **Near Term Action** – Following plan adoption, before the next City Budgeting for Outcomes cycle (mid 2011 through 2012)
- **Longer Term Action** – Several years following plan adoption with the next Budgeting for Outcomes cycle until the next *Plan Fort Collins* update (2013 and beyond)

Table P- 5: Immediate Actions

IMMEDIATE ACTIONS: CONCURRENT WITH PLAN ADOPTION			
Action item	**Description**	**Related Chapters**	**Responsibility**
***Plan Fort Collins* Adoption Items**			
1. Pedestrian Plan Map (*PRIORITY*)	Update the *Pedestrian Plan* to include a map that shows new Pedestrian Priority Areas.	· T · LIV · SW	Advance Planning (Transportation) and GIS staff.
2. Pedestrian LOS	Update the Pedestrian Level of Service (LOS) unsignalized crossing policy as part of the *Pedestrian Plan* update	· T · LIV · SW	Advance Planning (Transportation) and Traffic Operations staff.

Table P- 6: Near Term Actions

NEAR-TERM ACTIONS: 2011 AND 2012			
Action item	**Description**	**Related Chapters**	**Responsibility**
City Council Action Items			
1. Pedestrian Needs Assessment	Conduct a citywide pedestrian needs assessment, which will include inventory of pedestrian missing links & ADA ramps.	· T	Advance Planning (Transportation) and Engineering staff.
2. Trail Design Standards Amendments	· Update bicycle/pedestrian trail design standards to address use of trails for commuting/transportation purposes without impacting the recreational value of the trail system. · Designate which trails these new standards would apply to; avoid impacting environmentally sensitive areas.	· T · SW · CPR · LIV · ENV · HI	Advance Planning (Transportation) and Parks Planning staff.
Administrative Items (no City Council action required)			
3. Trail Network Assessment	Staff will review the current and future proposed trail network and identify trails and/or trail segments that are more suited for transportation purposes vs. those that should be designed as recreational trails and/or go through sensitive natural areas. Staff will also review changes that need to be made in design standards, regulations/policies, and education/awareness efforts for the different types of trail classifications and locations.	· T · ENV · LIV · HI	Advance Planning (Transportation Planning), Natural Resources, and Parks and Recreation staff.
4. Pedestrian and Bicycle Safety Education	Implement additional bicycle and pedestrian safety education programs for people of all ages. Include educational efforts to increase safe use of on-street facilities and off-street, multipurpose trails.	· T · SW · HI	Advance Planning (Transportation) and Police Services staff.

Measuring Progress

The updated *Transportation Master Plan* (TMP) includes recommendations for action steps and strategies to evaluate, monitor, and report progress on plan implementation over time. The intent of these performance measurement strategies is to help guide the City's progress toward the TMP vision and serve as useful tools for future plan updates. These actions steps, strategies, and evaluation measures are integrated with the overall *Plan Fort Collins* process to ensure alignment with *City Plan* and citywide goals. The measurement strategies in the TMP can also be used to evaluate the progress of the *Pedestrian Plan*.

The TMP has several measures to evaluate the City's project toward creating a "Walkable City." They include:

- 20 Minute Accessibility – An index which measures the level of destination access within a 20 minute transportation shed (this is a new measure.)
- Perceived Comfort/Safety of Pedestrian Facilities – The Citizen Survey currently asks Fort Collins residents about their perception of Fort Collins as a "Walkable City."
- Adherence to the Pedestrian Plan – Percentage of projects that adhere to the Pedestrian Plan as measured by City Planning.
- Number of Crashes Involving Pedestrians – Annual number of crashes in the city involving pedestrians as measured by Traffic Engineering.
- Sidewalk Condition – Sidewalk condition on a 100 point LOS rating (this is a new measure).
- Awareness of Pedestrian Educational and Enforcement Programs – Citizen awareness of pedestrian educational and enforcement programs (this is a new measure that could be added to the Citizen Survey).
- Safe Routes To School Participation – Annual number of children who participate in the safe routes to school program as measured by Transportation Planning.

For more detail about measuring progress see the *Transportation Master Plan*.

Appendix

A. Summary of Public Comments
B. *Pedestrian Plan* Survey
C. Summary of Pedestrian Accident Data
D. Bicycle and Pedestrian Demand Model
E. Field Visit Checklist
F. Pedestrian Projects Map
G. Priority Projects List

Appendix A

Summary of Public Comments

2010 *Pedestrian Plan* Update
Summary of Public Comments
November 2010

The 2010 update to the Pedestrian Plan included an extensive public outreach process. Combined with the Plan Fort Collins public process that includes updating the Transportation Master Plan, pedestrian related comments were compiled from public meetings, special focus group meetings, Boards and Commissions, and survey. The following list represents a summary of public comments received by staff throughout the planning process.

Kick-off Plan Fort Collins Public Meeting (3/3/2010)

- Maintain street infrastructure, including bicycle and pedestrian facilities.
- Stop blockage of Downtown sidewalks (like the Monkey Bar) so people can walk without annoying barricades.
- Wider, safer sidewalks – some of the areas have very low sidewalks right beside heavy and fast traffic.
- Connect Mason Street corridor to Trilby, Loveland, Longmont, etc. using what Fort Collins is doing as a model for transit, bikes and pedestrians.
- Sustainability – A walkable city.
- Feel of Old Town including pedestrian access and density of shops and restaurants.
- Old Town walkability.
- Walkable Downtown with free parking.
- Pedestrians and bikes.
- Walkability.
- Walkable community (more of it throughout town).
- Increased density to improve walkability and maintain open space.
- Jefferson Street to be a pedestrian mall like Old Town Square.
- Stronger urban planning: infill and walking/bike paths connecting Downtown, CSU, and music/performing arts complex to open space.
- A better walking flow between Old Town, CSU, and North College.
- Better public transportation – walking options/walkways, safer biking.
- Walking Downtown only.

Plan Fort Collins - Community Workshop Summary of Ideas (3/4/2010)

- The plan needs to address bicycle and pedestrian education policies.

- The plan needs to address capital project and operations and maintenance funding shift to non-single occupancy vehicles (no four-six-lane road widening, shift funds to transit, sidewalk and pedestrian improvements).
- The plan needs to address better metrics (bicycle, transportation, air quality, walking, VMT).

Boards and Commissions Snapshot Report Feedback (5/20/2010)

Air Quality Advisory Board

- Provide robust alternatives to current generation single occupant vehicle transportation (i.e. biking, walking, transit, next generation vehicles).
- Transportation alternatives must be implemented (i.e. enhanced walking, bicycling, public transportation, and a direct bypass route from I-25 to College Avenue). If the alternatives are effectively provided they will be used, but they will not directly pay for themselves. All of this takes progressive investment.
- The City should work on developing bicycle/pedestrian routes that are direct and shorter than traditional motor vehicle routes to get between locations to encourage people to use non-motorized methods of transport.
- The city should work on developing bicycle/pedestrian routes that are direct and shorter than traditional motor vehicle routes to get between locations to encourage people to use non-motorized methods of transport. For example, a direct/straight-line bike path/sidewalk between the intersection of Horsetooth and Timberline to the west entrance of HP would promote more people working at the HP site to use alternative transportation. Those have to be built into plans ahead of time to make them cost effective.

Natural Resources Board

- Consider developing a portion of the river as a "riverwalk" with mixed use buildings and a whitewater park. The river is underutilized as an attraction. Scores of towns in Colorado have built whitewater parks and have seen increases in visitation. The stretch between Linden and Lincoln is ideal.

Women's Commission

- Develop the community in ways that are not personal vehicle or public transportations dependent – provide community/neighborhood centers that are walkable and include employment, shopping, housing, etc.

Plan Fort Collins Focus Groups - Phase I (4/12/2010)

- Streetscape (trees, shrubs) and urban design is important.
- Changing youth attitudes/perceptions of transit and bikes/walking as transportation.
- Transportation: Modes and Connections – Pedestrian spaces and links.

- General Discussion Issues – Issue of capital vs. maintenance – also relevant in parks – we have a wonderful open space program, but we may have overbought without ability to maintain – we should look at redirecting to parks and medians – politically sensitive issue, but I voted for those and I think its time to revisit that – redistribute to fund maintenance, parks, flowerbeds, etc.
- Transportation needs of youth and seniors. Connections/getting around (bikes, pedestrians).
- Enhance programs that are already going on, for instance the Art Walk.

Sustainability Scorecard (3/16/2010)

- Lower the speed limits in the entire City and you will increase safety of cyclists and pedestrians.
- Streetscape (trees, shrubs) and urban design in important.
- Address bike, pedestrian, and auto safety.
- Need more connectivity to more routes for bikes/pedestrians.
- Green spaces and trees on streets. We need to consider different types of planting, French drains and deeper roots. Create public spaces such as using parkways for gardens and periscope with less irrigation. This encourages people to walk and interact with neighbors.
- Street crossings for pedestrians – there is not enough time for seniors. They need more time to cross.
- Topic that should be integrated with Sustainability.
- New urbanism/TOD/walkable communities and built environment.
- Better integrated topics – Senior living downtown – able to walk to grocery, library, theater, medical services, and pharmacies can locate here too.
- We need more safe bicycling and walking throughout town.
- Modes and Connections.
- Pedestrian spaces and links.
- Pedestrian districts – Mason Corridor link to other districts – safe, well-lit, (ped zones), connect people from transit, facilities separated from street. Ex: Mason/Horsetooth/Midtown Theater.
- Walkability midtown concern – parking lot vs. walkability.
- Pedestrian overpasses.
- What topics are related or should be better integrated with this one?
- Update to pedestrian plan – connections over ditches.
- Pedestrian Plan – develop strategy – use existing resources or identify new to connection/accessibility to bus stops.
- Mid-town not well articulated pedestrian plan which minimized use of attached sidewalk. Not meandering.

Senior Advisory Board (6/9/10)

- People want to age in place well. Independent elders spend money and safe walking helps people live independently.

- Include Senior Housing in Level of Service analysis.
- Intersections and cross walks are not designed for the older population. Senior housing is then built in an existing facilities area and they don't match well.
- Bikes and skateboards on trails are an issue. They don't share the road well. Education to let them know they should say "passing on the left".
- Trails (i.e. spring creek) should be widened to accommodate pedestrians and bikers.
- Assigned lanes like Denver.
- Post signs at beginning of trail so users know the rules .
- Crossing time not long enough for seniors.
- Problems with branches overgrowing sidewalk and garbage cans on sidewalk.
- DMA and Northern Hotel senior housing. Residents are afraid of bicycles on sidewalk.
- Raintree and Shields - Crossing time not long enough for seniors.
- North College and Willow
- Need midblock crossing at North College and Burger King, seniors live in mobile home park and need to cross street.
- Change to count down timer. Flashing hand is confusing for some.
- West Elizabeth Woodridge apartments can't cross midblock. Need to go to west to cross.
- North College and Conifer very difficult to cross. People from Conifer heading south on College don't yield to pedestrians.
- Should concentrate on sidewalks being in good repair around senior housing.
- Sidewalk missing on south of Horsetooth between Kunz Ct. and Richmond Dr. Senior housing at Kunz Ct.
- Sidewalk between DMA and Library not in good condition. On Olive across from library someone fell.
- ADA ramps at Hampshire Rd between Drake and Prospect become filled with ice in winter and ramps can't be used. Particularly behind Safeway.

Planning and Zoning Board (6/11/10)

- Are there some places in the community where people don't want sidewalks like Lake Sherwood and Warren Shores?
- Support for pedestrian district in Midtown.
- Aging population. People need more restrooms in pedestrian districts.
- Lighting is important in the pedestrian districts.
- How can Planning and Zoning Board use pedestrian district idea to accomplish a real change in an area like Midtown?
- Could look at projects differently if in pedestrian districts.
- More pedestrians = less pollution. Where are the parking areas for people before they begin their walk?
- Planning and Zoning Board could think about pedestrian linkages during their review and consideration of projects that come through them.
- Power trail at Drake is dangerous. Flashing yellow and cars don't pay attention or speed up. Needs to flash red.

Elderhaus/Mindset - disabled focus (6/14/10)

- Sidewalks – need widening or trimming landscaping.
- Bus stop conflicts.
- Public building doors out of adjustment.
- Too easy to get handicapped parking permits. Need to educate the community regarding handicapped parking spaces.
- Traffic lights – timing too short for safe crossing:
    - Harmony & Lemay
    - Harmony & Timberline
    - Drake & Shields
    - Drake & Timberline
    - Crossing 287
    - Prospect & Lemay
- Actuators in relief/refuge areas.
- Handicapped accessible is not wheelchair accessible.
- Internal facilities.
- Reach actuators:
    - Lemay, south of Harmony (Oakridge)
    - Shields & Mulberry (NWC)
    - Lemay @ PVH – steep angle to access bus (west side)
    - Mason – location where 15 turns – angle
    - Why only two wheelchair spaces on bus?
    - 287 & Skyway – steep
- Closer bus stops to major locations.
    - Hospital facilities
    - Shopping centers
- Hourly buses difficult.
- Stops in dangerous locations/force crossings.
- Handicapped spaces not wide enough. (lift wider than loading zone)
- Bathroom facilities - not adequate space. (Spring Canyon Park is good)
- Lack of public restrooms – forced to go through businesses.
- Connectivity to Loveland.
- More ped focus = more ped items/options?
- Potholes – maintenance.
- Stronger bicycle laws/crosswalks.
    - Shields crossing

Elderhaus – Senior Focus (6/15/10)

- Increase in senior population in Fort Collins.
- Support Aging in Place.
- How will Plan account for and consider the aging population in all aspects?
- More resting places with benches.

- Accessible buildings – how does the City deal with this topic?
- Lack of continuous sidewalks.
- Parks – lack of lighting, especially in older parks.
- Need benches more frequently along park paths.
- How does the City get info about broken sidewalks, uneven sidewalks, etc.
- How to get mid-block crosswalks. (ex. Elderhaus)
- Assistance program for sidewalk improvements.
- Former 50/50 program for sidewalk improvements.
- Pedestrian crossing signs instead of a "light"?
- Tree on S. Shields blocks a pedestrian crossing sign.
- Time allowed for ped crossing.
- Support for peds being the #1 mode priority.
- Raised crossing.
- With the increase in the aging population, changes will be necessary to the way the City has operated in the past.

Bicycle Advisory Committee (6/14/10)

- Brief presentation. No comments.

Plan Fort Collins – Public Workshops (6/29, 6/30, 2010)

- Whitcomb and Prospect – detector loop for a bicycle at Whitcomb, right now you have to push the x-walk button which is out of the way in order for bicyclist to cross.
- Bus stops east of Taft Hill could use upgrading along Mulberry.
- Don't put grass between bus bench and bus stop.
- It would be nice to see some specific shuttles to and from the Senior Center – the bus trips from many senior communities (even the close ones) are very lengthy. This could increase the usage & promote better quality of living!!
- Need concrete pads at Lemay and Mulberry stop.
- Seniors are hit by economy not much change on hand for bus fare.
- Shuttle Buses E+W to connect to Mason BRT. Hassle for seniors to transfer buses and routes aren't user friendly.
- Avoid Hollywood curbs – they're ankle turners!
- Develop separate scooter/segway/electric bike pathways vis-à-vis Amsterdam. Auto/motor scooter/pedestrian all have a dedicated causeway.
- Limit roundabouts, they are very user (pedestrian) unfriendly.
- High speed bikes on trails yell and are rude to people walking. Need Enforcement of Rules of the Road! (Trail)
- Old town when there are festivals and such, people with dogs on leashes that can trip you, bikes on sidewalks, rude behavior when you say something to them, remedy – more patrols by officers during festivals.
- A key element is enforcing pedestrian right of way at all intersections. I have found that drivers do not stop for peds in most intersections. This is a significant

barrier to walking in FTC. One way to do this is to have more crossings with lights etc.

- Ask the public if grade separated x-ings are worth higher development costs? Ped grade separated x-ings would not be expensive if incorporated in the initial planning and design. These should be all over the city in my perfect world.
- Have a scramble ped x-ing in high ped areas.
- All over-stupid 1-person sidewalks attached to curbs – dangerous, unsocial
- College Avenue downtown sidewalks and transitions very bumpy for someone in wheelchair.
- Horsetooth and Timberline area, private snow removal company's pile up snow and block sidewalk ramps.
- Reading other comments requires me to speak out in support of sidewalks along the curbs. Much better than a strip of grass having to be watered.
- Widen sidewalks in residential areas.
- Designated crosswalks need better signage to convey proper expectations to drivers; i.e. STOP when crosswalk is occupied or about to be.
- Areas of town ok for walking but most of town not. Too far to walk from residence to shopping.
- City was designed for cars. Difficult to walk around town. Ped bridges are good option like at Cemetery and Laporte.
- Develop an amnesty program that if you get a parking ticket you can walk/ride or perform some walking function that reduces/eliminates your fine.
- How about putting on South College City Office Building for folks out south in the newly annexed area.
- Make key areas (i.e. Downtown) car free – no motorized vehicles allowed.
- Slower speed limit in town. Vehicles drive too fast for a Walkable city.
- The lack of streetlights in Old Town Neighborhoods makes walking at night a bit of a challenge. (uneven sidewalks due to the beautiful old trees & their ever expanding root systems). What about a "rebate" program for citizens that add "street lamps" to their properties to aid in this?
- To facilitate walking to/from schools make drop-off areas away from school so that students who walk can do so w/o worrying about cars.
- Use Irrigation Canals For Walkways (Highline Canal in Denver).

New Belgium Brewery – Employee Meeting (7/19/10)

- Very much in support of pedestrians being the primary mode in high pedestrian use areas.

Plan Fort Collins – Public Open Houses (10/12, 10/14, 2010)

- Ensure commercial and neighborhood areas are built and designed to shorten auto trips, and to enable walkability, biking, and transit use.
- Pedestrian travel will be acknowledged as a viable transportation mode and elevated in importance to be in balance with all other modes.

- Increase pedestrian safety by identifying and correcting potentially dangerous locations with physical improvements.
- Ensure that all pedestrian facilities are designed and built so they can be used by children, mobility impaired, and elderly.
- Provide regular maintenance of all pedestrian facilities, including repair and replacement, snow removal, and sweeping.
- Heighten awareness of professionals (planners, engineers, police, architects, developers, policy makers, and the judicial system) to effectively address pedestrian matters.
- Change local ordinances and codes that will enhance pedestrian safety, develop educational programs, and increase enforcement.
- Promote the mix of land uses and activities that will maximize the potential for pedestrianization.
- Develop pedestrian standards that promote and direct safe pedestrian linkages to activities and transit.
- Prioritize pedestrian improvements that serve children, mobility impaired, and elderly. Prioritize pedestrian improvements to schools, parks, transit, and activity areas.
- Provide funding for pedestrian improvements at a level balanced withal other transportation modes.
- Implementation of the pedestrian Plan shall include continuing outreach to tailor policies and facilities to the pedestrian community.
- Revise the Pedestrian Priority Map to reflect new land-use patterns and traffic analysis recommendations.
- Review and potentially revise the Pedestrian Level of Service methodology.
- Incorporate the current crossing policy used by Traffic Engineering into the Pedestrian Plan and promote new and innovative crossing treatments.
- Revise street classifications throughout the community to reflect new land-use patterns and traffic analysis recommendations.
- Designate corridors/street segments on a new MSP overlay map to reflect areas needing future "Context Sensitive Solutions" approach rather than application of current street design standards based on LCUASS.
- Implement additional bicycle and pedestrian safety education programs for people of all ages. Include educational efforts to increase safe use of on-street facilities and off-street, multipurpose trails.
- Please keep in mind for pedestrian traffic that many seniors move SLOWLY.
- Hooray for supporting pedestrians! Often don’t have sensible pedestrian connects so good to see your planning for them.
- Prioritize & emphasize active travel, i.e. walking & biking, and maintenance of facilities used for those purposes.
- Please increase time length setting on cross walk lights on College area in Old Town. Need at least 5 seconds more time.
- Please don’t pit bicyclists and pedestrians against each other.
- Include (more) bicycle plan.
- Promote biking and walking for health!

Appendix B

Pedestrian Plan Survey

Your Opinions on Walking in Fort Collins

This survey is also available online at www.fcgov.com/pedestrianplan

The City of Fort Collins is evaluating how pedestrians move in our community. Is it easy? Difficult? Please take this survey and let us know how you walk in Fort Collins.

DEFINITIONS - by "pedestrian" and "walking" we mean the following:

- Parent pushing a stroller
- Person in a wheel chair
- Person moving with the assistance of a walker, crutches or cane
- Runner training for a race
- Child getting to school by taking the sidewalk
- Shopper getting from their car to the store, work, etc…
- Family walking the dog after dinner
- Person walking to the bus stop to get to work
- Person rollerblading or skate boarding
- And many others…

1. Where are your top three favorite places to be a pedestrian in Fort Collins?

_____

_____

_____

2. Where are your top three least favorite places to walk Fort Collins?

_____

_____

_____

3. Do you have a problem spot that you'd like us to know about?

_____

_____

_____

4. How much does weather impact your decision to walk or travel as a pedestrian?

☐ I walk in all types of weather

☐ I sometimes walk in bad weather, but mostly when it's nice

☐ I only am a pedestrian when it's nice out

5. As a pedestrian, how much of your pedestrian travel is spent in the following categories?

Please rank with 1 as the least amount of your travel and 5 as the most amount of your travel.

For fun or exercise, for example to walk the dog
1 2 3 4 5

To and from my car or bus
1 2 3 4 5

To get to work, library, parks, downtown, shopping, school, etc…
1 2 3 4 5

Other
1 2 3 4 5

6. If you chose 'Other' in question #5, please describe.

_____

_____

7. What makes you walk?

(Please rank with 1 being not important and 5 being very important.)

Journey over destination. It is important to me I enjoy the walk to my destination. I pick routes that are fun for me.
1 2 3 4 5

Destination over journey. I mostly walk to get from one place to the next; I don't really pay attention to what the route looks like.
1 2 3 4 5

I walk because I don't have many other choices.
1 2 3 4 5

8. How long are you willing to walk to your destination?

☐ 1-10 min. ☐ 10-20 min. ☐ 20-30 min. ☐ 30+ min.

9. Do you have children/grandchildren who walk to school, the park, the store or a friend's home? If so, do you have any thoughts or concerns about them walking in Fort Collins?

☐ Crossing busy streets
☐ Complicated routes with chance of getting disoriented
☐ Strangers
☐ Long distances
☐ Other
☐ Not applicable

10. Would you support pedestrians being the priority mode of travel in high pedestrian areas?

☐ **Yes** ☐ **No**

11. If so, where? E.g CSU, downtown.

_____

_____

12. How important to you are the following?
(Please rank with 1 being not important and 5 being very important.)

Directness: Routes between locations, even dead end roads, cul-de-sacs and looped neighborhoods are uncomplicated.
1 2 3 4 5
Continuity: Sidewalks connected between schools, neighborhoods, parks, activity centers and other destinations, no gaps.
1 2 3 4 5
Street Crossings: Safe, comfortable and attractive street crossings.
1 2 3 4 5
Visual Interest and Amenity: Comfortable and attractive pedestrian areas and settings to make an interesting pedestrian experience.
1 2 3 4 5
Security: Routes are well lit, inhabited by pedestrians and reduce the impacts of vehicles. Places that promote a general feeling of security.
1 2 3 4 5

13. Where do you think are the best three street crossings in town?

_____

_____

_____

14. Where do you think are the worst three street crossings in town?

_____

_____

_____

15. What three things would you have the City do to improve the pedestrian experience in Fort Collins?

_____

_____

_____

16. How would you rate your neighborhood for walking?

☐ Great ☐ Needs some work ☐ Not very nice at all

17. Anything else, pedestrian related, you want to tell us?

_____

_____

_____

_____

_____

_____

18. Where do you live? (nearest cross streets)

_____

19. How old are you?

☐ Under 15 ☐ 15-29 ☐ 30-49 ☐ 50-69
☐ Over 70

20. Would you like to receive project updates and invitations for the Pedestrian Plan?

☐ Yes, here is my email address

_____

☐ No thanks.

21. Where did you hear about this questionnaire?

☐ email ☐ newspaper
☐ Library ☐ City website
☐ Facebook ☐ Friend/Family
☐ Board/Commission ☐ Northside Aztlan Center
☐ Plan Fort Collins event on June 29-30
☐ Other

22. Where did you hear about this questionnaire?

_____

Thank you again for your interest! In conjunction with Plan Fort Collins, the City is updating the existing Pedestrian Plan, developed in 1996. Your answers will help us find out how you walk, what your concerns are, and what's important to you.

Stay involved with Plan Fort Collins and this Pedestrian Plan update, by visiting *fcgov.com/planfortcollins* for the latest information. Please direct your Pedestrian Plan questions or comments to Jennifer Petrik, Transportation Planner, 970-416-2471 or jpetrik@fcgov.com**. You can also drop off this survey at the city offices at 281 North College.**

City of Fort Collins

Walking Survey Results, 2010

1. Where are your top three favorite places to be a pedestrian in Fort Collins?

Generally where	Specifically Where	count
Oldtown		**186**
	Downtown	51
	Mountian Avenue	6
	Oak Street Plaza	2
	Oldtown	99
	Oldtown Neighborhood	17
	Oldtown Square	10
	Shields and Laurel	1
Trail		**102**
	Mason	2
	Mason Trail	1
	Natural Areas	10
	Poudre Trail	35
	Power Trail	4
	Spring Creek	28
	Trail	22
Park		**62**
	Aztlan Center	1
	City Park	27
	Fossil Park	3
	Gardens at Spring Creek	1
	Lee Martinez Park	3
	Library Park	5
	Lions Park	1
	Parks	12
	Rolland Moore	2
	Spring Canyon	4
	Spring Creek	1
	Troutman Park	1
	Warren Lake	1
Local Neighborhood		**36**
	Local Neighborhood	36
CSU		**30**
	CSU	30
Miscellaneous		**15**
	Accessible locations	2
	Council Tree	3
	Drake and Shields	1
	Drake and Timeberline	1
	FC Club	1
	Golf Course	1
	Northeast	1
	Northwest	1
	Poudre Valley Hospital	1
	South Transit Center	1
	(blank)	2
Front Range Village		**6**

	Front Range Village	6
Mall		**6**
	Mall	6
College Avenue		**5**
	College and Drake	1
	College Avenue	4
Harmony		**5**
	Harmony and JFK	1
	Harmony and Timberline	2
	Harmony and Ziegler	2
Campus West		**3**
	Campus West	3
City		**3**
	Entire City	3
Overland		**3**
	Elizabeth and Overland	1
	Overland	2
Epic		**2**
	Epic	2
Lemay		**2**
	Lemay	2
Midtown		**2**
	Midtown	2
Senior Center		**1**
	Senior Center	1
Grand Total		**469**

2. Where are your top three least favorite places to walk Fort Collins?

General Area	Count
College South	44
Miscellaneous	46
College North	38
College Avenue	28
Harmony	27
Intersections	22
Lemay	19
Mulberry	15
Shields	12
Mall	9
Riverside	9
Oldtown	8
Prospect	8
South Fort Collins	8
Near CSU	7
Parking Lots	7
Arterials	6
Downtown	5
Sidewalks too narrow/uneven/missing	5
Campus West	4
College (not Oldtown)	4
Horsetooth	4
Midtown	4
School area	4
South of Prospect	4
Linden and the Poudre	3
Rolland Moore	3
Taft	3
Vine Drive	3
Anywhere but oldtown	2
Busy Streets	2
Front Range Village	2
Lincoln	2
narrow sidewalks	2
Old neighborhoods	2
Overland	2
Spring Creek Trail	2
Streets	2
Trilby	2
Grand Total	**379**

Question 2 - Miscellaneous

Any street north of vine
Anyplace the sidewalk is on top of the road
Anywhere east of riverside
Anywhere near college and harmony
Behind the safeway, really!
Bike trail
By bars
By catholic charities
By crazy teens
By csu parties
By hwy 1
Certain areas of springcreek - full of bikers
City park
College and prospect
College and rutgers north bound
Conifer st. (college/lemay)
Curb cuts
Drake
East poudre trail
English park and trail
Entire city
Everywhere after the buses stop running
Fort collins
Highway
Horsetooth lake
Icy sidewalks
Lake sherwood area
Laurel
Mason corridor
My neighborhood
My neighborhood (north of laporte and west of shields)
No north-south trails
Not many picnic areas there too, few tables
On trilby between lemay & timberline (we need a trail head connected in south ftc.)
Power trail
Side walks
Sidewalks
South mason
The back trails alone
The 'burbs with endless cul-de-sacs
The honey place out on route 8
The square
Timberline road
Wal mart
West ft collins by stadium area

3.Do you have a problem spot that you'd like us to know about?

Across from the bank wells fargo
additionally, there are no wheelchair ramps on most corners affecting kids on bikes, parents with strollers, and disabled pedestrians.
all handicap parking spots not big enough for parking & getting wheelchairs out & people off.
All north south traffic signals on college ave. have a short walk time cycle. disabled, elderly, children, sick and injured can't make it across in the time allowed.
All public bathrooms, no changing tables for adults or room for wheelchairs + 2 people.
Any where in the city where sidewalks or bike lanes don't exist. here are a few places that come to mind.
Anything in the south end of town removed from the mason st. trail is virtually innaccessible to pedestrians (wether or not you consider bicycles as pedestrian traffic).
Anywhere in the downtown area. the sidewalks are in horrible shape for persons who use a wheelchair.
Anywhere near college and harmony
Around downtown at vine & the mission
As development moves north it is likely my problems will be solved
Behind the safeway just stinks and sometimes there is something on the sidewalk that is slippery, not sure what that is but it's there now and then. i avoid that block.
Bike trails are full of bicyclists that think they own the trails. bicyclists are very unfriendly to walkers.
Bikes vs. pedestrians - overall
Bus stop @ lemay, cross walk columbia road hwy 287 & skyway
bus stop logistics-please make sure is clear of snow, ice, folliage for wheelchair users.
By catholic charities
By the 7-11 on shields
Campus area, students have no respect for anyone
cars stop at ped. crossing on mountain east of college.
City drug, transfort sdiewalks
City park curb cut by tennis courts at street car pick-up
college & horsetooth
College & maple
College and laurel
College avenue from laporte to olive
College avenue from prospect south to harmony - uncomfortable, lack of sidewalks
Crossing at mulberry and college-no place for me to go halfway across like laport and college
Crossing college anywhere between drake and harmony
Crossing college ave.
Crossing harmony & timberline or corbett is dangerous. the pedestrian walk indication is very short and turning drivers are inattentive to peds, or assume peds have to be across the street in the few seconds the walk indication is present.
Crossing jfk to/from home depot. people are reluctant to stop.
Crossing prospect to/from sheely dr. very difficult area to cross to get to sidewalk on n side of prospect.
Crosswalk at ziegler & paddington. traffic seldom stops for pedestrians.
Crosswalks need better and more consistent signage to alert drivers to stop.
Curbs
Don't walk much except my dog.
E. mulberry between college & lemay
East prospect, west vine, need more transit service
Enforce dismount/no skateboards in old town.
front range village- i think this was designed very poorly. too many cars drive too fast through there and it is very tight pulling into the target parking lot area from the south side. too much traffic in a very congested area. plus there are no bike lanes through the main village area. so it was designed sort of to encourage biking but then you have the cyclests running over the walkers.

Hard to cross laurel ave north of csu
hard to figure out what happens to poudre trail & lemay.
Harmony & lemay
Harmony & shields needs a no right on red when pedestrians are present""
Harmony road and boardwalk
Horsetooth dunbar to senneca
Horsetooth east of landings dr on north side. lemay on east side, north of parkwood
horsetooth rd. there is a small portion on the noth side of the road before you hit college that does not have a bike path or much of a shoulder to ride in or side walk. a bike lane and side walk would be helpful there.
Horsetooth road between seneca and taft - horribly disjointed, extremely difficult to cross horsetooth to get to schools, pool and parks.
how about a pedestrian bridge (or underpass like there is for college) for getting across shields near csu close to elizabeth? also, now that many who formerly went to moore will be going to bauder, the crossing could be better than just a light and school guards (also the sidewalks on the north side of prospaect).
i should also mention that i rarely visit anything south of prospect because it is so unfriendly to bicyclists and walking pedestrians.
I'd like to see walkability (and bikeability) improved on north college corridor north of old town up to hwy 1 - it seems like an area that is developing as far as business and residential, and the need for better transport on the corridor is apparent. also, lemay/lindenmeir from vine st north is seriously lacking in sidewalk (although the bike lane rules).
In southern fort collins, right on vantange view place there is no turn lane (to turn into the neighborhood) so it is hard to turn or walk by without causing all the traffic to slow down and potentially causing a wreck if drivers don't notice the cars slowing down.
in the miller neighborhood, is there any way along that we might ever get walking paths along the irrigation ditches which back to people's properties? between shields and taft hill on the n side of prospect there is some widened sidewalk. how about doing the same on elizabeth?
it would be neat if college and mountain had both lights red at once for diagonal crossing dedicated to pedestrians. this would eliminate competition with cars turning.
Just as mentioned in prior question. wish the greenstone neighborhood in south ftc would connect to the other nearby trails so we can stay off the streets. we walk in areas w/o bike lanes along trilby, and have areas along lemay w/o sidewalks so we have to walk in the street, and share the bike lane.
lake and shields intersection. no pedestrian crossing option on s side of intersection (crossing shields at lake. you have to cross shields then lake to get to the s side of lake.
laporte ave near psd support services center and poudre hs
Laporte ave west... needs big time bike lane improvements... as well as parts of west vine.
Laurel avenue by csu. crosswalks are hazardous - just a matter of time before someone gets killed. flashing lights might help. i should have listed this on least favorite places to walk.
Laurel street @ csu.
Lemay & stuart intersection
lemay and horsetooth
lemay and mulberry street very skinny attached sidewalks.
lemay ave between mulberry and drake
Lemay avenue from doctors lane to riverside has poor sidewalks
lemay between pvh & prospect.
Lincoln ave is really bad. riverside is bad.
Lincoln st. is not pedestrian friendly. the railroad tracks are very bad and the bridge over the poudre river needs repair for pedestrians.
Linden street north of downtown
Lots of glass and gravel in bike lanes
Major arteries with higher speed traffic (40 to 45 mph plus) with limited or no sidewalks set back.
Many sidewalks are cracked and uneven.
Many sidewalks in downtown areas are buckled and dangerous
missing sidewalk links along myrtle between howes and washington. difficult to walk the dog.
More attention to n college

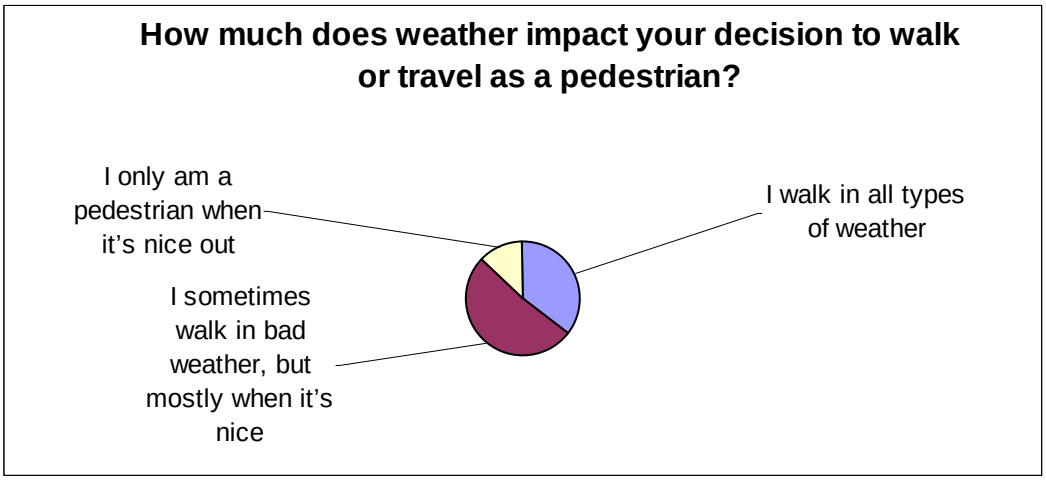
more parking for avery park and the fox meadows areas? an historical sign in avery park suggesting visiting the avery house and its location? all parks in town should have multiple accessible swings (the landscape structure's swings which look like banana boats) on playground equipment and safety belts could be sold to the public at cost for parents to take with and bring home (some of this wish list stuff could be put out to csu landscape management, sororities/fraternities, charities)
Mulberry intersection. scary to cross from neighborhood to safeway. can there be resting places half way across the intersection?
Mulberry st. at west edge of city park. also the pizza advertising person distracts drivers at this busy intersection.
N. college
Need a bike lane the length of overland at least between lyons park and spring canyon
Need cross walk signals that bikers can access or allow us to run the red lights we can't trigger
No sidewalk parkwood road to the northwest side of parkwood lake.
No-but it would be nice if some property owners trimmed their shrubs.
None
North college
North college
North college - no sidewalks.
North college avenue from the river up to about willox.
North college is pedestrian intolerant.
North college is really dangerous. i like going to the mexican food markets, jax and poudre ped and feed. dangerous
North college is scary to walk or ride gravel sprays up in my face and the streets are dirty
North college is very difficult to walk/bike.
North college, between the river and willox lane
north lemay ave. -no bike lanes/sidewalks up to green briar village.
North lemay very challenging to walk
Not particularly
Not really. although there are places in neighborhoods where there are low hanging branches over the sidewalk or the hedges and bushes cause you to go into the road. it would be nice if residents would be aware of the inconvenience this causes.
Not that i can think of.
Obvious difference in quality of sidewalks between adjacent neighborhoods north and south of laporte
Old town neighborhoods - uneven sidewalks
Old town-dogs and skateboards, bicyclists.
Pedestrian crossings at lights at major intersection...lights for peds are not long enough - drake and timberline for example
Pedestrian path between shawnee ct. and dartmouth dr. needs an improved bridge, weed control and repaving
Places without sidewalks.places without sidewalks on one side of the street.
poudre trail access under lemay
Prefer to have automatically activated ped signals at laporte and mason
Riverside - build sidewalk
Riverside (no bike lanes/narrow travel lanes, missing or narrow sidewalks)
riverside ave. -no bike lanes!!! this is my route to work.
rock creek-no parking in front of a school? bike land is completely unavailable to bikers, have to use sidewalk, dangerous.
rutgers - right too short
Shields north of myrtle on the west side the sidewalk is too close to the traffic and the sidewalk is very uneven. a huge safety issue.
Shields st crosswalk (needs a flashing light headings and sign in middle of road to crosswalk.
shields street crossings @ csu
Sidewalk along college is dicey from oldtown to whole foods. can't ride my bike well on it either and no great alternatve route
Skyway & 287

skyway & college
Snow mesa & harmony shopping complex.
some areas adjacent to bus stops where little or no sidewalks exist.
south and north of bridge, yuk!
spray for mosquitoes in parks/open ares, especially those north of old town.
Spring creek trail at lemay--low clearance height
Streets immediately east of college ave the sidewalks are extremely uneven (ex: garfield st between college and remington). also crossing college ave near csu campus is extremely difficult without traffic signal. infrastructure is already in place in the medians but no crosswalk markings or signs (ex garfield and college)
Taft hill & elizabeth-walking to city park pool.
Take your pick, any of the busy intersections such as drake/college, horsetooth/college, harmony/college are horrible for pedestians
The area around epic pool is not available for public transportation
The bicycle on ramp to the spring creek bike trail near the foot bridge" on drake. close to rolland moore park--no stop sign or caution sign for bicyclists"
The bus doesn't run late.
The entire south side of town. harmony and college intersection really sucks.
The issue with the major streets is that there are no buffers between the sidewalks and cars and cyclists zipping by at 40+ mph.
The lack of sidewalks around the west side of city park nine is a safety issue.
The lemay strip of andersonville is so busy that it's destroying this barrio. it would be helpful to have a protective buffer for the neighborhood, maybe entrance for those properties facing lemay through the alley or??? the romero house could use parking. it would be a long-term dream for a pedestrian bridge across for the neighbors and to connect in people's mind the barrios (also buckingham and alta vista) with the re-purposed former sugar beet factory.
The lights on college are still a little short for anyone who walks slowly
The powerline trail crossing at drake is scary. people still don't understand what to do. cars try to slip between pedestrians/bikers, or don't look for additional crossers while light is still flashing and one has crossed.
The riverbottom trails are full of bums.
The sidewalk from college ave to the hilton hotel is horrible all the time - narrow and close to traffic and with sand and gravel on the surface. in winter it's worse with packed snow that stays and stays.
The sidewalk on prospect and college feel so exposed and narrow with the traffic flying by. i love the springcreek trail, but at night its very dark.
The sidewalks in my west oak/old town neighborhood and particularly the ones in front of and on the side of my house are falling apart. they are being pushed up by tree roots from the street trees and are broken in spots from large tree limbs falling during now storms. as i live at the corner of oak and grant, i have pretty long sidewalks and can't afford the cost of replacing them.
The sidewalks in old town. they need to be smooth.
The sidewalks on prospect between college and lemay become restricted in some parts such that you have to get onto prospect to get by. horrible with a stroller.
The smokers at the square not moving out where they are allowed. even when i asked some of them don't move.
There are several quiet areas in and around fort collins.
There don't seem to be any north-south west-end bike trails, only east west and circular and mason in the middle. it would be nice to connect from the poudre river trail to the drake area trails and parks via a north-south west-end route, completing the circle.
timberline rd. around bacon elm. -no sidewalks, this was a main reason why i decided against purchasing a home further south on timberline.
To the west of the sanctuary apartments the trail that starts on horsetooth and heads south, there is a sopt where there is a pretty significant dip that is a trip harzard. also, downtown residential west of college the sidewalks are extremely dangerous.
Too many bikes on the roads
trails that cross harmony- you have to go around harmony rd. there is no easy connection between the trails running north/south.
Transit access on harmony-detached walk with drainage ditch

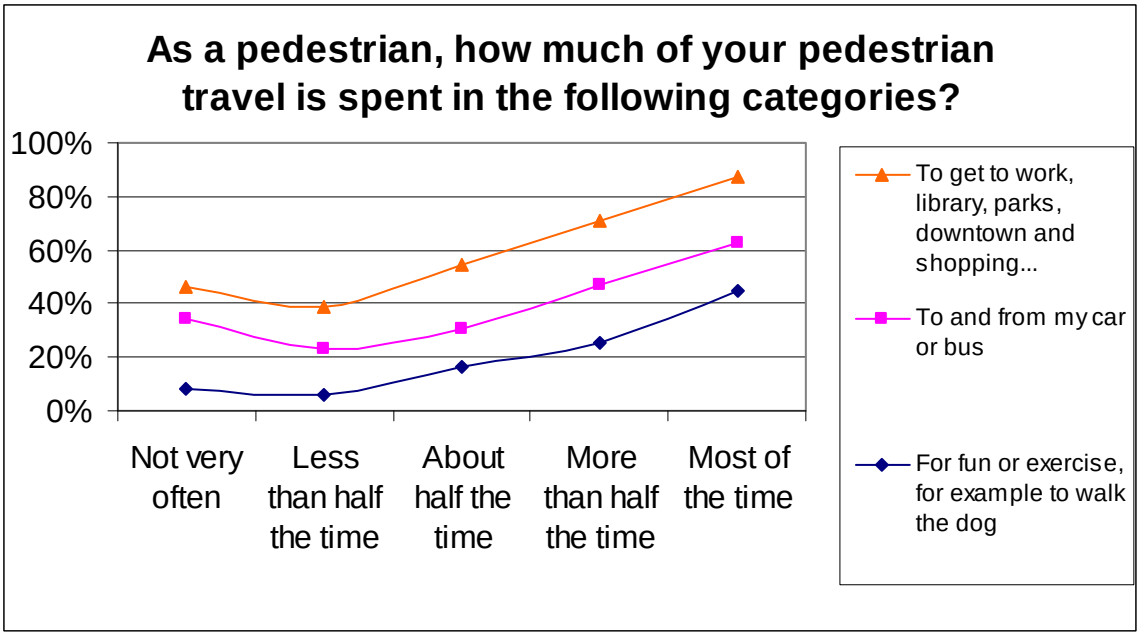
Trilby between college and timberline either does not have a sidewalk or it is very narrow and broken up so it makes it difficult to walk a stroller. especially between lemay and timberline there is not a sidewalk on either side that is the entire length so people walk on the road or in the very narrow bike lane.
Vermont & timberline
Vine & lemay
Vine & timberline rr crossing
w. laporte (no shoulder/fast traffic)
Walking is very enjoyable, but few refuges exist where one can escape a blast of exhaust in their face or the constant noise pollution of revving engines.
We live in the waterglen neighborhood and have a decent walkway through our neighborhood, but getting to old town is difficult. the streets are busy and some areas are too narrow to be safe for bikes or pedestrians. the 4 way stop at timberline and vine is a nightmare. if we had a bike trail that was safe, we might have more people bike into town.
Wee need a cross walk or yield for pedestrians across over on myrtle & shields
Yes, those of us paying taxes on the northside of town get nothing! i live inside the city limits in the richards lake area. we have nothing, no trails no way to get to town. yet we pay more in taxes than a average home in old town! we would like to ride a bike or walk to town too!!!

4.How much does weather impact your decision to walk or travel as a pedestrian?

I walk in all types of weather	62	35%
I sometimes walk in bad weather, but mostly when it's nice	90	51%
I only am a pedestrian when it's nice out	23	13%



5. As a pedestrian, how much of your pedestrian travel is spent in the following categories?



ranking	1	2	3	4	5
For fun or exercise, for example to walk the dog	14	10	28	44	78
To and from my car or bus	46	30	25	38	31
To get to work, library, parks, downtown and shopping...	21	27	42	42	43
Other	21	16	19	8	10

6. If you chose 'Other' in question #5, please describe.

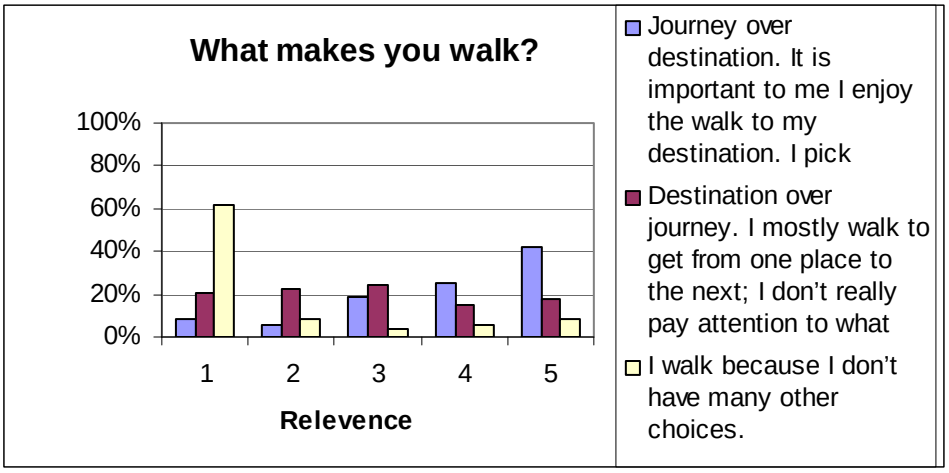
Guilty pleasure: we love to drive in and take family & friends or walk our dogs around the old town neighborhood area - we live too far away to make it to ot walking, but we still walk that area a lot for fun & recreation. we do bike to downtown a lot (then park & walk), and the commute would be improved by a safer north college corridor.
Hiking
I enjoy walking around my neighborhood and visiting with my neighbors.
I like to walk around pastures & see animals like horses and check fences.
I walk a lot in the neighborhood for exercise.
Just out for a strool in old town with the mrs.
Recreation only. i walk along the ditch & around my neighnborhood for exercize. i use my car & scooter for transportation.
Sightseeing
Walking aout and about looking for treasures
Walking around old town while out on the weekends.
Walking on bike trail along river
Wildlife viewing
To and from the streetcar
Walking if my car has broken down
Doctor appointments
Doing my job
During work
Get the mail.
Going to the grocery store.
I go tto school at csu spend a lot of time walking to class
I walk and/or ride my bike to work, to school, and to go shopping everywhere except the south

end of town. i just had a conversation this morning about how ridiculous traffic is on college, harmony, and prospect. the areas in town that are pedestrian friendly are pretty good, and i greatly appreciate your efforts.
I walk to get to my community garden
I walk to visit my friends.
Lunch
Lunch
Medical appointments
Medical appts.
Other errands
Run errands
Running errands around town
To children's sporting events
To get to and from scheduled events or appts.
To get to restaurant, library, grocery store
Walk to get to midtown shopping, theaters, etc.
Walk to gym
Walk to lunch
Walk to work
Walking to a business i may want to frequent from a downtown location.
Walking to non-downtown restaurants, video store, liquor store, etc.
Walking with participants from elderhaus
We centralize our car stop & walk to include multiple errands

7.What makes you walk?

	1	2	3	4	5
Journey over destination. It is important to me I enjoy the walk to my destination. I pick routes that are fun for me.	15	10	32	43	73
Destination over journey. I mostly walk to get from one place to the next; I don't really pay attention to what the route looks like.	35	38	42	26	31
I walk because I don't have many other choices.	106	14	7	10	15

Note: 1=low score, 5=high score



8. How long are you willing to walk to your destination?

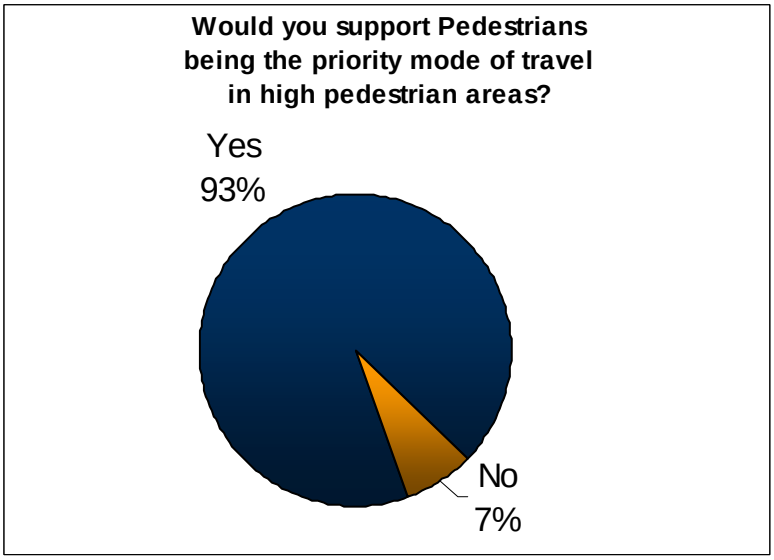
1-10 min.	24
10-20 min.	73
20-30 min.	41
30+ min.	39
	177

9.Do you have children/grandchildren who walk to school, the park, the store or a friend's home? If so, do you have any thoughts or concerns about them walking in Fort Collins?

Crossing busy streets	84
Long distances	25
Complicated routes with chance of getting	24
Strangers	46
	179

10.Would you support pedestrians being the priority mode of travel in high pedestrian areas?

Yes	93%	165
No	7%	13
	100%	178



11. If so, where? E.g CSU, downtown.

Downtown	24
Old town	5

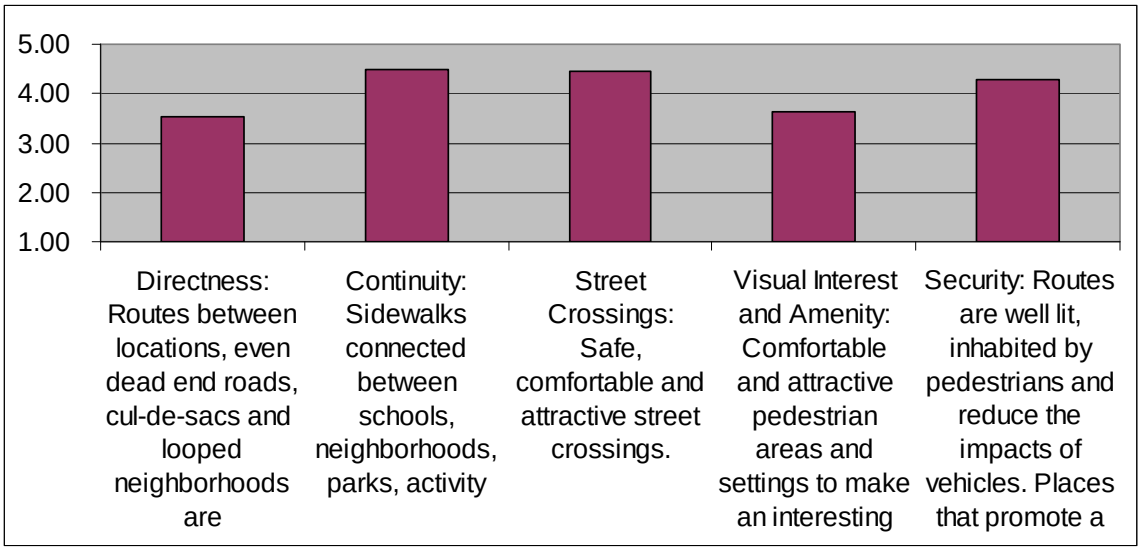
Csu, old town	4
Csu, downtown	2
Old town, csu	2
Across college to whole foods market, stuart crossing lemay, all crosings of lemay and drake	1
All of old town should be turned into walking/biking mall	1
All over	1
Any main intersection	1
Anywhere needed	1
At each main street intersection. i.e. lemay, horsetooth, drake, laporte, taft hill, shields, college, etc....	1
At the intersection of each of our main streets on the mile grid. make these nice places to walk to and enjoy community spaces not only in oldtown.	1
Both and campus west	1
Both csu and downtown	1
Both of the above. csu & downtown	1
Both of these.	1
Both,parks	1
Certainly emphasize the importance of pedestrians on laurel and downtown. i have had way too many close calls crossing in the crosswalks on laurel with drivers on phones not paying attention, or generally just in a bad mood and in a hurry. i emphasize the need to follow the rules when walking with the kids, but even so, most drivers are not paying attention. it gets scary sometimes.	1
College avenue at key destinations, campus west, foothills mall area, harmony road at key destinations, all activity centers, near parks and schools	1
Csu	1
Csu & downtown	1
Csu and downtown and evrywhere. we should always encourage people to be active and making safe pedestrian access is a step in this direction.	1
Csu and downtown/old town. i can't think of any other place in fort collins with large volumes of pedestrians present.	1
Csu center of campus, downtown	1
Csu needs better separation of bike and walkers. in south fort collins the sidewalks need to be better maintained so that people will walk. downtown is fine how it is.	1
Csu downtown	1
Csu downtown maybe some shopping developments	1
Csu old town	1
Csu, city park, old town	1
Csu, downtown, around schools, around churches at high peak times, during parades etc.	1
Csu, downtown, around the mall area	1
Csu, downtown, bus stop areas	1
Csu, downtown, but in both these places they really are the major mode already	1
Csu, downtown, campus west	1
Csu, downtown, city park	1
Csu, downtown, city park, brewery areas, old town neighborhoods such as mountain street, areas where natural areas and the city meet.	1
Csu, downtown, everywhere!	1
Csu, downtown, flower gardens @ csu, city park	1
Csu, downtown, front range	1

Csu, downtown, oldtown, city park	1
Csu, downtown, on the sidewalk!	1
Csu, downtown, trails	1
Csu, downtown. that is probably all that is practical.	1
Csu, maybe core downtown like old town square	1
Csu, old town (downtown), residential streets	1
Csu, old town area	1
Csu, old town, any place with a high density of shopping	1
Csu, old town, shopping along the harmony corridor.	1
Down town	1
Down town, campus west, technogogy center, south college, parks and trails	1
Downtown and csu (csu is scary because bikes and cars are everywhere	1
Downtown and laurel street	1
Downtown and near parks!! i support it near campus also, but feel as though sometimes there is a sense of pedestrian entitlement that can become unsafe around campus, and i don't want the city to further foster that behavior.	1
Downtown for sure!	1
Downtown intersections (especially right turns on red)	1
Downtown not csu! or anywhere but csu!	1
Downtown around main library	1
Downtown csu	1
Downtown laurel along csu	1
Downtown laurel and college csu shields & elizabeth w. elizabeth	1
Downtown schools parks rec centers	1
Downtown, although i think that old town square is enough of a pedestrian zone for now.	1
Downtown, around areas of retail - like the stores on either side of college between horsetooth and harmony	1
Downtown, campus area, west elizabeth, mason corridor, trail corridors,	1
Downtown, city park to csu, downtown to river.	1
Downtown, csu	1
Downtown, csu, (get parking off campus - park out and bus in.	1
Downtown, csu, main intersections on harmony.	1
Downtown, csu, northern fort collins near housing developments	1
Downtown, csu, south college/mall/midtown area	1
Downtown, csu.	1
Downtown, mason corridor.	1
Downtown, near senior and disabled housing complexes, near areas with a high volume of shopping	1
Downtown, schools (grade schools in addition to csu), parks.	1
Downtown, some csu	1
Downtown, some of the parks	1
Downtown.	1

Downtown. well, actually, i take that back. downtown is already pedestrian friendly. the square is already pedestrian only. on street parking and biking in all other areas of downtown is fine.	1
Downtown... by schools!	1
Downtown/ cherry / south to & through csu south from between college and shields. one continous street: mason.	1
Every where lights in crosswalks esp not on major intersection should respond to ped. if it were as fast to walk somewhere more people would do it.	1
Everywhere that it is possible.	1
Everywhere!	1
Everywhere! and bikes, too.	1
Everywhere. downtown certainly.	1
Fort collins in general; we are too auto-centric and need more emphasis on other modes for a variety of reasons, such as health and environment. of course, anywhere where we have high pedestrian traffic should have emphasis, and as clearly demostrated by the trails use, we need more safe ped travel with less risk of motor vehicle exposure.	1
Hard to say. i would support over or under passes or walking trails across main streets like shields, elizabeth, college etc. i would not support pedestrian walkways replacing any main arterials. perhaps would support closing off more of the campus, but for someone mobility impaired, the distances could be long without an internal shuttle. some of the side-streets in the old town area could be turned into another pedestrial mall like old town square, but this should be done carefully, so that the area remains somehow unified...	1
I do not want to see pedestrians have more clout over automobiles. peds need to be held accountable and careful in traffic. pedestrians need to wear white at night and be forced to use crosswalks.	1
In districts, not the entire city. csu. downtown	1
Isn't this already happening? or, what would we do different?	1
Need shopping center near panera, 5 guys, qdoba off harmony	1
Need to somehow bring wheelchairs & people who can't walk far distances to a specific place.	1
No where!	1
North fort collins	1
Old town - campass - old mall site(foothills fashion mall)	1
Old town and other activity centers	1
Old town from laporte to olive and mason to remington	1
Old town bike trail along river	1
Old town! downtown	1
Old town, bike trails	1
Old town, csu, residential areas, higher density development areas	1
Old town, csu, the brewery district, along poudre river	1
Old town, in parking lots, all neighborhood streets	1
Old town, near foothills mall & the new shopping areas on east harmony.	1
Old town.	1
Parks, shopping, libraries	1
Parts of old town and csu campus. buses should be allowed, but the majority of traffic should be on foot or bike. for a good reference point, consider madison, wi's handling of the capitol square/state street area and parts of campus. they do a fantastic job and are very bike/pedestrian friendly.	1
S. college, csu, downtown	1

South & north college	1
Wherever possible. pedestrian friendly places are more sustainable and improve quality of life.	1
Yes	1
Yes, both csu and downtown. but i think we need to consider many of the senior communities as well, where walking is often the olny way of travel, nut promotes healthy living as well.	1
Yes, down town, cars are clueless to peds. at corners & who has the right of way	1
Yes, more enforcement of no bike riding on sidewalks downtown.	1

12. How important to you are the following?



	Unimportant	Semi-unimportant	Neutral	Semi-Important	Important
Directness: Routes between locations, even dead end roads, cul-de-sacs and looped neighborhoods are uncomplicated.	6	15	44	39	34
Continuity: Sidewalks connected between schools, neighborhoods, parks, activity	2	3	12	40	85
Street Crossings: Safe, comfortable and attractive street crossings.	1	4	11	35	88
Visual Interest and Amenity: Comfortable and attractive pedestrian areas and settings to make an interesting pedestrian experience.	8	13	40	45	35
Security: Routes are well lit, inhabited by pedestrians and reduce the impacts of vehicles. Places that promote a general feeling of security.	3	3	28	34	74

13. Where do you think are the best three street crossings in town? And why?

College/Mountain	31
College/Oak	19

College/Olive	12

Survey Question #13
Where do you think are the best three street crossings in town? And why?

All of the crossings on Hampshire between Prospect and Drake - traffic calming is instituted in the form of raised crosswalks.
All of the crossings on the Poudre and Spring Creek Trail that allow you to go over or under the roads. This is extremely important for safety and continuity in travel.
All Oldtown intersections are good (the ones with pedestrian assist.)
Any 4-way stop in neighborhoods - slow speeds, pedestrian right-of-way.
Any place were you can cross without having to wait for a light.
Anywhere where the walking signal is heard and favors the walker over the traffic.
City Park Avenue at Mulberry - responsive pedestrian signal.
College & Laporte; the traffic is forced to slow down.
College & Mountain, I believe there are signs that don't allow right turn on red when pedestrians are present.
College & Mountain.
College and Laurel.
College and Mountain because the crosswalks are well marked, the signal gives you enough time and there are medians in case you do get stuck.
College and Mountain, College and Oak, College and Olive. All of these intersections allow adequate time to cross. They are wide and you don't have to wait too long for the light to change.
College and Mountain.
College and Olive - shaded, slow traffic speed, smooth street.
College and Walnut - attractive area, colored sidewalk, resting place in the middle.
College Avenue in downtown - medians provide safe harbor.
College crossing at Olive St. in old town: it's purely for pedestrians and not an intersection where one has to watch for turning cars!
Crossing College on Laurel -- lights are timed well for pedestrians and drivers generally obey turn arrows, etc.
Crossing Mountain Avenue by Coopersmith's because drivers are very considerate of pedestrians.
Crossing the street between Luciles and the post office because of the protective and beautiful tree canopy.
Crossing under College Avenue on the Poudre River Trail because it is next to the river and I don't have to hassle with cars.
Crosswalk on Mountain and Remington-because again, the cars are well aware of the possible pedestrians.
Downtown - slower traffic speeds.
Downtown streets that accommodate pedestrians.
Downtown, feeling of security, and areas to wait if you can't make it across in one signal.
Drake & Horsetooth roads @ Powerline Trail because the flashing light easily stops the busy traffic.
Fossil Creek Park- scenic and safe.
Good lighting, good signage.

Harmony & Corbett - long walk signal.
Howes and Olive--beautiful street with big trees, slow vehicle speeds and good visibility.
I like being able to cross the streets where I want such as in Oldtown--to me that is one of the things that makes a place pedestrian friendly. It usually means traffic is slower at that location.
I like this intersection, and others, which have a countdown crossing signal. It allows the pedestrian and motorist to see when the light is about to change.
I love the downtown crossings of College. There is pedestrian refuge in the center and visual interest such as fountains and landscaping. They are heavily used by pedestrians which makes me as a pedestrian feel safer.
In Oldtown from the parking garage to Coopersmith's.
Kechter and Zeigler, the roundabout is extremely easy to cross.
Laporte and College--you have enough time to cross if you're in a wheelchair.
Laporte and Mason - smooth railroad track crossing, crossing lights with buttons.
Laurel & College, well marked.
Laurel and College.
Linden and Laporte - drivers are very respectful of the crossing.
Linden and Walnut-brick street.
Long lights for pedestrians.
Loomis and Mulberry - fast pedestrian button.
Lots of things to see.
Many areas could still use more trees (individuals or groups could help with this), parking, rest areas, and seating.
Maple Street between Howes and Mason - most random place for a crosswalk but I use it almost daily. Has extended curbs, brick crosswalk and signs.
Mason Trail and Drake. Good clear signal for bike/pedestrians.
Most are very difficult. Either timed too slow, steep ramps or cracked ramps, or inaccessible buttons.
Most of Oldtown, mostly due to reduced speed.
Most of the downtown corners allow adequate time for people to cross.
Most people stop at the cross walks.
Mountain & College intersection; no right turns when light is red. Well marked. Island in middle of road. Frequent light changes.
Mountain & College, because there is no right on red and it's well marked.
Mountain and College - cars are aware there are many pedestrians and traffic is slow.
Mountain and College because of no right turn on red.
Mountain and College because vehicles are well-controlled regarding speed and turning ability.
Mountain and College.
Mountain and College; as many pedestrians as cars!
Mountain and College-because cars are well aware of the pedestrians.
Mountain and Olive: clear crossing, pedestrian refuge, predictability, long enough light to get across, trees to shade.
Mountain and Remington - pedestrian signal is instant with the resting place in the

middle.
Mountain and shields, there's a median you can stand on if you only get 1/2 way across Mountain.
Mountain and the roads where there are pedestrian buttons and blinking lights when you want to cross. I believe there are two of these right in the middle of Mountain Avenue.
Oak & College - because it's pedestrian crossing only and the light lasts long enough for everyone to get across.
Oak and College - attractive resting area in the middle, visually interesting area.
Oak and College, light is activated by walkers.
Oak and College, pedestrian signal, well marked crosswalks.
Oak and College, simply because it is just a pedestrian crossing (which is arguably just as close to a traffic signal as some of our other problem areas which have been deemed too close to a traffic signal to put in a pedestrian crossing!!)
Oak and College: safe and fun.
Oak and College-halfway resting place for pedestrians.
Oak street because it feels safe.
Oak/College - traffic signal, visual and sound.
Oldtown on College the signals are long enough for people to cross.
Oldtown-frequent signals.
Oldtown--pedestrian lights.
Olive & College, well marked.
Olive and College because vehicles are well-controlled regarding speed and turning ability.
Olive and College- good timing, I never have to wait too long, and I like the countdown so I know how long I have to cross.
Olive and College--activated pedestrian crossing with median refuge.
Olive and College--love the feel.
On West Prospect between Shields and Taft, a pedestrian crossing with a trigger light that stops traffic.
One of the crossings from west of Shields to the CSU campus has a very long walk light, so that gets my vote since most are not very long.
Pedestrian activated signal by elementary school on South Shields just south of Oak Street. Signal is in mid-block and takes affect almost immediately making it very safe.
Power Trail crossings at Horsetooth & Drake. Drivers are generally courteous and respect the flashing pedestrian lights.
Prospect and Welch - the button stops traffic immediately.
Speed limit of less than 30 MPH.
Spring Creek Trail at Lemay, College, Shields, and Taft Hill (4), because the underpass and walk up ramps allow pedestrians to avoid vehicle traffic entirely.
The crossing on Drake and Powerline Trail because drivers actually stop and it is very responsive.
The intersections of City Park Place and Mulberry, of Shields and Maple, of Shields and Oak, because in all three situations, the lights change to favor the pedestrian as soon as the cross-walk button is pushed.
The one from the parking garage by Coopersmith’s to the square because drivers actually stop and wait for you.

The one near Oak crossing College, and any others that give the pedestrian priority.
The ones that have a pedestrian overpass or underpass (e.g. Spring Creek Trail at College, Spring Creek Trail at Drake, Poudre Trail at College).
Those with sounds and seconds warnings and blinking.
Under bridges on bike trails at College, Lions, etc.
Vine-Taft roundabout - it is easy and smooth.
W. Elizabeth and Shields--long enough crossing time.
Walnut and Linden: clearly delineated crossing, low volume, drivers trained to look and give pedestrians priority. Pretty plantings on the corners. Feels safe and pleasant.
Walnut and Linden--attractive street with low vehicle speeds and good visibility.
Well observed pedestrian and train crossings.
West campus area (between Shields and City Park). It has signs, lights, brick crosswalk and island/median for pedestrians.

14.Where do you think are the worst three street crossings in town? And why?

1	14. Where do you think are the worst three street crossings in town? And why?
2	1. anything on harmony!!! 150ft of nothing but pavement with cars wizzing by 3in from you at 60mph is not fun! 2. taft hill's crossings could be improved a bit 3. college ave same as harmony comment.
3	1. country club & turnberry 2. country club at the country club itself. kids everywhere going to the lake. cars everywhere, most running the stop sign. 3. country club drive at lemay, four way stop with cars everywhere. runners, walkers and cars all mixing it up. very dangerous!
4	1. crossing lemay eastbound at boardwalk requires walking over the sod (or snowpile) to reach around to the far side of the light pole to trigger the pedestrian signal. 2. harmony crossings have very short pedistrian walk indications, especially for crossing a 6-lane autobahn. se fort collins is very pedestrian unfriendly outside of the neighborhoods. the power trail crossing at horsetooth. for whatever reason drivers there are frequently inconsiderate and will ignore the pedestrian signal.
5	1. mulberry crossing near coopersmith's - despite the crosswalk flashers, cars rarely actually stop because there's not a traffic signal - i've almost been hit there on several occasions 2. riverside-mulberry intersection when there's a train around - cars get antsy, and the angle of the intersection makes seeing pedestrians (and bikes) difficult.
6	All college bu at downtown
7	All harmony crossings east of college to kechter.
8	All of them.
9	Any college crossing south of prospect.
10	Any crossing of harmony or timberline = traffic speeds are very high laporte @ college avenue - very short light & cars don't yield to peds harmony & zeigler - if on bike, can't go from peleton to northbound (difficult for peds too)
11	Any of the crossings for csu students across laurel (washington, mason, whitcomb?) - drivers don't stop for peds to cross and police don't enforce the law
12	Any on harmony old town college
13	Any on s. college powertrail lights e. stuart at rollingwood when cars are parked on it.
14	Any street that crosses harmony, horsetooth, and college

15	Any where on college ave.
16	Anything and harmony
17	Anything crossing college out of downtown - very wide, cars aren't looking for peds.; harmony and jfk - very, very wide with disabled housing in the area; crosswalks throughout town only marked by a yellow sign - completely ignored by cars
18	Anything on college
19	Anywhere along harmony-too fast, too wide and more like a freeway than a road in a town
20	Anywhere on south college - south of propsect, drivers dont' seem to expect pedestrians there. anywhere north-south on prospect corner of shields & vine pretty squirrley!
21	Anywhere on taft hillanywhere on harmonyanywhere on shields
22	Anywhere south of prospect.
23	Busy intersections w/o ped asst. prospect/riverside
24	By all railroad crossings
25	By the mission
26	Canyon/mulberry/whitcomb 5 way intersection. it can be trecherous to even bike across. university ave and mason streets between rxr - intersection is hard for motorists to see pedestrians and pedestrians end up impeeding traffic to motorists for long periods of time. taft hill and elizabeth - sidewalks are narrow, and crossing surface is not flat (many ruts in the road)
27	College & drake college & harmony harmony & lemay
28	College & mountain (too many large trucks, semis, autos)
29	College & olive college & drake college &
30	College and cherry. long distance across street. doesn't feel safe. limite pedestrian island
31	College and harmony - what is good about it? mason trail at both drake and horsetooth - trail users are completely treated as second class
32	College and harmony college and horsetooth college and drake too much traffic turning in all directions make them risky.
33	College and harmony, harmony and ziggler, prospect and i-25
34	College and laurel, dangerous! the drivers seem so distracted at that corner. crosswalks are not well marked. light (signal) pattern is unpredictable. remington and mountain, there's ped cross lights there but the crosswalks are not well marked or lined up.
35	College and prospect college and drake college and horsetooth etc. there are no good pedestrian refuges and it's a long distance in a short time.

36	College and prospect: lots of traffic, crosswalks are faded, lights aren't very long and cars aren't accustomed to seeing peds. feels unsafe and it's not pretty or inviting either--a shame for a corner so prominent to the university... jefferson and linden: trucks are scary so close to curb, light takes forever to change after ped light is triggered, often scuzzy people crossing with you. even though it has many amenities, the mid-block crossing on mountain east of college is scary because even after triggering the ped lights, many cars go whizzing through at top speed: gives a false sense of security.
37	College and troutmanharmony and boardwalk
38	College at mountain college at oak
39	College avenue almost any where. drake taft
40	College/harmony
41	College/harmony timberline/harmony lemay/horsetooth jog.
42	College-anywhere s of prospect mason stree due to train college and vine
43	Crossing college to king soopers on columbia. the queue areas don't give me a good sense of safety. i always worry that my kids and i will get hit by a car. the crossing by edora park where spring creek trail surfaces and you have to cross a road at an angle. pedestrians and drivers and cyclists are always confused there. plus most other crossings on this trail are completely protected (under/over road), so this one is an anomaly. stop sign at remington and stuart. drivers and cyclists always want to rush this intersection and it doesn't seem safe.
44	Crossing shields at mountain is the safest for bikes and peds but so slow for cars. crossing shields at mulberry is dangerous. crossing maple downtown
45	Crossing shields on harmony. timing isn't long enough for even a 30 year old fast walker to get across all those lanes of shields near front range. plus, most drivers blow through the left turn arrow leaving a pedestrian even less time to try and cross that wide street.
46	Crossing west college prospect east of college & north of lemay (not enough lights)
47	Don't know.
48	Downtown college e-w. you don't have enough time to cross if you're in a wheelchair.
49	Drake & timberline - cars in righthand turn lanes do not look for pedestrians and they roll through red lights drake & lemay - same problem roundabouts (vine & taft, ziegler & horsetooth, etc...) - cars are not looking or paying attention to pedestrians.
50	Drake and shields - turners are impatient and cut off pedestrians. college and mountain - again, impatient or inattentive turners.

51	Drake harmony horsetooth
52	Everywhere else in fort collins
53	From andersonville across lemay lacks sidewalks and way too busy (see also earlier comments).across college from the college heights residential area to shopping on the w. side. also, from the mall to businesses on w. college. traffic, traffic, traffic.from accessible apartments on s. harmony across to grocery store and other shopping on n harmony. trafficnot exactly a street crossing issue but more of access to services. between taft hill and overland (e and w) and between prospect and drake, there is a large pocket of low-income housing and rentals. also, mercy housing on taft hill near the habitat store. bus transportation is needed for these residents to get to the safeway, walgreen's, and urgent care on taft and drake and also to the senior center on shields.
54	Harmony & college timberline & drake college & prospect
55	Harmony and college - too much traffic, distance too far to cross comfortably. need visual cues to drivers to make it a more pedestrian friendly crossing, narrower crossing points shields and harmony - huge intersection with no visual interest. the turn lanes seem like they were designed for the largest trucks not for the majority of the traffic that goes through the intersection. could have made this more like boulder intersections, narrower with attractive elements to provide slower cars and more pedestrian users. cherry and college, the attempt was there to make this a better crossing, but just not enough visual cues to make it more pedestrian oriented. still feels like you have to stay very alert to cross.
56	Harmony and college - traffic is heavy and not very aware of pedestrians. horsetooth and college any intersection like these really.
57	Harmony and timberline--enormous intersectection with high vehicle speeds and motorists running the light. college and harmony--big intersection, high vehicle speeds. college and prospect--big intersection, high vehicle speeds and volume, crazy college student drivers, poor visibility.
58	Harmony road - all too long and light doesn't protect enough
59	Harmony road drake road
60	Harmony/college mulberry/lemay
61	Harmony/timberline
62	Harmony/timberline harmony/lemay riverside/lemay

63	Horsetooth and college- too busy, ugly harmony and college- ditto prospect and college- ditto
64	Howes and laurel- takes forever for the light to turn and most people just jaywalk
65	In shopping areas like best buy/taco bell area, target/johnny carinos area, those types of places. a lot of cars and a lot of shops with no routes for walkers.
66	In the older part of town. the more north you go the worse it gets.
67	Lake and shields, prospect and shields and prospect and whitcomb. poor sidewalks, not enough time to cross street, long wait for light to change, no shoulder/bike lane on prospect, heavy traffic volume, fast driving speeds.
68	Laporte and college: confusing intersection for drivers - i see near accidents almost every time i cross harmony and shields: huge intersection is scary to cross as a runner or biker
69	Laurel and college laurel and shields college and olive
70	Laurel and college; too much car traffic with too much angst and too many cell phones. college and harmony; see above. college and prospect; ditto.
71	Laurel and mason, columbia and college, trilby and college large intersections, busy intersections, poor pedestrian signals, high speeds
72	Laurel street & csu shields street crossings & csu
73	Laurel street because there are crosswalks in the middle of the street, students walk, but the cars don't always stop.
74	Lemay & drake-light needs to be longer
75	Lemay & horsetooth-uncomfortable sidewalk also ends by tennis courts @ that park. cut across grass or take street.
76	Lemay and riverside - no concern for anything but automobiles. harmony and college - being revised, change may improve it. mulberry and vine - vast distance to cross in a short time span.
77	Maple & college - too many right turn angles to watch out for, and trucks turning onto 287 don't stop for peds
78	Mason and mulberry - terrible train tracks, high speed and short crossing lights. mulberry and lemay - poor light schedule, high speeds, low reconigtion of pedestrians. harmony and college - too many lanes of traffic, not enough time to cross, killer speeds.
79	Mason at oak st. - hazardous crossing at railroad tracks (most crossings along the rr tracks) north college - wide street and heavy traffic
80	Mason/laurel laurel/college
81	Most any street crossing along mason because the railroad tracks are extremely dangers, it doesn't matter if you are walking, running, in a car, on a bike, with a stroller, or on a skateboard.
82	Most in south by harmony
83	Most of the harmony crossings, with little safe refuge for peds, and the drivers generally focus more on other traffic then peds. the noise along the route is also intimidating, especially with loud vehicles.
84	Most of them!
85	Most places on college and a lot of major streets. lake and shields comes to mind.

86	Mountain & college because for what i stated afew ? ago...drivers are clueless
87	Mountain and remington, drivers ignore the flashing lights college and willow, too many turning cars, cars stop in the crosswalks, merge from jefferson takes driver attention away from pedestrians shields and elizabeth,turning movements, lots of pedestrians who ignore wait lights.
88	Mountain/college
89	Mulberry & college laurel & college
90	Mulberry and college is not fun to cross either- possibly because it is such a busy vehicle intersection. i have almost been hit there by a car turning right while the pedestrian signal was on.
91	Mulberry and college-no resting place in the middle
92	N/a
93	North college across willox north overland trail anywhere north of drake trilby & college
94	On college at: willox, mulberry, and harmony
95	On mason - laurel st. to laporte ave.
96	Overland at drake no crosswalk badly marked traffic heading north onto overland from drake should have to stop not yield banyan and golden current needs a stop sign and crosswalk
97	Power line trail & harmony road harmony & boardwalk
98	Power trail and streets. the flashing yellow lights are to different for the average person. make a standard red yellow green light and people will follow the rules. right now many don't
99	Pretty much anywhere in north fort collins. obvious reasons.
100	Prospect & college; high density traffic, right turns on red light.
101	Prospect & lemay riverside & lemay timberline & harmony traffic and bicycles are unaware of walkers
102	Prospect & riverside riverside and power lights rutgers & lemay ave.
103	Prospect and center the light is not long enough to get all of the cars , bikes and people across so people run red lights and that is dangerous of all.
104	Prospect and college elizabeth and lemay vine and taft
105	Prospect and college, i don't think the signal light is long enough and i don't think that motorist pay attention, i see near misses way too often. prospect and sheilds (for the same reason). the other than white strips on the street, unmarked cross walks on laurel ave., students think its a game to see if cars will stop by walking slow or jumping out on a close vehicle. the cross walks are difficult to see and even though you are only traveling 30mph i find it still very dangerous!
106	Prospect and lemay, timberline and prospect---too much traffic not paying attention
107	Prospect at lesher. eastbound traffic doesn't have an arrow to turn north to get to the school.

	that backsup eastbound prospect and turning traffic is more concerned about finding an opening in west bound traffic then bikes and peds. crossing. i've seen it happen.
108	Prospect/college harmony/college
109	Prospect/college prospect/lemay
110	Remington and mulberry and also wedbee and mulberry, they are incredibly fast light change in the north/south direction and eternally long int he east/west direction, so it makes it hard to have time to cross as a pedestrian or biker. i also dislike the intersection of mulberry and riverside, because it is just plain confusing and i'm not a fan of the trucks!!
111	Right now harmony & college/mason. anywhere the asphalt is worn away at train tracks! all along old town!
112	Riverside/lemay college/harvard riverside/mountain
113	Riverside/lemay stover/prospect
114	Roundabouts, horsetooth & college, harmony & college
115	See answer #2 above, also on the n side of shields crossing to the csu campus (shields and eliz) drivers often turn without heeding you.
116	Shields and harmony-really big and not many flowers and beauty like it could be
117	Shields street near raintree.
118	Shields street laurel street by csu
119	So many! and i mean no offense by that. i just believe there is a lot of opportunity for improvement in cities like ours that were built around and for the automobile, as i'm sure you would agree. crossing laurel and mulberry almost anywhere is a hassle. cars are traveling fast and the lights take a long time to change. crossing anywhere south of prospect just seems unsafe (and unenjoyable) in so many ways. crossing riverside.
120	South college
121	South college - harmony, horsetooth, drake - due to the very wide streets to cross
122	South college and skyway
123	South of drake, going north on lemay, near parkwood neighborhood. i'd like to see a flashing light for when pedestrians and bicyclist want to cross and have the right away. that's a scary crossing area at peak driving times between 5-6pm.
124	Supermarket liquors, blind spot
125	Taft & elizabeth may be in running.
126	Taft/bronson mulberry/loomis college/troutman
127	The power trail crossing at drake--a lot of people don't pay attention to it. timberline rd. just north of fchs--very short light for kids on school mornings. drake rd just south of odea elementary

128	The roads and entrances around the shopping center on the south west corner of drake and shields - drivers don't pay attention and often make left hand turns onto these streets/into the shopping center without looking, i've had multiple close calls with cars here elizabeth and shields - light gets run alot, especially by bikes, makes it dangerous most places along college - drivers not paying attention, lights being run
129	The weird streets near the lincoln center cars go every direction and the intersections are confusing because of all the angles
130	The worst ones are probaably ones which i would never even atempt such as crossing harmony.
131	There are too many to choose from
132	Those with several lanes. often a middle lane or side lane vehicle moves forward and doesn't see a walker/pedestrian or a biker that is in a pedestrian crossing.
133	Timberline & horsetooth - traffic seems congested and not big lanes for bikes bike crossing at drake & timberline - love the light signal to stop traffic, but since the railroad tracks are there, psd buses stop for the rr track crossing and are then under the bike crossing lights, so they can't see if the lights are on. harmony & college/jfk area - sidewalks end; big road to cross; heavy traffic.
134	Timberline and vine is horrible for pedestrian traffic due to the high volume of traffic and the 4 way stop that people consistently do not obey (or don't know how to use). the train tracks are also very bad here and are hard to ride over with a bike (cars too).
135	Timberline/harmony--people speed and run lights through here all the time. not very pedestrian friendly yet many people cross through there. prospect/riverside--again, cars traveling too fast,i don't feel very safe there biking or walking through the intersection. the cars that are turning east from riverside tend to keep going even when the pedestrian light is lite. harmony/corbett--the lights are timed poorly. as a car driver only 1-3 cars at most get through the light heading south on corbett and then when you are walking or biking you have to go fast in order to get across the street before the light changes. also, cars never yeild when turning west on to harmony when there are pedestrians there. the zoom through.
136	Too many to choose
137	Vermont and horsetooth-the light takes forever to change and cars turn regardless of the dont turn right on red when peds are present sign. crosswalk on drake near timberline-because some cars dont even stop when the light is flashing crosswalk on horsetooth near timberline-because cars don't even stop when the lights are flashing
138	Whitcomb & mulberry (convoluted intersection), stuart & lemay (light takes too long; because of hill, visibility not the best), mulberry & riverside
139	Ziegler - paddington timberline - drake
140	Overland at drake no crosswalk badly marked traffic heading north onto overland from drake should have to stop not yield
141	Power trail and streets. the flashing yellow lights are to different for the average person. make a standard red yellow green light and people will follow the rules. right now many don't
142	powertrail lights
143	Pretty much anywhere in north fort collins. obvious reasons.
144	Prospect & college; high density traffic, right turns on red light.
145	Prospect & lemay

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158	riverside/lemay
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171	South college - harmony, horsetooth, drake - due to the very wide streets to cross
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174	stop sign at remington and stuart. drivers and cyclists always want to rush this intersection and it doesn't seem safe.
175	stover/prospect
176	Supermarket liquors, blind spot
177	Taft & elizabeth may be in running.
178	taft hill and elizabeth - sidewalks are narrow, and crossing surface is not flat (many ruts in the road)
179	taft hill's crossings could be improved a bit
180	Taft/bronson

181	the crossing by edora park where spring creek trail surfaces and you have to cross a road at an angle. pedestrians and drivers and cyclists are always confused there. plus most other crossings on this trail are completely protected (under/over road), so this one is an anomaly.
182	the other than white strips on the street, unmarked cross walks on laurel ave., students think its a game to see if cars will stop by walking slow or jumping out on a close vehicle. the cross walks are difficult to see and even though you are only traveling 30mph i find it still very dangerous!
183	The power trail crossing at drake--a lot of people don't pay attention to it.
184	the power trail crossing at horsetooth. for whatever reason drivers there are frequently inconsiderate and will ignore the pedestrian signal.
185	The roads and entrances around the shopping center on the south west corner of drake and shields - drivers don't pay attention and often make left hand turns onto these streets/into the shopping center without looking, i've had multiple close calls with cars here
186	The weird streets near the lincoln center cars go every direction and the intersections are confusing because of all the angles
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195	timberline rd. just north of fchs--very short light for kids on school mornings.
196	timberline/harmony
197	Timberline/harmony--people speed and run lights through here all the time. not very pedestrian friendly yet many people cross through there.
198	Too many to choose
199	too much traffic turning in all directions make them risky.
200	traffic and bicycles are unaware of walkers
201	university ave and mason streets between rxr - intersection is hard for motorists to see pedestrians and pedestrians end up impeeding traffic to motorists for long periods of time.
202	Whitcomb & mulberry (convoluted intersection), stuart & lemay (light takes too long; because of hill, visibility not the best), mulberry & riverside
203	Ziegler - paddington
204	Trilby and college, forgot to mention...this is not the safest crossing intersection.

15.What three things would you have the City do to improve the pedestrian experience in Fort Collins?

1	15. What three things would you have the City do to improve the pedestrian experience in Fort Collins?
2	Continuous sidewalks
3	Continuous sidewalks
4	Continuous sidewalks
5	Better sidewalks
6	Better sidewalks
7	Lighting
8	Lighting
9	More crosswalks

10	More crosswalks
11	Wider sidewalks
12	Wider sidewalks
13	A few more stop lights
14	A lot of work has been done around raising awareness of bikers, similar efforts regarding runners and walkers would be nice
15	Accessibility for disabled
16	Add better waiting areas at busy intersections near basic services (like near king soopers/columbia)
17	Adequate close-in parking, safe walk way to city park.
18	Allow for more time to cross
19	Allow more crossing time
20	Allow more time for peds to get across
21	Avoid creating any more narrow, attached sidewalks in neighborhoods
22	Ban smoking on trails & parks
23	Ban talking and texting on c-phones while driving
24	Bathrooms
25	Benches at all bus stops
26	Better crossing lights at intersections
27	Better educational efforts to let drivers know pedestrians count!
28	Better lighting
29	Better markings/lights flash
30	Better night lighting
31	Better signage/lighting for yeild to pedestrian areas
32	Better street lights
33	Better transit
34	Bigger shoulders on roads or more sidewalks
35	Build better parking
36	Build new buildings with the active community environment in mind
37	Build trails on the northside of town.
38	Bulb outs at all intersections where possible
39	Campaign to encourage walking
40	Can you fix steep grades?
41	Clean off the sidewalks
42	Clean streets
43	Clear guidelines on bike paths
44	Clear snow and ice as if you were someone with compromised eyesight, and using a wheelchair or cane
45	Clearly id crossing areas
46	College ave! make it more friendly beyond old town
47	Complete mason street corridor project
48	Complete sidewalks
49	Complete sidewalks on harmony
50	Complete sidewalks on lemay
51	Connect neighborhoods
52	Connect some more of the trails
53	Connected sidewalks
54	Connectivity to mason trail from the west side
55	Consider walking paths adjacent to irrigation ditches in nw residential area
56	Continual sidewalks on both sides of the street
57	Continue to add pedestiran controlled light crossings

58	Continue to beautify streets
59	Continue to expand trails to connect.
60	Continue to promote street trails
61	Continue to raise awareness.
62	Continue with the crossing treatments currently used as development moves north
63	Control right on red turners
64	Create more trails/paths along harmony
65	Cross signals
66	Crosswalk light lengths too short at harmony & ziegler
67	Design & implement more trails away from traffic
68	Detach sidewalks from curb for more comfortable walking.
69	Diagnol crossings like de4nver
70	Diagonal crossing at college and mountain
71	Discourage auto-dependent development like se fort collins
72	Discourage car traffic from congested areas (perhaps like system in copenhagen to tax frequent users
73	Don't know.
74	Drop speed limit by 5 mph
75	Easier access to routes
76	Educate community
77	Educate motorist
78	Emergency phones
79	Emphasis on stopping when pedestrians are in a crosswalk
80	Encourage reduction of single occupant cars (encourqage hov's) to reduce number of cars on the road
81	Encourage show removal across intersections, alleys and bus access..
82	Enforce crosswalk infractions
83	Enforce crosswalk laws
84	Enforce currant laws against bikes!
85	Enforce ped crossing mandatory stop by drivers - the police will pull over speeders there, but not people who don't stop for pedestrians
86	Enforce pedestrian right of way at all street crossings
87	Enforce snow removal
88	Enforce traffic rules on bicyclists
89	Enforce vehicular laws, noise, ordinances
90	Enforcement of the current laws in regards to cars turning on red
91	Enhanced crosswalks
92	Ensure all streets have nice sidewalks
93	Ensure safet of children and people with disabilities (especially blind and visually impaired)
94	Expand transfort to harmony/taft area because no one who lives there can take the bus to campus for work easily. right now, i walk over a mile to get to a bus stop at front range. if there were a stop closer to harmony/taft hill, more people would use transfort and fewer would drive. everyone is safer!
95	Extended corners like in the e elizabeth st. area
96	Facilitate walking by making sure street crossing favor pedestrians, not cars
97	Fewer cars
98	Fewer cars (more public transport)
99	Finish sidewalks in town
100	Fix and put in more sidewalks
101	Fix discontinuities
102	Fix hard to find/reach buttons for crosswalks

103	Fix infrastructure
104	Fix old sidewalks
105	Fix sidewalks
106	Fix the bike/walk lights on power trail
107	Fix the railroad crossings
108	Fix the sidewalks
109	Flashing lights at crosswalks not located at intersection
110	Free long term parking somewhere downtown so you can park and walk somewhere and not have to be back in 2 hrs or pay to be there all day
111	Get an encouragement program for local neighborhoods that don't have sidewalks to be able to afford to build them.
112	Give ped priorty when button pushed
113	Grade separation
114	Greenbelt trails!
115	Grouping destinations closer
116	Have good signage
117	Have more protected crosswalks to csu with pedestrian activated lights
118	Have people shovel their sidewalks! it becomes quite an adventure trying to walk after the snow.
119	Have wheelchair accessible sidewwalks
120	I think the city does an excellent job
121	If the bus system was more commuter friendly (aka more frequent than hourly) people would communte downtown and thereby walk more once getting to downtown
122	Implement more flashing lights at main road crossings.
123	Improve access to transit stops
124	Improve beautification of area
125	Improve crosswalks (add stop signs or signals to major walks)
126	Improve enlarge sidewalks
127	Improve trails
128	Improved maintenance of cut-through paths in neighborhoods without hoas
129	Improved pedestrian lighting
130	Improved sidewalks in lower-scale neighborhoods
131	Include grade separations in the street planning process
132	Include newly annexed south fort collins in your plans
133	Incorporate walkways in more locations
134	Increased safety (light, etc.)
135	Infrastructure improvements.
136	Install visual ped countdown timers
137	Just having it be less bumpy for persons in wheelchairs
138	Keep doint what you're doing!
139	Keep graphitti painted over in the tunnels
140	Keep sidewalks in good repair
141	Keep soapstone prairie and bobcat ridge
142	Keep up with the off street trail connections!
143	Larger shoulders on busy streets
144	Legthen crossing times
145	Less concrete
146	Less cracks
147	License bicyclists
148	Light dark areas
149	Lights - so many of the neighborhood streets are so dark
150	Like boulder, make pedestrians the primary use throught the entire town.

151	Limit city street width to 4 lanes.
152	Longer cross lights
153	Longer crossing lights
154	Longer crossing time in some areas
155	Longer crosswalk indicators
156	Longer crosswalk times at street lights
157	Longer pedestrian street crossing times-for ease of making it across larger intersections
158	Longer seconds to get across big intersections
159	Longer times to cross streets
160	Longer walk signals
161	Look at the traffic flow at intersections
162	Low branches over sidewalks are difficult to deal with
163	Lower speed limits and less car travel lanes
164	Maintain bike lanes
165	Maintain trail system
166	Make all bus stops wheelchair accessible
167	Make all major intersections beautiful public places and emphasis the pedestrian like in boulder with raised pretty cross walks to a mid point
168	Make good sidewalk connections in popular places like linden, lincoln and college at prospect
169	Make homeowners, especially when houses turn off, put in sidewalks where there are none!
170	Make more pedestrian-only" roads"
171	Make ped lights turn on auto rather than only w/pushing the button
172	Make public spaces and roads into attractive public spaces people want to walk around in
173	Make refuges in cross walks if possible
174	Make security high priority
175	Make sidewalks wheelchair safe
176	Make signals long enough so you don't have to rush
177	Make sure sidewalks connect
178	Make sure walk lights work
179	Make traffic aware of us.
180	Make wider bike lanes
181	Mark the crosswalks better
182	Marked crosswalks
183	Minimum 3 foot widths for sidewalks, preferably with parkway dividing sidewalks and streets
184	Mitigate uneven sidewalks
185	More access to bus routes
186	More art in public spaces
187	More art like on mason trail
188	More bike lanes
189	More bike lanes.
190	More bike-only routes to areas w/ bike racks
191	More bikes
192	More bus routes
193	More commuter lanes for bikes (separate from sidewalks) to encourage both biking and walking - esp in old town area
194	More connected bike trails in the north part of ftc
195	More cross connections (e.g. taft s of prospect)q
196	More crossing signals
197	More detached sidewalks
198	More dirt paths for runners - especially south end of city.
199	More education on pedestrian awareness for drivers

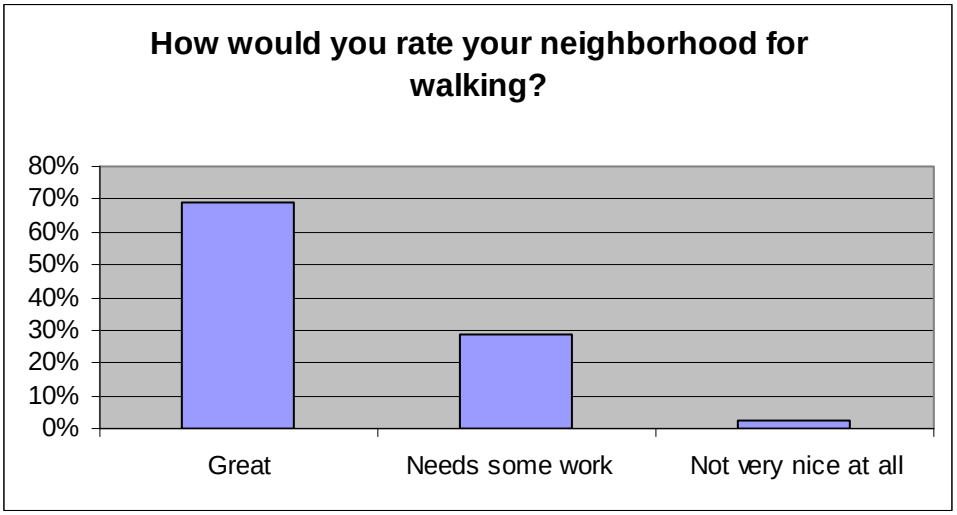
200	More enforcement of speed limits
201	More mid-block pedestrian cross walks on arterials
202	More neighborhoods that don't go through
203	More overpass/underpasses
204	More painted crosswalks
205	More parking at walmart
206	More patrols
207	More ped activated crossings
208	More pedestrian activated crosswalks
209	More pedestrian walk opportunities on busy roads
210	More pedestrian-only areas
211	More people willing to get out of their cars
212	More pet friendly items (trash cans & plastic bags) along trails
213	More safe crossways of busy streets
214	More shade trees on the south end of town. it's awful to walk out in the blazing sun in a concrete jungle.
215	More sidewalks
216	More sidewalks on north end
217	More sidewalks/bike lanes--complete sections!
218	More signage that tells cars to watch for pedestrians
219	More signs with flashing yellow lights that cars must yeild to pedestrians in crosswalk
220	More street lights
221	More street lights in main areas to improve feelings of safety
222	More strictly enforce sidewalk cleaning after snow
223	More traffic calming
224	More traffic calming bends on some streets
225	More trees and vegetation
226	More walkways near water
227	More wheel chair friendly
228	Motsre curb cu
229	Move green arrow rt. turns on major intersections (like @ college/laurel)
230	Move the sidewalks back from the street.
231	N/a
232	Neckdown intersections
233	Neighborhood connections, especially at cul-de-sacs, and dead end streets
234	Never use hollywood curbs again
235	No right turn on reds @ several intersections in old town
236	No semis on college!
237	North-south west-end trail
238	Nothing
239	Off-avenue, north/south routes particularly off of busy streets
240	On-street parkign to buffer high speeds
241	Option to extend walk light times
242	Outlaw cell phone use whiel driving
243	Parking
244	Patch street hole
245	Pedestrian bridges or tunnels over/under busy roads
246	Pedestrian connectors in parking lots
247	Pedestrian zones
248	Pedistrian islands
249	Peds first, bikes second, transit third, cars last

250	Permanent changes for pedestrian crossing, traffic calming
251	Pest control along trails
252	Plant more trees
253	Pleasant visual attractions
254	Police ticketing drivers who don't wait for pedestrians
255	Potholes
256	Prioritize pedestrians
257	Priority for pedestrians @ key crossings
258	Promote smart growth hubs with mixed retail, office and residential linked by convenient pedestrian walkways
259	Proper care of bus stops
260	Provide a better transit system to encourage people not to drive
261	Provide and shade sidewalks
262	Provide continuity of walks
263	Put a barn dance ligth at shields & w. elizabeth
264	Put pedestrian buttons on more traffic lights
265	Put public spaces at each of the mile intersections to encourage local community
266	Raised cross walks
267	Raised crossings
268	Red light cameras at more corners
269	Reduced speed limit
270	Remove graded driveway on sidewalks--the slant causes people with balance and vision problems to walk in the street
271	Renovate the mall and connect e and w college
272	Repair/add sidewalks
273	Retrofit existing neighborhoods with sidewalk connections eg. punch through at cul-de-sac streets, for continutiy & to make more destinations fall in the walkable category
274	Scenery
275	School safety zones
276	Separate streets from sidewalks along high traffic areas
277	Set back sidewalks
278	Set sidewalks away from streets
279	Several new crossings on prospect
280	Shorter crossings
281	Sidewalk continuity
282	Sidewalks
283	Sidewalks are too bumpy
284	Sidewalks further from street
285	Sidewlaks in general
286	Signaled crossings
287	Slope and curbs.
288	Slow auto speeds thru street design
289	Slow cars
290	Slow down car traffic
291	Slow traffic on arterials
292	Smooth well marked sdiewalks
293	Smoother bike lanes
294	Smoothks sidewal
295	Some walk lights need to last longer.
296	Special signage for the handicapped and elderly (like children crossing" as an example)"
297	Speed & noise ordinance enforcement

298	Standardize sidewalks & intersections
299	Stop promoting walking or bike riding
300	Stop worrying about old town & start paying attention to the northeast side of town!
301	Streetcars downtown
302	There should be a pedestrian bridge over the train tracks in a couple of intesection in old town
303	This survey is slanted to only those who like walking
304	Ticket vehicles w/smoking exhaust
305	Time intersection lights better
306	Trail and sidewalk connectivity to the south side of fort collins
307	Trail underpasses or overpasses across major streets
308	Transportation
309	Trees
310	Unsure
311	Use a more visible crosswalk hatch
312	Use more traffic calming techniques like speed tables, mid-block ped signals, more attractive cross walks like fake brick street designs etc... instand pedestrian actuated lights, use color and bollards and urban design to make places feel more pedestrian oriented
313	Walkes should be treated with respect not like 2nd class citizens who can't afford a car.
314	Walking areas along trilby
315	Water fountains for drinking
316	Verify that amount of time given for crossing is actually reasonable
317	Wide sidewalks
318	Widen sidewalks on busy streets (especially elizabeth and taft hill) in campus west
319	Wider sidewalk
320	Wider sidewalks where there is no street or less than ideal biking conditions.
321	Wider walkways
322	Width of sidewalks increased

16.How would you rate your neighborhood for walking?

Great	69%	112
Needs some work	29%	47
Not very nice at all	2%	4
	100%	163



17.Anything else, pedestrian related, you want to tell us?

1	1.much neighborhood sidewalk repair needed (ie clearview and ash dr. 2. replace old narrow angles sidewalt-these must be a terror for disabled people!!

2	An efficient bus system would increase folks walking.
3	As a frequent bike rider to downtown destinations, the pedestrian bulges at intersections that narrow the intersection down are very dangerous to bikes because cars are trying to pass & the bikes have to move into the traffic lane. the southeast corner of w. mountain and mason is a good example. traveling east, we stop our bikes by the courthouse at the traffic light but when we get to the otherside, just as the cars behind us are getting ready to pass, the sidewalk bulges out into the street. these my be good for pedestrians but they are really unsafe for bike riders.
4	At the beginning of this survey, i forgot to mention that i am a heavy user of the pouder and spring creek trails for recreation, commmuting and exercise. i also think that midtown (college/prospect/drake/ lemay) is overlooked as a pedestrian heavy area. i can walk to three major grocery stores, my kids school, my huusbands work, by community pool, my csa, by preschool, friends houses, bike shop, coffee, dq, resturants..... we just need a bookstore back.
5	Bikes are rude and dangerous on the trails. we don't walk there to avoid being yelled at. need no-bike trails or alternative arrangements.
6	Cars just need to watch.
7	Dogs and bicycles out of old town
8	Downtown sidewalks are a wreck. dda or the city should spend some of their dollars replacing those sidewalks.
9	Downtown sidewalks are unsafe, many raised joints, cracked walks, etc. keep bikes, skateboards out of downtown
10	Drivers don't yield for pedestrians, skateboarders, cyclists - right hook a problem
11	Educate drivers to stop at pedestrian crosswalks better crossing lights on power trial traffic speeding in parks traffic calming on neighborhood streets
12	Educating people on walking curtesy would help.
13	Education helps - a media blitz about pedestrian safety for those in cars
14	Fc is miles ahead of cities back east. we're on the right track.
15	Fix uneven and major cracks on sidewalks around town
16	For daily activities there is not anough need to walk yet-too easy to move car closer to where you want to go, so faster to drive and park vs walk.
17	Fort collins has done a great job at improving ada ramps at intersections, however there is still a lot of work to be done. keep up the good work.
18	Fort collins is better than the best the east could offer. keep up the good work.
19	Fort collins is still a great place to live!!
20	Fort collins needs a downtown pedestrian mall-other than old town plaza. cities in europe have them for a reason, they work for the walking public.
21	Generally a good place to walk. keep up the good work!
22	Get the cyclists off the sidewalks. issue tickets if necessary.
23	Grade separation will improve transportation efficiency & pedestrian safety.
24	Have concerns about kids walking in poor lighting
25	Help walkers feel more welcome on trails.
26	How about having some random pedestrians report on intersections and streets and sponsor a contest drawing for those that give feedback. businesses could sponsor a discount for walkers/bikers on a special day. make it fort collins walks" or something.
27	help people get used to walking, i.e. get seniors to walk certain school "routes" like "walk grands" so parents would feel safer with kids walking to school - also fosters community."
28	I appreciate the attention to pedestrian travel. and it will be more and more important as the city increases in density and infill progresses.

29	I forgot to mention the intersection of mulberry and shields in my least favorite list. the good intersections have staging areas where pedestrians can wait for the light and drivers can see them. there is clear intent that someone is crossing the road, and which direction they are going.as for kids crossing the road, i almost wish they had a sign to hold up and stop traffic (i guess i have just become a little paranoid after too many close calls of my own.)i think that there also needs to be a great deal of effort on the part of csu to impose on incoming freshmen as well as returning students the importance of being aware of pedestrians and keeping their neighborhoods safe and pedestrian friendly.lastly, i have found everywhere i live, that the best way to be aware of pedestrians, and aware of how fast you are driving on city streets, is to get out and walk on the streets. most people are unaware of what it is like to be out of their cars and walking.of the places i have lived fort collins is the most pedestrian friendly, and i am glad to see this effort.thanks
30	I just notice that walking bike trails can be hazardous if you aren't alert to bikers. be nice to have more dirt roads for runners along the bike paths or added in other areas of city.
31	I love my neighborhood (campus west/miller brothers) for walking, but i walk in the streets due to narrow sidewalks and family member who uses a wheelchair. i'd love to be able to walk along paths adjacent to the irrigation ditches, as well and next to the busy streets. even an accessible paved (or other fairly accessible surfaced) loop going around avery park and including the open space drainage area across castlerock would be really sweet (think seniors, mobility impaired and parents or daycare providers with strollers). with the economy in a bit of a slump, i think univercity should grab the opportunity to give some press to residential mid-century (1950's and 1960's) areas close to campus as affordable" (under $200,000), walkable, and accessible (access "with imagination"... but there are some sweet if ordinary ranch homes easily modified)"
32	I love to walk in the area. i used to live somewhere i could do most of my errands for foot or bike, not now as i live more rural but with a new north-south west-end route i could prob. do more of that again.
33	I love walking in old town, the trees, the cool old houses, one of which is mine, but the sidewalks are so uneven in spots that i have fallen and i am young and walk for exercise, not an old person. i can imagine that for the elderly or for young mothers with strollers or toddlers, these sidewalks are an impediment to walking. they seem to be old flagstone, maybe they could be replaced and the flagstone used to make crosswalks?
34	I normally don't understand why people walk in the road/bike path when there is a sidewalk. i wish every place in town was required to have sidewalks installed (mall areas as well as residental.) i also wish some of the very narrow sidewalks that are on the street would be replaced.
35	I was drawn to live in fort collins because it is more bicycle and pedestrian friendly than the average american city. thanks for working to make it even better.
36	I would like to spend more time in old town. i can tolerate tourist well, it is their dogs i can not stand.
37	If you want to improve the pedestrian environment, quit widening roads--it's counterproductive!
38	I'm excited about the mason corridor project. i appreciate pedestrian crossings.
39	In regard to the intersections on e. drake and e. hosetooth where the trail crosses the road and there are pedestrian friendly buttons to alert cars to stop- there should be photovans at these places ticketing those that do not yeild to the pedestrians.
40	Incentives should be given. walking more makes the city healthier as a whole more exercise less pollutants less spent on health care better bottom line.
41	Iron y vine
42	It has been my experience that most cars to not stop for pedestrians in the road.
43	It is my understanding that the areas where there are no continuous sidewalks are left up to the property owner. eminent domain is enforced to widen intersections for a better flow of traffic, i think it should also be enforeced for a better safer flow of foot traffic!
44	Keep perspective & try not to change on area to a high priority pedestrian are when its not

	appropriate.
45	Lack of wide flat sidewalks for wheelchairs.
46	Lemay & rule
47	Less concrete trails, wood chip/cinders would be nicer, places that have softer trails next to paved/concrete trails are nice. more signs at intersections to keep cars from turning right when pedestrians are present.
48	Looking forward to the mason corridor! it seems like plans are very pedestrian focused.
49	Many crossing buttons are hard to get to in wheelchair.
50	More flashing pedestrian signs for cars, encourage pedestrians to use the cross walks versus middle of blocks-especially around the csu campus, encourage not driving downtown during high pedestrian times
51	More routes! easier access - transfers.
52	My neighborhood has great sidewalks and trails, but no connectivity to anything. it is like an isolated island. it seems as though all of the focus is on the norhtern part of town with no mention of improvements on the south side of town.
53	Need a left turn land for cars at mountain & college. was too many almost accidents & pedestrians constantly jaywalk.
54	Needs the landscaping in front of houses between the sidewalk and road in some places needs the sidewalks to be repaired connect the missing sidewalk sections in front of some houses. get rid of the crazy intersection at canyon and mulberry. canyon doesn't need to go through or make it a round about. very dangerous for pedestrians
55	Neighborhood area has uneven sidewalks and no street lights.
56	No enforcement exists for walk lights traffic
57	Not at this time
58	Old town area is great for pedestrians but few other shopping areas in fort collins are conveniently-accessible for bikers and pedestrians. there are few other places in town where i feel that i can walk around without having to schlep across walker-unfriendly avenues (like college). individual shopping/entertainment venues are so spread out, i feel that i have to drive everywhere to get the 2 or 3 things done that i want to do. i hate driving in this town with all the traffic, but my options (again, with the exception of old town) are very limited.
59	On a scale of 1-10, i would give fc a 10 for trying, and an 8 for acheivement. there is still things that can be improved, but wow! what a wonderful place to bike and walk. great job! thanks for all you do, i appreciate it.
60	Pedestrian crossings need high visibility and alerting mechanisms.
61	Please integrate walking to schools as a key feature of pedestrian plan. our children should be able to walk to our schools easily. a key element of success will be making drivers aware of the rights of pedestrians with strict enforcement of laws. currently, there seems to be little effort to make sure pedestrians can cross any intersection. the plan should encompass both design and promotion of walking as well as restrictions on motorized vehicles. one easy way to encourage walking to downtown would be to charge for parking.
62	Please put a yield sign across from my work. elderhaus shields to myrtle. we cross to the church constantly for activities in our program.
63	Please review pedestrian flow at railroad crossings drake/mason drake/timberline
64	Proximity to heavy, fast traffic is where walking is the worst and especially trying to cross college at the busy intersections. i will usually drive even if it's only two blocks because the intersections are so unpleasnt
65	Remington & olive
66	Shopping center parking lots-with sidewalk through them are helpful. roundabouts are somewhat confusing/intimidating-are cars supposed to yield?

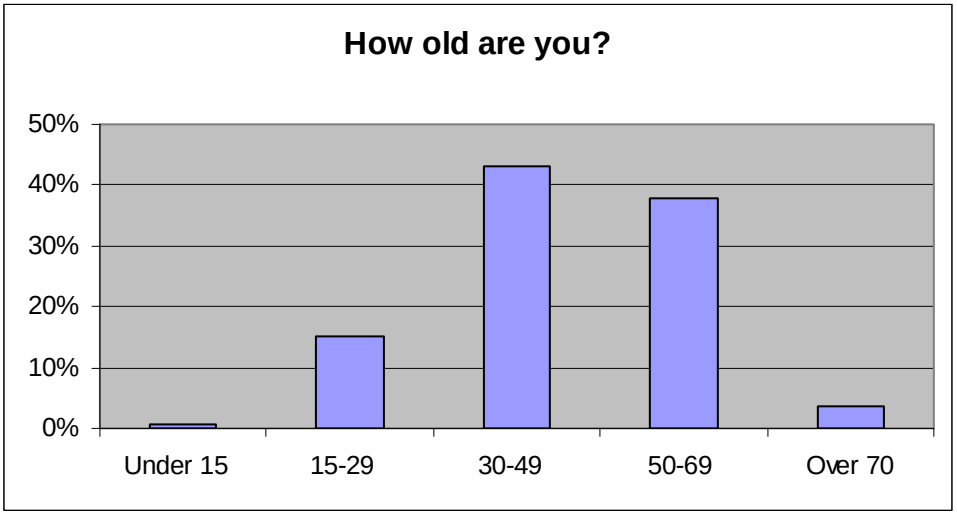
67	Sidewalk crossing ramps that allow for wheelchairs, etc and that are the ones that have bumpy, elevated design are difficutly for people walking with canes and some elders.
68	Sit in a wheelchair for a day & navigate thru the city as if you had unique needs, or employ someone with these needs & insight and shaddow with them for many days thru the city (just a thought)
69	Slow the cars down
70	Stop trying to push modes of transportation down the throats of most of us who prefer to drive. time is a limited resource and the fastest way between most places is to drive. a small amount of the population is driving this walking biking agenda. most do not want it.
71	Streets are too wide in many cases for comfortable ped crossings and lead to high vehicle speeds.
72	Thank you for looking into improvements for pedestrians. since i moved to old town (just a mile from down town), my life has improved drastically just by walking and biking more! it is subtle differences like these that can drastically improve one's health, one's happiness and feeling of connecting/belonging in one's community and of course the many environmental benefits. inspiring people (with beautiful, accessible walking/biking trails) to get out of their cars will make for a healthier fort collins. i also encourage you to avoid laying more concrete for trails. so often is is rejuvenating to walk under the canopy of trees on a gravel path rather than on concrete. i have walked these paths in other communities and the gravel can be fine enough to allow smooth transport of strollers, bikes, etc. i also loved your idea to create lanes of vegetation in the middle of our ridiculously wide streets that would filter storm water and provide habitat. thank you!
73	Thank you!
74	Thanks for asking - i love walking for fun & purpose in fort collins!
75	Thanks for prioritizing this!
76	That was an interesting survey!
77	The city has spent many dollars on old town. those of us who live inside of ftc city limits are paying for trails and not getting our moneys worth. it's hard to support anything the city does, when they treat the richards lake/country club area like a red-headed step child. we pay taxes & we vote! to go a step further, i bet we pay more property tax than average. we don't even get city water! the very least you could do is give us a trail to town!
78	The handicap ramps at the corners always fill with a pool of ice in the winter, making the ramp much more dangerous than stepping off the curb.
79	This is another topic, but the left turns (photo enforced) at college onto drake is very difficult. some cycles allow only 1-2 cars to turn onto drake.
80	Too many pedestrians not only jaywalk (which will always occur), but also amble cluelessly across the street as if no hazards were present.
81	Train tracks could have better concrete transitions and crosswalks such as on harmony just west of mason. this would hlep everyone, pedestrians, bikers and drivers. locations to cross tracks when train is passing through town would be ideal. never forget bikes though, otherwise they may be encouraged to just drive.
82	Walking & biking are where its at
83	We live at vine and overland.... which is technically outside of city limits... but really needs some pedestrian friendly areas. please help!
84	Very good. :)
85	What about bikes?
86	Wheelchair accessible bathrooms, handicapped accessible does not always mean wheelchair accessible. some are very difficult to use.
87	When i'm running and walking in my neighborhood the number one danger i face is distracted drivers. too many drivers are talking on phones, not looking before turning, and all around in a rush and its left me pretty close to being hit several times, and drivers just wave to me or flip me off for the experience, i'd like to see stronger enforcement of the rights of walkers and runners.

88	Would like to see electric/gas scooters legal for kids to get around on.
89	Would love to see focus on north fort collins area where low-income residents live. more trails and safe, connected sidewalks.
90	Yorkshire and dixon creek (quail hollow)
91	You just asked if my neighborhood is good, yet you didn't ask where that neighborhood is or why it is good or bad. pedestrian travel needs emphasis to promote benefits of walking, and improving the walking environment with both safety and astetics to entice walking. shelters, water, or way faring signs to direct walkers to items of interest would be good. separation from motor vehicle traffic would be very helpful!

18. Where do you live? (nearest cross streets)
Tim Varone of GIS is working on this graphic.

19.How old are you?

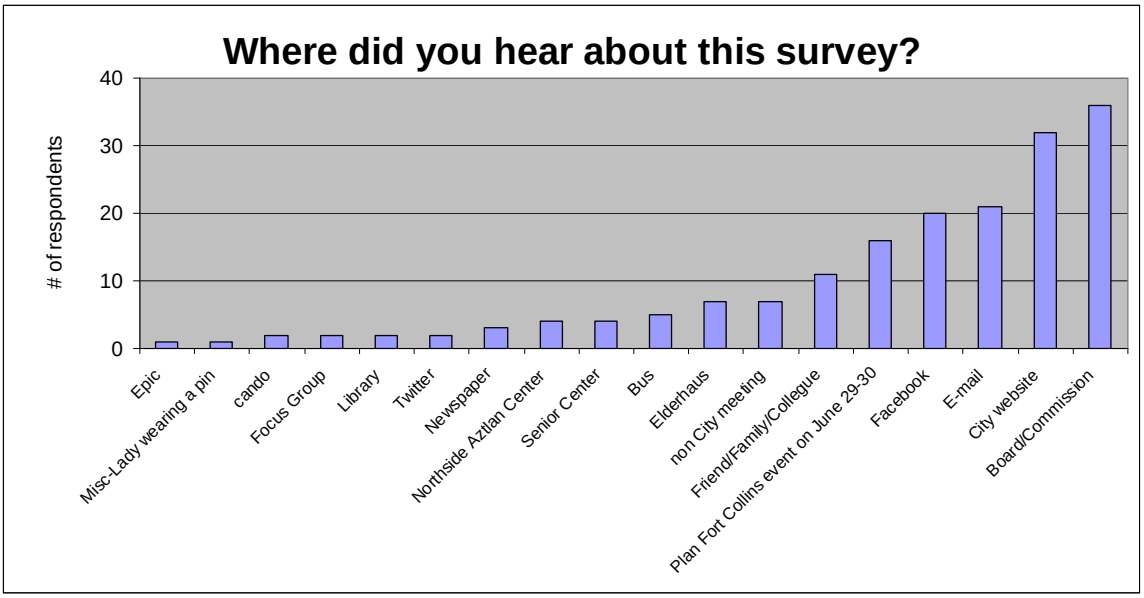
Under 15	1	1%
15-29	26	15%
30-49	74	43%
50-69	65	38%
Over 70	6	3%
	172	100%



21.Where did you hear about this survey?

Epic	1
Misc-Lady wearing a pin	1
cando	2
Focus Group	2
Library	2
Twitter	2
Newspaper	3
Northside Aztlan Center	4
Senior Center	4
Bus	5
Elderhaus	7
non City meeting	7
Friend/Family/Collegue	11

Plan Fort Collins event on June 29-30	16
Facebook	20
E-mail	21
City website	32
Board/Commission	36



Appendix C

Summary of Pedestrian Accident Data

Preliminary Pedestrian Accident Summary

Table 1 shows the number of pedestrian accidents in Fort Collins from 2000 - 2009. As can be seen, the number of pedestrian accidents has stayed fairly consistent.

TABLE 1 – PEDESTRIAN ACCIDENTS BY YEAR

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 %Δ vs. prev. 3 yr. avg.
Non-Injury Accidents	6	1	6	6	7	8	9	6	4	6	0%
Injury Accidents	20	28	33	27	36	21	33	21	26	24	-10%
Fatal Accidents	1	0	3	1	2	0	0	0	0	2	n/a
Total Accidents	27	29	42	34	45	29	42	27	30	32	-3.0%

Table 1

Table 2 shows the pedestrian accident rate (in accidents per 1,000 population) in Fort Collins. Taking into account the population increase that has occurred, there is a slight downward trend in the number of pedestrian accidents. The average accident rate for the 10 year period from 2000 – 2009 is 0.27 accidents/1,000 population.

TABLE 2 – PEDESTRIAN ACCIDENTS/1,000 POPULATION

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 %Δ vs. prev. 3 yr. avg.
Population (In Thousands)	118.6	112.5	124.4	125.4	126.9	127.6	129.5	134.1	136.4	137.2	
Accident Rate	0.23	0.26	0.34	0.27	0.35	0.23	0.32	0.20	0.22	0.23	-6.8%

Table 2

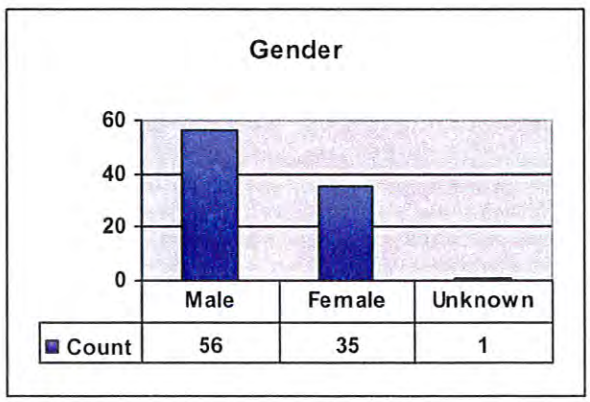
Table 3 shows the age of pedestrians involved in accidents in Fort Collins from 2007 - 2009. Note that there were six pedestrian accidents during this time period where the age of the pedestrian was not reported. Also, there were three accidents where more than one pedestrian was involved.

TABLE 3 – PEDESTRIAN ACCIDENTS BY PEDESTRIAN AGE, 2007 – 2009

Age	2007	2008	2009	Total	% of Accidents
0-4	0	0	1	1	1.1%
5-9	0	1	0	1	1.1%
10-14	4	2	3	9	9.8%
15-19	5	6	6	17	18.5%
20-24	4	8	9	21	22.8%
25-34	2	9	6	17	18.5%
35-44	3	2	2	7	7.6%
45-54	1	0	0	1	1.1%
55-64	7	0	2	9	9.8%
65-74	1	0	0	1	1.1%
75-84	0	1	0	1	1.1%
85+	0	1	0	1	1.1%
Unknown	1	1	4	6	6.5%
Total Pedestrians	28	31	33	92	100%

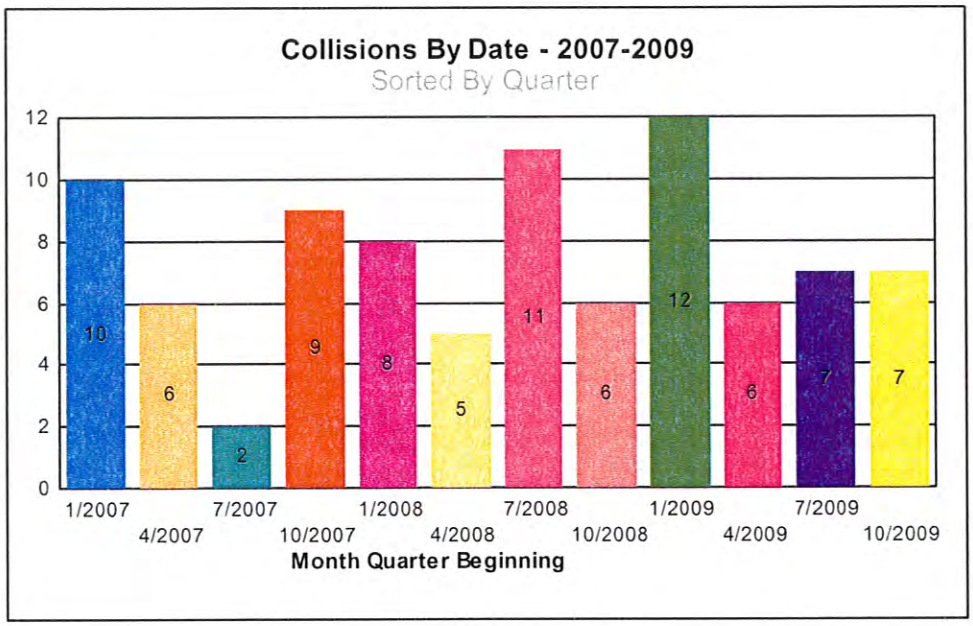
Table 3

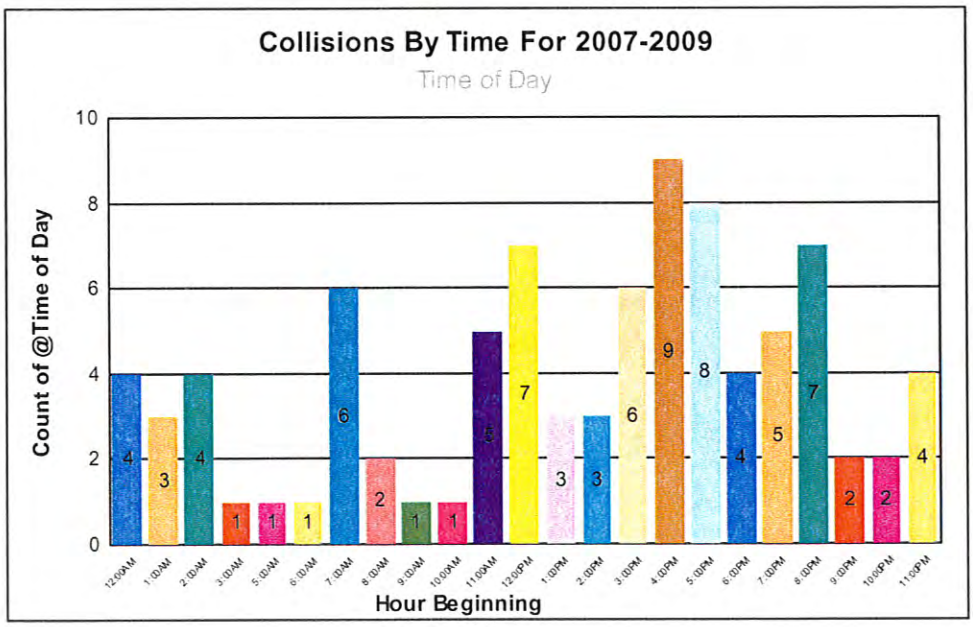
The graph to the right shows the gender of the pedestrians involved in accidents from 2007 - 2009



The charts to the right and below show pedestrian accidents by quarter and by time of day. As shown, pedestrian accidents tend to be fairly random throughout the year although when added together, the first quarter of the year appears to have the most accidents.

The time of day when accidents tend to occur is fairly consistent with variations in traffic volume throughout the day with a noticeable spike in accidents during the a.m., midday and p.m. peak. The exception would be accidents in the evening and very early in the morning when traffic volumes tend to be lower.





Pedestrian accidents can be further broken down into various types of accidents based on the circumstances. Common types of pedestrian accidents are as follows:

Dart Out – Accidents where pedestrians enters the street in front of an approaching driver who is to close to avoid the collision. An example of this type of accident is a child chasing a ball into the street running out in front of a car.

Mid-block Crossing Accident- Accidents where a pedestrian crosses mid-block not in a crosswalk, fails to yield to motorists and is struck by a vehicle. These accidents tend to happen at night when pedestrians are less visible.

Pedestrian Crosses Against Signal – Accidents at signalized intersections resulting from a pedestrian crossing against the signal indication.

Pedestrian in the roadway – Pedestrian walking, standing, playing or working in the road and is struck by a motorist.

Car Fails to Yield at Signalized Intersection – Accidents at a signalized intersection where a pedestrian legally crossing the street is hit by a motorist. These accidents typically involve a turning driver whose attention is diverted and who does not see the pedestrian in time.

Car Fails to Yield at Unsignalized Intersection – Accidents where a pedestrian is legally in the crosswalk and is hit by a driver who does not yield the right of way.

Backing Accidents – A car backing up strikes a pedestrian behind the car

Table 4 below shows the types of pedestrian accidents and the number of each type in Fort Collins from 2007 - 2009.

Table 4 - Pedestrian Accidents By Type and Age 2007- 2009							
Accident Type	0-9 Years Old	10-19 Years Old	20-74 Years Old	75+ Years Old	Unknown	Total	% of Accidents
Pedestrian							
Dart-out		10	12		2	24	27.0%
Mid-block Crossing		1	2		0	3	3.4%
Cross Against Signal		1	1			2	2.2%
In Roadway		0	3			3	3.4%
Entering/Exiting Vehicle			2			2	2.2%
Total Pedestrian	0	12	20	0	2	34	38.2%
Driver							
Failure to Yield ROW at Signalized Intersection	1	5	19	2	2	29	32.6%
Failure to Yield ROW at Stop	1	6	14			21	23.6%
Backing			1			1	1.1%
Other		1	3			4	4.5%
Total Driver	2	12	37	2	2	55	61.8%
Grand Total	**2**	**24**	**57**	**2**	**4**	**89**	**100.0%**

Table 4

Appendix D

Bicycle and Pedestrian Demand Model

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Fort Collins Transportation Plan

TECHNICAL MEMORANDUM

To:	Fort Collins Transportation Plan Project Team	
Date:	August 30, 2010	
From:	Fehr & Peers	
Subject:	**Bicycle and Pedestrian Demand Model**	DN10-0265

This memorandum describes the walking and bicycling demand forecasting approach and results for the Fort Collins Transportation Plan. The purpose of the forecasting analysis is to develop citywide "indices" of bicycling and walking demand. These forecasts can be used to evaluate future bicycle and pedestrian improvements as part of the comprehensive plan update.

Approach Methodology

This analysis produced estimates of bicycling and pedestrian activity in Fort Collins, based largely on research Fehr & Peers conducted for the US Environmental Protection Agency (EPA) on the relationship between the built environmental and travel patterns. Some adaptations were made to the model to better reflect bicycling and walking conditions in Fort Collins; the adaptations are noted later in this memorandum. The methodology for developing bicycling and walking indices is comprised of the following steps:

1. Compile data that will be used to create the bicycle and pedestrian demand model
2. Perform GIS analysis and processing
3. Join attributes for each variable to the City's GIS street centerline file and trails file
4. Summarize walking and bicycling scores

Data Sources and GIS Analysis

Fort Collins provided a GIS geodatabase which was the foundation of the GIS analysis. Table 1 summarizes the data used to conduct the analysis. Fort Collins also has an extensive existing trail network, which also contributes to bicycle and pedestrian mobility in the City. Therefore, trails were also included in the bicycle and pedestrian demand indices, using criteria similar to those applied on street centerlines. Differences are noted in the table.

Table 1: Data Sources			
Factor	**Streets?**	**Trails?**	**Variable Used**
Population Density	Yes	Yes	Persons per acre
Employment Density	Yes	Yes	Jobs per acre
Land Use Mix	Yes	Yes	Index score based on mix of land uses
Parks	Yes	Yes	Proximity to parks
Schools	Yes	Yes	Proximity to schools
Bus Stops	Yes	Yes	Proximity to stops
Neighborhood Shopping Districts	Yes	Yes	Containment within a shopping center/district
Age	Yes	Yes	Percent of population under 16 or over 65
Vehicle Ownership	Yes	Yes	Percent of population with zero vehicles
Block Size	Yes	No	Block length
Intersection Density	Yes	Yes	Intersections per square mile
Bicycle Network	Yes	Yes	Presence of bicycle facilities
Colleges	Yes	Yes	Proximity to college campuses

Joining Attributes and Summarizing Scores

After GIS processing, the database was used to create the bicycle and pedestrian demand model. Scores and ratings were assigned to each street centerline segment or trail segment based on the factors identified in Table 1, and the ratings for each factor were summarized for each segment and weighted for importance to create the index. Indexed scores were then normalized to establish a range of scores from 0 – 100, representing the least to most walkable and bikeable of Fort Collins streets and trails. Table 2 outlines the scores and ratings used for the Fort Collins bicycle and pedestrian demand model.

Table 2: Scores and Ratings		
Variable Used	**Score**	**Rating**
Persons per acre	0 – 5	0
	5 – 10	20
	10 – 15	40
	15 – 20	60
	20 – 25	80
	25+	100
Jobs per acre	0 – 5	0
	5 – 10	20
	10 – 15	40
	15 – 20	60
	20 – 25	80
	25+	100
Land use mix	0 – 0.1	0
	0.1 – 0.2	25

Land use mix continued	0.2 – 0.3	50
	0.3 – 0.4	75
	0.4 +	100
Proximity to parks (distance in feet)	0 – 330	100
	330 – 660	75
	660 – 1320	50
	1320 – 2640	25
	2640 +	0
Proximity to schools (distance in feet)	0 – 330	100
	330 – 660	75
	660 – 1320	50
	1320 – 2640	25
	2640 +	0
Proximity to bus stops	0 – 330	100
	330 – 660	60
	660 – 1320	30
	1320 +	0
Containment within a shopping center/district	In a district	100
	Not in a district	0
Percent of population under 16 or over 65	0 – 30%	0
	30 – 35%	25
	35 – 40%	50
	40 – 43%	75
	43% +	100
Percent of population with zero vehicles	0 – 3%	0
	3 – 6%	20
	6 – 9%	40
	9 – 12%	60
	12 – 15%	80
	15% +	100
Block length (in feet)	0 – 300	100
	300 – 400	75
	400 – 500	50
	500 – 900	25
	900 +	0
Intersections per square mile	800 +	100
	600 – 800	75
	400 – 600	50
	200 – 400	25
	< 200	0
Presence of bicycle facilities	Paths	100
	Lanes	66
	Routes	33
	None	0
Proximity to college campuses (distance in miles)	0 – 1	100
	1 – 2	50
	2 – 4	25
	4 +	0

Validation and Adaptation

Following the GIS analysis and summary of scores, the project team looked at draft indexing results to determine whether they reflected local knowledge of conditions in Fort Collins. This consisted of two steps: validation based on existing bicycle and pedestrian counts, and a reasonableness check. Fort Collins staff members provided a database of bicycle and pedestrian counts at intersections throughout the City, stored in the City's Synchro traffic simulation network. The counts were disaggregated to represent AM and PM peak hours, and converted to a GIS file to overlay onto the draft indices. As expected, the counts reflected higher levels of bicycle and pedestrian activity in locations such as downtown and surrounding the CSU campus, which matched higher indices scores in those areas. This indicated that the model was working as intended.

Fort Collins staff members reviewed the draft results and provided comment on the indices, including concerns that the roads on the CSU were showing a lower index score than expected. Review into the specific scores for the CSU campus revealed that the population and employment data for the campus was incorrect; the data came from the local travel demand model, which had zero population and employment for the campus. While it may technically be true that there is no permanent residential population on the campus, the student housing population is very relevant for this analysis. We conducted research using the CSU website to determine how much student housing has been constructed at CSU, and used this to estimate the number of people per acre living on campus. The CSU website also provided information on the number of faculty and staff employed at the campus, which we used to adapt the model to better reflect employment conditions on campus.

Bicycle and Pedestrian Index Scores

The following maps show the bicycle and pedestrian demand index for Fort Collins, using the methodology outlined in this memorandum. Indexing scores range from 0 – 100, with higher scores representing better bikeability or walkability.

Appendix E

Field Visit Checklist

APPENDIX E. FIELD VISIT CHECKLIST

Major Road: _____ X Minor Road or Location: _____
Date of Review: _____
Reviewer: _____
Peak Hour Observed: _____

CRITICAL ROADWAY CHARACTERISTICS

Site Distance Issues (circle driver or pedestrian as applicable):

1. Parked cars (driver/ ped)
2. Moving traffic obscures vision during crossing (driver/ ped)
3. Roadway curvature (driver/ ped)
4. Terrain (driver/ ped)
5. Vegetation (driver/ ped)
6. Significant sun glare (driver/ ped)
7. Insufficient building setback (driver/ ped)
8. Moveable roadside items, e.g., street furniture (driver/ ped)
9. Fixed roadside items, e.g., signal control boxes, signs (driver/ ped)
10. Inadequate roadway lighting (driver/ ped)
11. Poor signal visibility (driver/ ped)

Sight distance is generally acceptable if the pedestrian can easily be seen from a distance of 10x the speed limit or 250 feet.

If any of the above issues are circled for the driver or pedestrian, can these issues be mitigated? If no, direct pedestrians to the nearest marked crosswalk (stop field view here) or consider installing a pedestrian signal or grade separation (continue below to collect data for warrant analysis). If yes, make note of mitigation options and continue below.

Mitigation options:

_____

_____

GENERAL PEDESTRIAN CHARACTERISTICS

1. Is the crossing along a direct route to a major pedestrian attractor/ generator? Circle: yes/no

2. Peak Hour Pedestrian Volume (total crossing major road): _____ pedestrians/hour

3. Pedestrian Crossing Distance, curb to curb: _____ feet

4. Distance to nearest marked crosswalk: _____ feet. Is the crossing signalized? Circle: yes/no

5. Pedestrian Walking Speed (average): _____ ft/sec

6. Pedestrian Start-up and End Clearance Time: _____ sec

7. Existing Pedestrian Signal Timing (crossing major road): _____ sec

8. Existing Pedestrian Signal Provisions (count down/ push button/ scramble/ other/ none – circle all that apply)

9. Other Existing Pedestrian Accommodations (e.g., signage, crosswalk striping) – list here and include on diagram:

    a. _____

    b. _____

GENERAL VEHICLE/ ROADWAY CHARACTERISTICS

1. Major Road Traffic Speed (posted/ statutory/ 85th Percentile – circle one): _____ MPH

2. Major Road Traffic Volume (total of both approaches during peak hour): _____ vehicles/hour

3. Number of Lanes on Major Road: _____ and on Minor Road: _____
4. Typical Motorist Compliance at Pedestrian Crossings in Region: low/ medium/ high (circle one)

BEHAVIORAL INDICATORS

Check all that apply:

1. Inadequate ped search (peds enter roadway without searching): ____
2. Inadequate driver search (drivers proceed without searching): ____
3. Aborted crossing (return to curb after both feet in roadway): ____
4. Crossing against light (entry and exit from roadway against signal): ____
5. Small gaps (accepting gaps which require rapid crossings): ____
6. Leaving crosswalk (crossing starts or ends outside of an available crosswalk): ____
7. Crossing in front of a bus: ____
8. Vehicle overtaking (ped crosses in front of stopped traffic – Multiple Threat) : ____
9. Running (entry or crossing while running or moving fast): ____
10. Short time exposure (e.g., appearance from behind parked car): ____
11. Retreat (momentary reversal in pedestrian direction of travel): ____

ADDITIONAL INFORMATION

Community Characteristics:

1. Population: _____ people
2. Distance to major transit hub: _____ feet or miles (circle one)

3. Average age in Census Block: _____ years versus City-wide average of: _____ years

Potential Risk Factors:

1. Have pedestrian collisions occurred at this location in the past 5 years? Circle: yes/no
    a. Number of injuries: _____ people
    b. Number of fatalities: _____ people

2. Potential or Observed Conflicts (circle observed or potential as applicable):
    a. Pedestrian walks too close to a vehicle – NEAR SIDE OF CROSSING (observed/ potential)
    b. Pedestrian walks too close to a vehicle – FAR SIDE (observed/ potential)
    c. RIGHT TURN vehicle (on green) too close to pedestrian (observed/ potential)
    d. LEFT TURN vehicle too close to pedestrian (observed/ potential)
    e. RIGHT TURN ON RED vehicle too close to pedestrian (observed/ potential)

3. Other Risk Factors (check all that apply):
    a. Poor crossing surface: ____
    b. Faded roadway striping (e.g. crosswalk striping): ____
    c. High crime area/ personal safety concerns: ____
    d. Bars or package stores near study location: ____
    e. School near study location: ____
    f. Senior facility near study location: ____

Observations or suggestions for appropriate education or enforcement measures based on this field view:

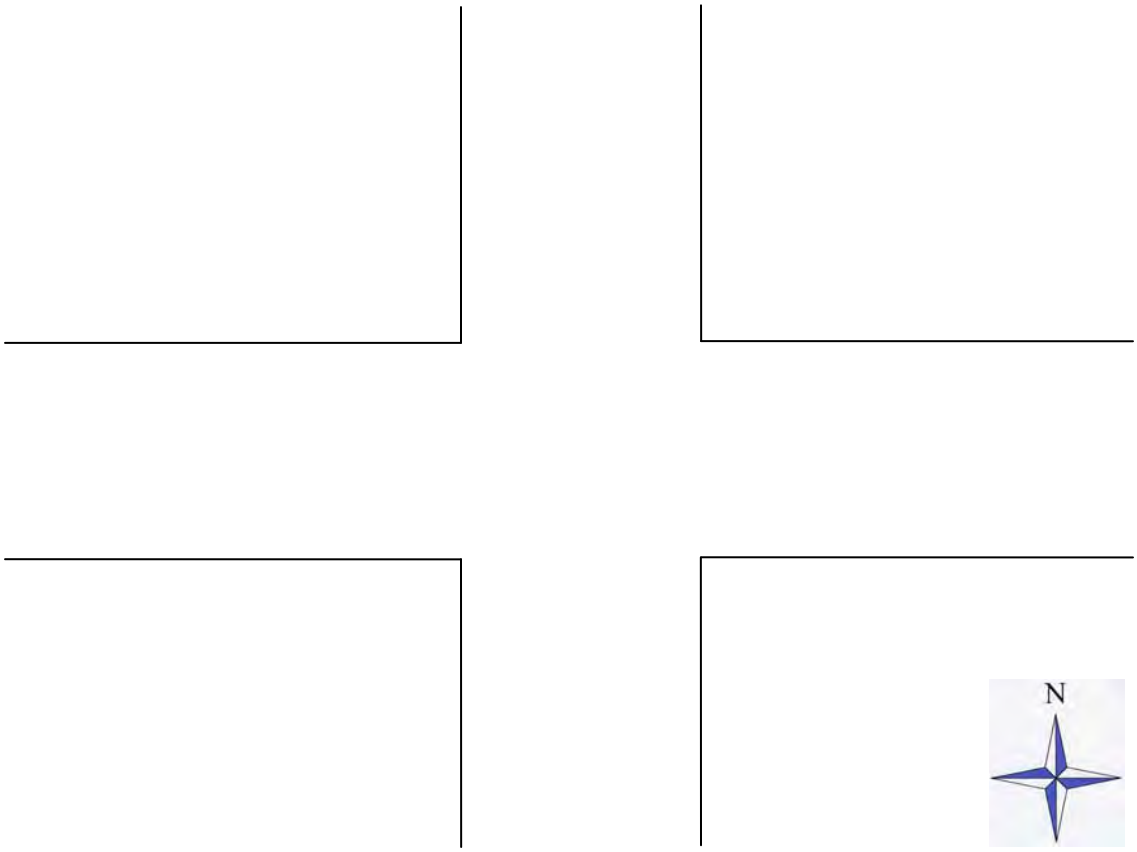
_____

_____

_____

INTERSECTION DIAGRAM

(ATTACH PHOTOGRAPHS TO CHECKLIST)

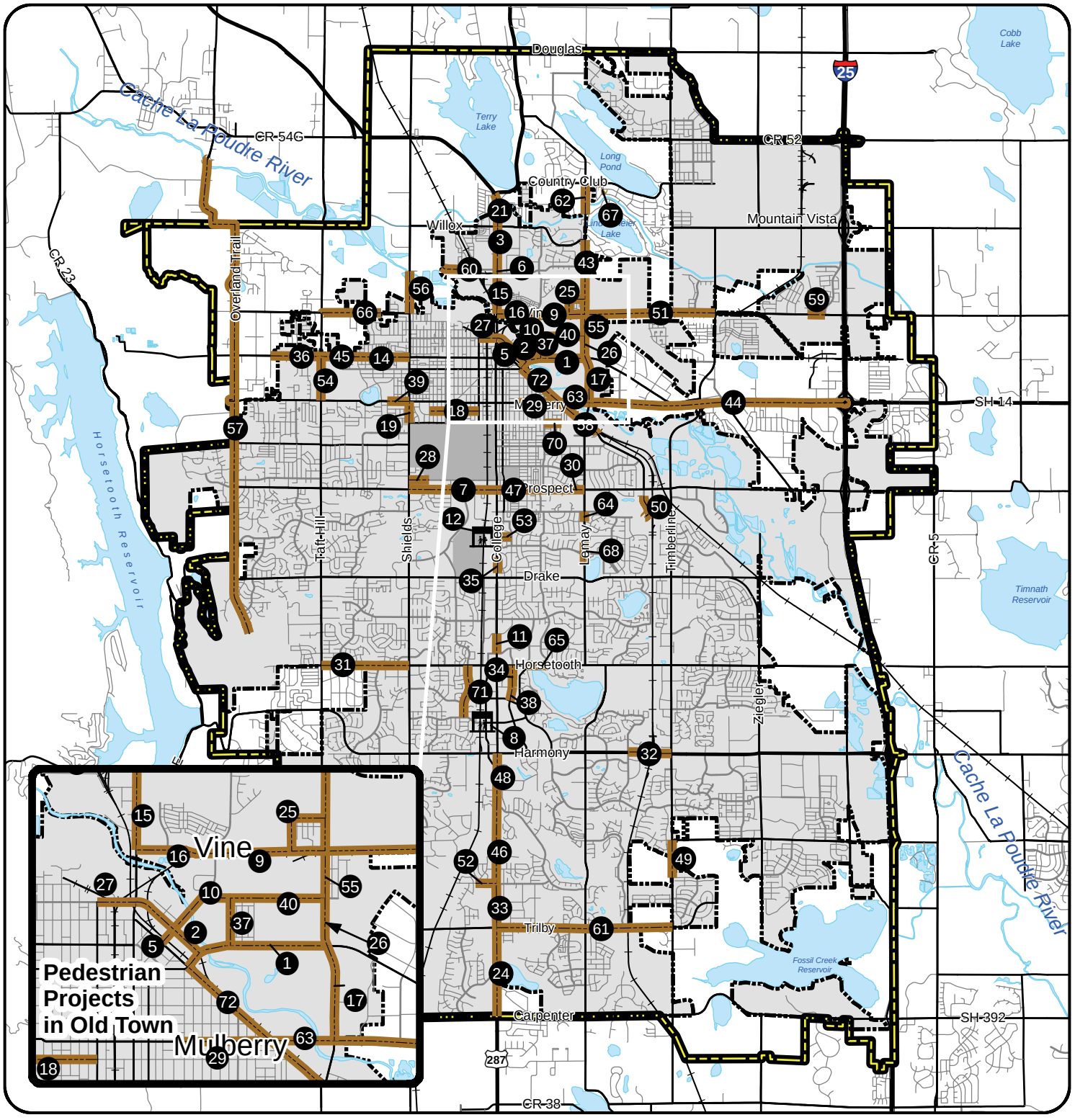


Adapted from Pedestrian Safety Zone Guide, NHTSA, *http://www.nhtsa.dot.gov/people/injury/pedbimot/ped/ZoneGuideWeb/pages/usingZones.htm*

Appendix F

Pedestrian Projects Map

Pedestrian Projects



Individual Pedestrian Projects

- Grade-Separated Crossings
- Sidewalks
- CSU
- Growth Management Area
- City Limits

1 * See Pedestrian Priority Project List for details

0 0.5 1 1.5 2 Miles

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Appendix G
Priority Projects List

2010-11 Pedestrian Plan - Priority Project List

	Project Description						
Priority Rank	On Street	From	To	Facility Type	Description	2011 Cost Estimate	Comments
1	Lincoln Avenue	Riverside Avenue	Lemay Avenue	Sidewalk	Discontinuous/nonexistent	$500,000	
2	Linden Street	Jefferson Street	Poudre River Trail	Sidewalk	Discontinuous sidewalk	$60 - 80K	Some sidewalks/dirt paths; no crosswalks at intersection
3	College Avenue	Hickory Street	Willox Street	Sidewalk	Discontinuous/nonexistent	$2.1M	($930,000 ROW)
4	Citywide			Ped X-ing	High priority pedestrian crossing - installations/enhancements		Immediate need/deficiency (implemented by Traffic Operations) heavy use areas
5	Willow Street	Lincoln Avenue	College Avenue	Sidewalk	Discontinuous/nonexistent	$2,550,000	Nonexistent except near US287 and Jeff intersection
6	College Avenue	Conifer Street	Hickory Street	Sidewalk	Discontinuous/nonexistent	$50 - 100K	Asphalt Walk (Motel ROW)
7	Prospect Road	Shields Street	College Avenue	Sidewalk	Narrow/missing sidewalk	$420K - 500K	(+ $380,000 for ROW)
8	Mason Trail/Troutman Parkway			GSC	Grade separated trail crossing (GSC) of BNSF and Troutman Parkway	$700,000	
9	Vine Drive	Linden Street	Lemay Avenue	Sidewalk	Nonexistent	$500,000	
10	Linden Street	Poudre River Trail	Linden Center Drive	Sidewalk	Needs sidewalks both sides	$60K - 80K	
11	College Avenue	Foothills Parkway	Monroe Drive	Sidewalk	Discontinuous sidewalk	$150,000	
12	MasonTrail/NRRC			GSC	Grade separated trail crossing of BNSF	$700,000	Between NRRC Campus/Whole Foods
13	Fort Collins (citywide)			ADA Ramp Improvements	Annual Ped Plan/ADA ramps & crossing improvements	$200,000	Updated in 2012 - Needs assessment
14	Laporte Avenue	Shields Street	Bryan Avenue	Sidewalk	Nonexistent/narrow	$1.5M - 1.9M	
15	College Avenue	Vine Drive	Conifer Street	Sidewalk	Discontinuous sidewalk		Being completed as part of Phase II Roadway Project
16	Vine Drive	Linden Street	College Avenue	Sidewalk	Nonexistent	$250,000	
17	Lemay Avenue	Lincoln Avenue	Mulberry Street	Sidewalk	Needs sidewalk on West side of Lemay Avenue, and connection to transit stop across from Walmart.	$90K - 100K	Crossing at Lemay and Magnolia leads to grass - No access to bus stop

	Project Description						
Priority Rank	On Street	From	To	Facility Type	Description	2011 Cost Estimate	Comments
18	Myrtle Street	Howes Street	Washington Avenue	Sidewalk	Needs sidewalk - discontinuous sidewalks, pedestrians must walk in street/lawns	$40K - 60K	
19	Shields Street	Laurel Avenue	Mulberry Street	Sidewalk	Widen & improve sidewalk, narrow attached sidewalks	$140K - 160K	(+$187,000 for ROW)
20	Citywide			Transit Stop Improvements	Transit stop improvements including ramp, pads, shelters, and sidewalk access covered by Transit Capital Improvement Program		Transit stop improvements/installation implemented and funded by Transfort CIP
21	College Avenue	Willox Street	SH1 Terry Lake Road	Sidewalk	Nonexistent	$900K - 1.3M	
22	Prospect Road & Whitcomb Street			Sidewalk	Narrow sidewalks near intersection of Prospect and Whitcomb. Whitcomb is a main route to CSU	$50K - 60K	(+ 56,000 for ROW)
23	Citywide			Intersection Pushbutton Access	Provide and improve intersection signal pushbutton accessibility		Implemented by Traffic Operations as part of Advanced Traffic Management System (ATMS)
24	College Avenue	Carpenter Road	Trilby Road	Sidewalk	Nonexistent	$350K - 400K	(+2.5M - 3M for ROW)
25	Alta Vista Neighborhood	Vine Drive	Lemay Avenue	Sidewalk	Needs sidewalk connections to transit stops	$1.2M	
26	Lemay Avenue	Lincoln Avenue	Buckingham Street	Sidewalk	Discontinuous sidewalk	$102K-114K	(+204,000 for ROW)
27	Cherry Street	Howes Street	College Avenue	Sidewalk	Needs sidewalk, one side continuous	$45K-55K	
28	Lake Street	Shields Avenue	CSU Ped/Bike Path	Sidewalk	Needs sidewalk and widen sidewalk	$40 - 50K	(+30,000 for ROW)
29	Mulberry Street	Remington Street	Riverside Avenue	Sidewalk	Discontinuous sidewalks and missing intersection ramps	$220K - 250K	

	Project Description						
Priority Rank	On Street	From	To	Facility Type	Description	2011 Cost Estimate	Comments
30	Prospect Road	Stover Street	Lemay Avenue	Sidewalk	Needs sidewalk, discontinuous	$215-220K	(+335,000 for ROW)
31	Horsetooth Road	Taft Hill Road	Shields Street	Sidewalk	Discontinuous sidewalks	$177K-190K	(+411,000 for ROW)
32	Harmony Road	Timberline Road	McMurry Avenue	Sidewalk	Needs Sidewalk, missing sidewalk on north side	$30K - 40K	Future power trail access at UPRR
33	College Avenue	Trilby Road	Skyway Drive	Sidewalk	Nonexistent	500 - 600K	
34	JFK Parkway	Bockman Drive	Horsetooth Road	Sidewalk	Needs sidewalk, discontinuous	$40 - 50K	(+108,000 for ROW)
35	College Avenue Frontage Road	Drake Avenue	Harvard Street	Sidewalk	Install sidewalk along East Frontage Road along South College, between Harvard/one block north.	$25K - 30K	
36	Laporte Avenue	Sunset Street	Taft Hill Road	Sidewalk	Nonexistent	$250K-270K	(+398,000 for ROW)
37	1st Street	Buckingham Street	Lincoln Avenue	Sidewalk	Discontinuous sidewalk	$60K - 70K	(+100,000 for ROW)
38	JFK Parkway	Boardwalk Drive	Bockman Drive	Sidewalk	Discontinuous sidewalk	$17K - 20K	(+30,000 for ROW)
39	Mulberry Street	Shields Street	City Park Avenue	Sidewalk	Missing sidewalks and increase width of attached walks	$45K - 55K	(+ 24,000 for ROW)
40	Buckingham Street	Linden Street	Lemay Avenue	Sidewalk	Discontinuous/nonexistent	$110K - 130K	(+ $100,000 for ROW)
41	Citywide			Ped X-ing	Long-term priority pedestrian crossing - installations/enhancements		Future need (implemented by Traffic Operations) moderate use areas
42	Lemay Avenue/Lincoln Avenue			Sidewalk	Connection needed between sidewalks in back of Walmart and Buffalo Run Apartments to the North. Currently barricaded and prohibits travel.	$12K - 15K	
43	Lemay Avenue	Vine Drive	Willox Street	Sidewalk	Nonexistent	$320K - 350K	
44	Mulberry Street	Lemay Avenue	I-25	Sidewalk	Discontinuous sidewalk	$1M - 1.5M	
45	Laporte Avenue	Taft Hill Road	Bryan Avenue	Sidewalk	Narrow to nonexistent	$120K - 150K	(+$76,500 for ROW)

	Project Description						
Priority Rank	On Street	From	To	Facility Type	Description	2011 Cost Estimate	Comments
46	College Avenue	Skyway Drive	Fossil Creek Parkway	Sidewalk	No pedestrian facilities between transit stop and Foothills Gateway Center	$180K - 200K	(+ $477,000 for ROW)
47	Prospect Road	Stover Street	College Avenue	Sidewalk	Widen and grade sidewalk, narrow sidewalk	$200K-220K	Lesher Junior High School from College (+ 300,000 for ROW)
48	College Avenue	Harmony Road	Fossil Creek Parkway	Sidewalk	Discontinuous sidewalk	$500,000	
49	Timberline Road	Kechter Road	Zephyr Road	Sidewalk	Nonexistent	$85K - 95K	East side only (+$220,000 for ROW)
50	Riverside Avenue	EPIC Center	Erin Ct	Sidewalk	Discontinuous sidewalk	$18K - 20K	No sidewalk on East side
51	Vine Drive	Lemay Avenue	Timberline Road	Sidewalk	Nonexistent	$500,000	
52	Skyway Drive	Gateway Center Drive	College Avenue	Sidewalk	Nonexistent	$35K - 45K	
53	Rutgers Avenue	Mathews Street	College Avenue	Sidewalk	Narrow attached sidewalks	$36K - 40K	(+ $50,000 for ROW)
54	Taft Hill Road	Mulberry Street	Laporte Avenue	Sidewalk	Discontinuous sidewalk	$980K-1.2M	(+ $860,000 for ROW)
55	Lemay Avenue	Buckingham Street	Vine Drive	Sidewalk	Needs sidewalks on both sides of Lemay Avenue	$90K-100K	(+ $150,000 for ROW)
56	Shields Street	Vine Drive	Poudre River Trail	Sidewalk	Nonexistent	$200K - 220K	(+367,000 for ROW)
57	Overland Trail	Spring Creek Trail	Poudre River Trail	Multi-use Path	Multi-use path adjacent to and on West side of Overland Trail	$1.5M - 2M	(+ Additional ROW needed)
58	Riverside Avenue	Rivendal Drive	Mulberry Street	Sidewalk	Discontinuous sidewalk	$180K-200K	(+ $165,000 for ROW)
59	Vine Drive	Elgin Ct	Waterglen Drive	Sidewalk	Nonexistent	$30K - 40K	
60	Hickory Street	Soft Gold Park	Hickory Spur Trail	Sidewalk	Needs path connection to link trail to park along Hickory Street	$55K - 65K	No ROW
61	Trilby Road	College Avenue	Timberline Road	Sidewalk	Discontinuous sidewalks	$1M	
62	Lemay Avenue	Linden Lake Road	Country Club Road	Sidewalk	Nonexistent	$150K - 170K	(+ $340,000 for ROW)
63	Mulberry Street	Riverside Avenue	Lemay Avenue	Sidewalk	Needs sidewalk, needs pedestrian connection on North side of Mulberry	$280K-300K	No ROW

	Project Description						
Priority Rank	On Street	From	To	Facility Type	Description	2011 Cost Estimate	Comments
64	Lemay Avenue	Stuart Street	Comanche Drive	Sidewalk	Widen sidewalk, narrow sidewalk	$30K - 50K	No ROW
65	Horsetooth Road	Landings Drive	Stover Street	Sidewalk	Discontinuous sidewalk	$35K - 40K	No ROW
66	Vine Drive	Taft Hill Road	Lyons Street	Sidewalk	Nonexistent	$300,000	
67	Tavelli Elementary Path	Belmont Drive	Treemont Drive	Sidewalk	Missing sidewalks connecting to school	$20K - 30K	No ROW
68	Lemay Avenue	Kirkwood Drive	Rosewood Lane	Sidewalk	Needs sidewalk, discontinuous/limited markings	$160K-180K	(+ $220,000 for ROW)
69	Trilby Road & UPRR bridge			Sidewalk	Need pedestrian facilities under railroad bridge to access park - nonexistent/no shoulder	$2.5M-3M	Replace railroad bridge
70	Laurel Street	Stover Street	Endicott Street	Sidewalk	Discontinuous	$60K - 65K	No ROW
71	Manhattan Avenue	Horsetooth Road	Troutman Parkway	Sidewalk	Discontinuous sidewalk/narrow sidewalk	$50K - 70K	Missing sidewalk segment, No ROW
72	Riverside Avenue	Mulberry Street	Mountain Avenue	Sidewalk	Missing and discontinuous sidewalks	$80K-110K	No ROW
73	Harmony & Taft Hill Road			Sidewalk	Missing sidewalk	$45K - 60K	No ROW
74	Mountain Vista Drive	Timberline Road	Moutain Vista Drive	GSC	Grade separated trail crossing and connection from community park to community commercial district		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP
75	UPRR/Caribou Drive			GSC	Grade separated trail crossing at Power Trail/Caribou and connection to Timberline Road on East side		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP
76	Keenland Drive/UPRR			GSC	Grade separated power trail crossing of UPRR and Keenland Drive		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP

	Project Description						
Priority Rank	On Street	From	To	Facility Type	Description	2011 Cost Estimate	Comments
77	Horsetooth Road/UPRR			GSC	Grade separated power trail crossing of UPRR and Horsetooth Road		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP
78	Harmony Road/UPRR			GSC	Grade separated power trail crossing of UPRR and Harmony Road		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP
79	Drake Road/UPRR			GSC	Grade separated power trail crossing of UPRR and Drake Road		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP
80	CO RD 38E			GSC	Grade separated Spring Creek Trail crossing of CO RD 38E		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP
81	Fairway Seven Court	Timberline Road	Power Trail/UPRR	GSC	Grade separated trail crossing and connection to Timberline Road		Implemented by Park Planning as part of Parks and Recreation Master Plan - CIP