

Appendix I: Outreach and Engagement Summary

NFRMPO staff collected feedback at two public events in early 2020 prior to the COVID-19 pandemic. After these two events, NFRMPO staff did not attend or hold in-person public events for the *ATP*. The majority of the public outreach for the *ATP* was conducted digitally through various mediums. The outreach methods and feedback received are described throughout this Appendix.

General Public

In-Person Events

*Built Environment Speaker Series – Connecting Transportation and Health*⁵⁰

What do you see as the largest barrier to safer and more reliable biking and/or walking in your community?

- Funding
- Lack of connectivity
- High speed limits and road design that encourages high speeds
- Speed
- Low fuel prices
- Connectivity
- Alternative transportation incentives
- Perception of users
- I don't feel safe riding on street in my neighborhood – would prefer a separate bike lane
- Lack of regular, safe crossings
- Lack of protected facilities
- Safe crossings of I-25
- Unsafe bikers and drivers

Fort Collins Transportation Projects Fair

What do you see as the largest barrier to safer and more reliable biking and/or walking in your community?

- Laziness
- Funding for infrastructure
- Lack of funding and support from decision makers
- Direct routes = shortest distance
- Sidewalk connectivity
- Multimodal connections – for distances
- Shields and Taft Hill
 - Gap
 - Difference between infrastructure
- Protections between cars and bikes

⁵⁰ Pre-registration was required

- Too much space devoted to cars in the roadway and for parking
- Increased separation from vehicles that also provides direct/straight-line access to destinations

Digital Engagement

2020 Active Transportation Challenge Survey⁵¹

What would help you switch trips more often?

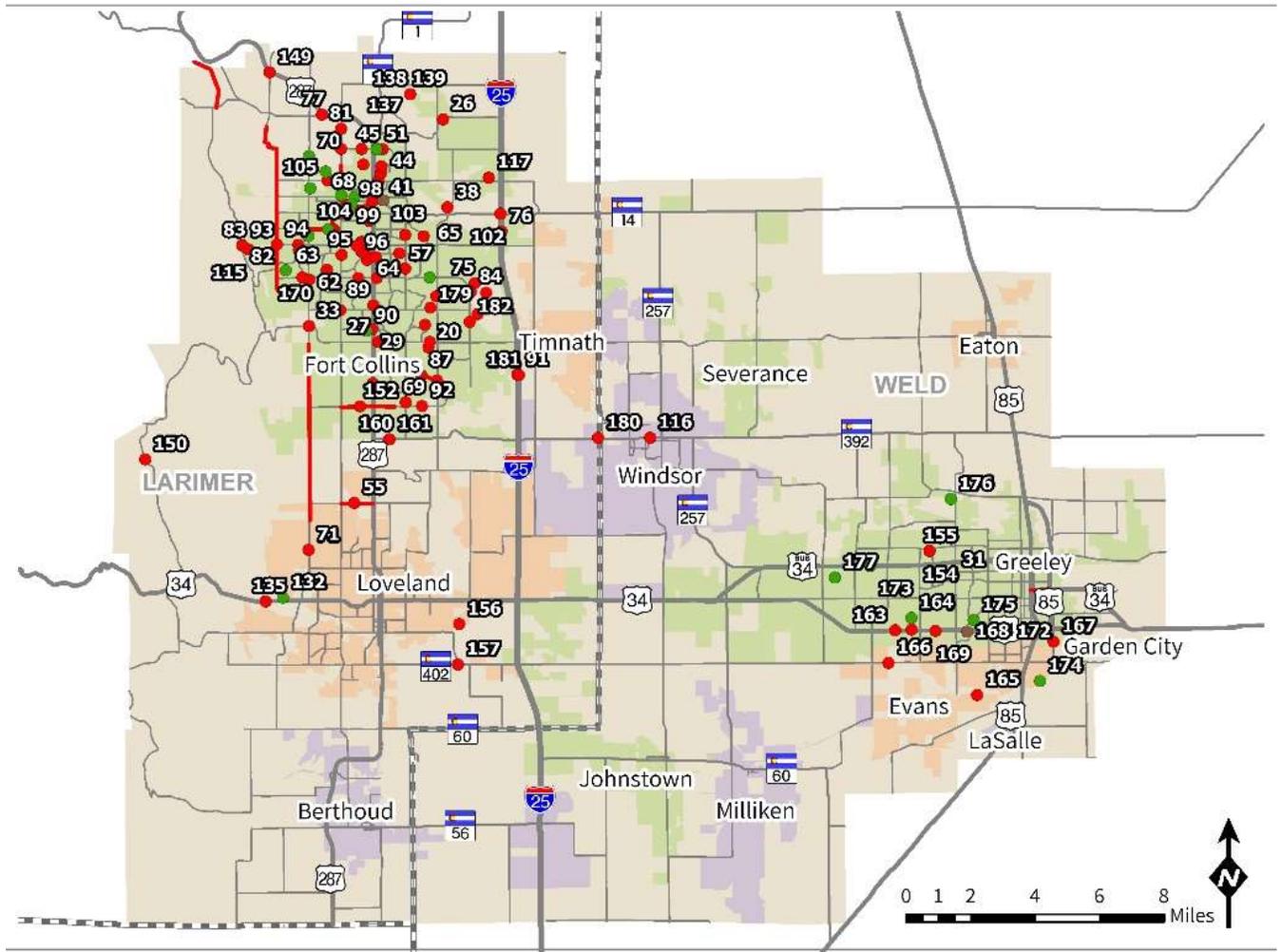
- When I buy a bike
- Get over my laziness
- Weather is a big factor. :o)
- Awareness campaigns / challenges like these are great reminders
- If buses were running... And if I had a better way to carry things on my bike.
- Nice weather.
- More bike friendly paths
- Good weather without smoke in the air and living near places I go to.
- More frequent transit
- Skinnier streets safer for cycling
- Good weather
- Weather, planning in advance
- Warmer clothes! I just moved here from Florida.
- More options, safer routes, pedestrian dedicated routes that bypass intersections (pedestrian underpasses, bridges), better air quality, better street lighting, better street signal cyclist recognition (street signals may skip over a cyclist waiting at an intersection in early morning hours), better maintenance of bike lanes (street sweepers push debris and snow into bike lanes and shoulders where cyclists ride taking away safe lanes of travel)
- Ongoing challenges
- More time
- quicker public transit
- Motivation to move
- BETTER WEATHER LOL
- More time; distance to work is kind of far.
- A warm winter!
- A cargo bike.
- Knowing I have a good, safe place to lock or store my bike.
- Nothing
- Good weather and bike tires that hold air for more than a few days.
- Safe bike routes/paths
- Time
- More bike lanes offered throughout the city.
- Designated bike lanes and street sweeping/repairs
- Unfortunately time is the biggest factor for me.

⁵¹ Only included subset of the participants in the 2020 Active Transportation Challenge, which was open to all

- If public transportation was more of an option; I used to ride the Poudre Express to work daily until they had to cut back on the number of service times because of COVID
- When my younger daughter starts kindergarten, I can take her in the bike trolley.
- warmer weather :)
- Better sidewalks
- On going challenges
- Getting into better shape.
- Provide info on bus routes. Info on health benefits.
- Grocery, coffee
- More personal motivation
- Weather cooperating and not as much smoke from the wildfires
- Getting myself prepared to ride my bike or walk (doing it on days when I don't have errands, etc)
- The weather
- Pre-planning, incorporation with daily steps
- Reminders to do so.
- Better weather: not so hot and not so smoky
- Cost of living in foco not being so high so I can be closer to work
- My mind set
- Less wind and less smoke (tongue in cheek)
- Personal health and environmental health
- Better driver behavior and slower vehicle speeds
- Clean roads
- Better bike lanes on 57th St East of Longview Trail
- Great weather was very helpful! I just need to balance my time better and have buffers between meetings.
- warmer weather, winter is tough
- When I go back to the office; I used to switch daily (bike for car)

Community Remarks

Figure AI-1: Location-Specific Feedback Received through Community Remarks Webpage



Legend

- Positive feature (point)
- Needs Improvement (point)
- Other Location-Specific Comment (point)
- Needs Improvement (line)
- County Boundary
- NFRMPO Planning Area

April 2021
Sources: CDOT, NFRMPO



Table AI-1: Community Remarks Comments

ID	Community	Comment
20	Fort Collins	Build a connection across Harmony Road!!
21	Fort Collins	Bike lanes on Mason!!
22	Fort Collins	All of the crossings along Canyon are frustrating as a pedestrian.
26	Fort Collins	These two neighborhoods have no sidewalk connectivity to the rest of Fort Collins. Since the neighborhood is on the edge of city limits, this is made more complex.
27	Fort Collins	I consistently see people in wheelchairs trying to cross Harmony between College and JFK. There isn't a cross-walk for quite a stretch, so I think they are left choosing taking a significantly longer route or a very dangerous route.
29	Fort Collins	I would love to see a pedestrian/bike underpass under College somewhere in south Fort Collins. Crossing College on foot or bike to get between Target/REI/etc on the west side to Best Buy/TJ Maxx/etc is not the best experience as College is generally always busy and drivers do not always see peds. Going up to the underpass at the mall is too far out of the way to be practicable (although I appreciate that underpass!).
30	Greeley	Not sure why 18th street is not indicated on the map. 85 is a major thoroughfare, it would be nice to have a dedicated pedestrian/cyclist cross way at 18th, 16th, 13th, or 8th streets. Individuals have to effectively cross at least 6 lanes of traffic to converse both the parallel side street and 85.
31	Greeley	This base map is bad and is missing so many streets. Use a better map to apply your layers to.
32	Fort Collins	Improve connectivity along Timberline north of Mulberry to Mountain Vista now given the amount of residential construction proposed.
33	Larimer	Place sensor to detect bicycles here. There is a car sensor here, but if there are no autos, the sensor is not triggered. There is a button on the light pole, but cyclists must cross a busy right turn lane from the dedicated bike lane. This is a favorite route for cyclists to access the bike trail underpass on Harmony and for rides towards Masonville.
35	Fort Collins	Going north to CSU from the Spring Creek trail is very awkward here. Many cyclists stay on the west side of the road, contrary to the correct side to be on, to avoid needing to cross the street again 100 meters north in order to be able to use the Prospect underpass.
36	Fort Collins	This bike lane is often full of snow in the winter, making this an extremely unsafe place to ride. Why is it never plowed?
38	Larimer	Given the growing amount of residences planned along Timberline out to Mountain Vista, this needs to be elevated as a bike route to connect to the Poudre Trail.
39	Fort Collins	Trying to cross Vine coming from the bike path out of the new water park is frustrating because traffic is coming from 3 directions and there is no crosswalk or sidewalk. This can be dangerous for both cyclists and pedestrians.
40	Fort Collins	I am worried about this crossing once traffic picks up. There is no crosswalk for cyclists or peds. Why this is not a roundabout has been a mystery to me since construction of this road started. :)
41	Fort Collins	No ped or cyclist crossing. This should have been a roundabout from the start.
42	Fort Collins	A connector between this bike path and northern neighborhoods would be desirable to avoid College Avenue.
43	Larimer	With the growing number of neighborhoods, a sidewalk along Willox would be desirable (traffic passing at higher speeds, oftentimes with no regard for peds), as well as a connector to Soft Gold Park without having to cut through neighborhoods.
44	Fort Collins	There is no sidewalk on this section of Willox. It would be good for pedestrians to be away from traffic when walking to the natural areas and parks from the west.
45	Fort Collins	Thank you for the roundabout. It helps the flow of traffic and avoids unnecessary idling of vehicles while stopped. We should have more of these!
46	Fort Collins	Going uphill on the Mason trail, especially in the late afternoon or mid-day in the summer, it's apparent that there's no shade or trees along this stretch.
47	Fort Collins	Crossing Drake at Meadowlark can be pretty dangerous - I've almost been hit and seen others almost be hit by cars turning left or right who don't see a pedestrian, especially in the dawn or dusk hours (which can coincide with rush hour). Would be better to have a pedestrian-only walk sign when no cars can go.
48	Fort Collins	One of the worst intersections in the city - so many pedestrians are almost hit here. It's too wide and the turning vehicles are trying to focus on cars coming towards them AND check for pedestrians (to the detriment of the pedestrians).
49	Fort Collins	Another awful, hazardous intersection for cars - so many pedestrians are almost hit here. It's too wide and the turning vehicles are trying to focus on cars coming towards them AND check for pedestrians (to the detriment of the pedestrians).
52	Fort Collins	A dangerous intersection for pedestrians and cyclists alike. I regularly witness dangerous situations here. Drivers are so eager to make the short green arrow window that they overlook peds and cyclists regularly. I fear for my life at this one.
54	Fort Collins	Bike lanes are narrow to nonexistent most of the way between College and Stover on Drake. Some areas were improved a bit this summer but there are still sketchy spots. As population increases this has become a scarier area to ride.
55	Larimer	This section needs to be completed. 57th has no bike lane
56	Fort Collins	The North/South bike line transitions at the Ziegler and Horsetooth roundabout are non-existent.
57	Fort Collins	Flashing red crosswalk desperately needed here. Use this crossing regularly on bicycle traffic moves too quickly to cross safely
58	Fort Collins	a sidewalk is needed so we can safely walk or bike along Trilby
60	Loveland	walking and bicycling is dangerous here
61	General	To many bikers do not announce when they are passing. More education is needed.
62	Fort Collins	Need connection to East side of Taft Hill from Spring Creek trail
63	Fort Collins	Widen path to 6' from 3' to make this a safer connection to the Senior Center

64	Fort Collins	This is a dangerous intersection since many riders don't stop when heading northbound on Mason trail and tunnel riders have to pull into the intersection to see. Move intersection 10' to the west to allow for disability when coming out of tunnel.
65	Fort Collins	Excellent way to handle an intersection. Lot's of room and a different color center triangle as a guide
66	Fort Collins	Underpass at Centre Ave is frequently flooded
67	Fort Collins	The bike lane on the block of Mason between Cherry and Maple is so tricky to navigate in the winter - both northbound and southbound as ice/snow/plow detritus often end up in the bike lanes. To make matters more treacherous the northbound bike lane is not plowed around the railroad tracks, nor is the sidewalk. The area is heavily trafficked and it's really dangerous for bike and peds in the winter
68	Fort Collins	I love the new bike/ped crossing on Loomis at LaPorte. We need more of these! And we need such crossings enforced (for the drivers who still blow through them).
69	Fort Collins	The trail out to Boyd lake is great, but the sidewalk along Lemay is the "weak link". Widen sidewalk to allow bike and pedestrians to pass
70	Larimer	I love the newly improved bike/ped/equestrian crossing on the Poudre Trail at Taft Hill! The city is thinking of everyone!
71	Loveland	Looking forward to this connection. Riding on Wilson is no fun.
72	Fort Collins	No bike lane on JFK in this area. Cars heading north are coming down the hill fast. Need some painting to show bike lane crossing into straight through traffic.
73	Fort Collins	This intersection, as well as the intersection of College and Mountain and various others in Old Town and campus areas, would really benefit from something like this intersection in the photo in Madison, WI. Here at this intersection and many others in Madison (a city, I believe, is one of Fort Collins' peers in terms of biking) all vehicle traffic in all directions stop (with no turn on red signs) to allow for 20-30 seconds of ped/bike traffic in all directions. It acknowledges bikes and peds in areas where they make up a considerable amount of the traffic and gives them a fighting chance to move through intersections in the directions they need.
74	Fort Collins	This intersection, as well as the intersection of College and Mountain and various others in Old Town and campus areas, would really benefit from something like this intersection in the photo in Madison, WI. Here at this intersection and many others in Madison (a city, I believe, is one of Fort Collins' peers in terms of biking) all vehicle traffic in all directions stop (with no turn on red signs) to allow for 20-30 seconds of ped/bike traffic in all directions. It acknowledges bikes and peds in areas where they make up a considerable amount of the traffic and gives them a fighting chance to move through intersections in the directions they need.
75	Larimer	Can't wait for this connection!
76	Fort Collins	Need a connection across I-25 in this area. Mulberry is a "no go" and Prospect is getting too busy.
77	Larimer	I try to avoid this roundabout on a bike at all costs but sometimes I need to use it. Although there is a Bicycle Share the Road sign on 287 westbound before the roundabout it is a harrowing place to try and bike. The shoulders are full of rusty metal, broken glass, and gravel and cyclists are forced to take the lane in the roundabout (where drivers aren't very thrilled to be sharing the road).
78	General	There needs to be more enforcement of distracted drivers.
80	Fort Collins	We really would love to have a bike trail alongside Overland Trail, to connect the Poudre trail to the trails out of Spring Canyon Park.
81	Larimer	Shields south of 287 is a popular route for a lot of cyclists riding recreationally and commuting to and from work. The road is narrow without a shoulder. It would be wonderful to see a bike lane or (wishfully!) a greenway here that connects to the Poudre trail.
82	Larimer	I'm a 70 year old female who loves to ride bikes. I recently got an electric mountain bike and despite having had a knee replacement in May, I was out on my bike in about 5 weeks post surgery. My bike has allowed me a wonderful way to rehabilitate my knee. I was very disappointed to learn that I can't use my ebike on non paved city trails including Soapstone Prairie. Many seniors are able to continue to enjoy cycling with electric bikes. This restriction disproportionately effects seniors who are the main users of ebikes. Most ebikes motor assists cut off at 20 mph. There are many young mountain bikers who could easily exceed this speed on trails. Most senior bikers are pretty conservative in their riding and probably rarely hit 20 mph on a non paved trail. Please remove this restriction to allow for all of us to enjoy all of our wonderful trails in the city.
84	Larimer	The trail section ends at this intersection. The crossing of Ziegler at this location is used by numerous bike riders and residents. In the winter time the crossing is very dangerous even as a pedestrian. Many times, crossing at night, you have to stand within the Continuous Left Hand Turn Lane waiting for an opening in heavy traffic. Traffic never stops to let pedestrians or bicyclist cross safely.
85	Fort Collins	Can't wait until the bike trail goes under I 25
86	Fort Collins	I've complained about this intersection to the City and the response was that despite numerous complaints (That right there should tell you something.), there are surprisingly few incidents here. But the fact that people regularly sprint across this intersection, even when they're in a crosswalk, because motorists don't slow down, and therefore avoid an "incident" does not mean this intersection is safe. And the diagonal parking that was added just makes visibility even worse for motorists to see crossing peds or bicyclists.
87	Fort Collins	I thought there was a proposed future trail connection here, i.e. something that would cross over the railroad track and run along the canal to Timberline Road. Southeast Fort Collins (south of Harmony, east of Timberline) is virtually cut off from the rest of the trail system.
88	Fort Collins	Need a trail here to connect the southeast neighborhoods to the rest of the bike trail system.
89	Fort Collins	The tunnel under College is great, but it's difficult to get on the bike path connection from Monroe because the curb cut it at the college ave crosswalk and cars are frequently backed up in this area waiting to make a right turn with no room for bikes to pass safely on the right. Putting a curb cut and connection to sidewalk 100' east of intersection would be helpful
90	Fort Collins	This is the gold standard for an underpass: safe, no sharp turns of blind corners, and large enough to allow snow to collect in tunnel without impacting travel. Most is also exposed to the sun in winter so little ice.
91	Fort Collins	There is no good access across I-25 from South Fort Collins. Kechter is the lowest traffic alternative, but there is no shoulder for some of it and the bridge is horrible.

92	Fort Collins	There is no good way to access the wonderful rides around horsetooth reservoir from East Fort Collins. If you aren't going to add a trail to the obvious place across the railroad tracks North of Southridge golf course, then please widen the shoulder along Trilby, particularly under the railroad tracks and over the bike path just to the West.
94	Fort Collins	This intersection needs improvement for pedestrians and bikers. There are a lot of kids who travel across this intersection on their way to school and home. When traveling west bound, getting to the traffic pole is difficult, often requiring you to get off your bike and walk over to the pole. Some better infrastructure is needed at this intersection
95	Fort Collins	I suggest a spur exiting the north side of Spring Creek Trail that would merge with north bound Shields traffic. It is awkward to go south up the narrow ramp to then turn north.
96	Fort Collins	The sidewalk on the south side of the street is too narrow and too close to traffic to comfortably walk from Whitcomb to Centre
97	General	I bike all over Larimer Co. and one issue which exists needing to be changed, is with bike lanes that are approaching intersections & push riders into a lane that is to the L of the R turn lane, i.e., going west on Harmony approaching Timberline or going west on Horsetooth approaching Taft. These are too dangerous and bike lanes for riders need to be kept on the Right. Vehicles turning right, can get in front or behind bikes.
98	Fort Collins	Yes! We finally have ramps at the end of our sidewalks instead of sharp drops. This will be a huge help for folks pushing strollers or kids on bikes. Thank you, City of Fort Collins!
99	Fort Collins	The stop sign to the north needs to be brought south to the intersection. Folks at the stop sign to the north often aren't seen by folks at any of the other points of the intersection because they're set so far back from where everyone else approaches the intersection.
100	Fort Collins	Thank you for bike lanes on Shields!!!!
101	Fort Collins	Yes! The improvements to Mulberry make the street feel quite a bit safer for bicyclists, provide more parking for motorists, and also provide a smoother ride for motorists since now you don't have to worry about getting stuck behind someone making a left hand turn from the left lane.
102	Fort Collins	This intersection is horrible for motorists and basically a meat blender for pedestrians. And yet there are people on one side of I-25 who need to get to the other side of I-25 without a motor vehicle. When is this intersection going to be dealt with? It's an absolute miracle that people aren't regularly dying at this intersection. All I can figure is that God has a heavy-duty squad of Navy Seal Angels set up here to save lives.
103	Fort Collins	I wouldn't say this stretch between Peterson and the Poudre is perfect yet, but it's a whole heck of a lot better than it used to be. The gravel shoulder and skinny bridge were truly scary before.
104	Larimer	I haven't had a chance to ride it yet, but I'm thrilled to see a new bike trail here connecting the Irish Elementary neighborhood with the Lincoln Middle School area. This was soooooo needed. Thank you!
105	Larimer	The connection between Lincoln Middle School and the Poudre Trail is Soooooo needed. Thank you for putting this in!!!
106	Larimer	We need sidewalks along Vine. Too many students walk to school along this street not to have sidewalks.
107	Fort Collins	I hate walking along S. College between the MAX line and our auto repair shop. College needs sidewalks! The fact that there are social trails shows that lots of people walk and ride along the street. But it's not safe to be walking in the street when cars are traveling 55 mph or faster on that same street! The side trails work when there's no mud or snow. But that's not always an option.
108	Fort Collins	Power Trail should connect East-West in (mid-town) to Mason Trail and/or Remington low-stress. One place to do that could be near (or even along) Collindale Golf Course (or that canal that is in the area) and then along Warren Lake. That would then drop right near the Mall (and the underpass at College that it NEVER see being used) or to the Low Stress North-South streets that eventually become Remington.
109	Fort Collins	Grade separated crossings on the Power Trail would increase speed/efficiency for both the bike pedestrians and the East-West car traffic. (This would be even more true for Mason + MAX, but I imagine that gets pretty complicated--and pricey--pretty quickly).
110	Fort Collins	Underpass beneath Timberline to coincide with construction of Mail Creek connection, the widening of Timberline, and Safe Routes to School for Bacon (and the future park going there?).
111	Fort Collins	Grade-separated crossing under Timberline at FCHS and the Power Trail kick out. That could make this a true Safe Route to School AND a solid East-West Connector from Power Trail to the eventual trail extension at Environmental Learning Center.
112	Larimer	Why does the paved trail around Rigden Reservoir just stop? It would be way better if that went all the way around (I actually can't think of any other loops in town. And we all know loops are better than out-and-backs). At the very minimum, at each paved trail end, make it a bulb so someone on a road bike (or rollerblades or whatever else with wheels that can be deadly at moderate speeds that suddenly stop) can easily flip a U.
113	Fort Collins	It would be way cooler if we could cut from Power Trail to Fossil Creek with a trail along South Ridge (along the most southern border). Golf is cool, but it would make that huge (tax-subsidized) green space more used/useful for the general public that doesn't golf.
114	Larimer	This may overlap with (future) Poudre Trail connections at Rigden, but this canal already has a huge "path" alongside it for the duration. It could be an easy conversion and useful connection for a bunch of SE Neighborhood commuters.
115	Fort Collins	Not sure if this is the format for this, but a stair-incline (Like the Manitou Incline) would be a really, really cool "trail";
116	Windsor	Please work on bicycle facilities that parallel 392
117	Fort Collins	The original bike plan connected these northern neighborhoods with the existing Poudre Trail. What happened to those plans? There are several major developments with hundreds of home in progress and with no connector bike trails including Trailhead, Mosaic and Montana in the future.
118	General	We need more (or all) bike lanes being physically separated from cars
120	Fort Collins	Please remove the car parking in this street. The bike lane is painted just where the cars open the doors. Is very dangerous.

121	General	Please remove all the Push Buttons pedestrian traffic lights. This does not encourage people to be pedestrian. This treats pedestrians like someone who should ask permission to use the public space (here is equity?) and put pedestrians in a different category than car drivers? Why we pedestrians need to request permission and not the more dangerous car drivers? This should stop, please! in many countries, this does not exist, and pedestrians have the same right that any other transportation mode to use the public spaces. Also, with the pandemic, you should avoid and remove all contact surfaces that are not needed, and these pushbuttons are a good example of what is unnecessary in the public space. Please automatize all traffic lights for pedestrians!!
122	Fort Collins	Thanks for creating the pedestrian crossing in Elizabeth!! It is great!!
123	Fort Collins	Please make pedestrian these streets, we need more public space in downtown
124	Fort Collins	These need to be car-free streets!
125	General	We need more car-free streets, public space, squares, and plazas, for social interaction
126	General	We need to expand all the sidewalks; there are many places where you can not walk together. I need to help my mom when she walks. And in many streets, I can not be on the same sidewalk because it is too narrow. WE should update all sidewalks to be at least 6-9 feet wide.
127	Fort Collins	E-scooters are parking on the sidewalks, and many times here are just looking at the whole sidewalk or are dropped on the floor completely. E-scooters should have designated parking spaces and should not be allowed to be parked anywhere!
128	Fort Collins	A pedestrian and car-free zone here
129	Fort Collins	Very narrow sidewalks. It is hard to walk with supermarket bags, the king's sooper I just in the corner, and Elizabeth have very narrow sidewalks
130	Fort Collins	The bike lane should have a physical separation, there are not more bike lanes in parallel to this Taft section, so you feel forced to go through that, and the traffic goes very fast.
131	Fort Collins	Many cars turn from shields to mulberry, and not many are aware of the bike lane; please add more colors on the ground or physical barrier to protect cyclists here.
132	Loveland	The route through McCaffey park is really a great addition. To improve this, there needs to be better signage for biking through the Sports complex, getting on to the river trail and then navigating that short piece up Wilson to get to the gravel canal then over to the north side of 36. It's so much better than 5 years ago!
133	Fort Collins	The end of the Pitkin Bikeway needs to connect to the Spring Creek Trail/Power Trail/Poudre Trail in some way. It dead ends with no bike lane, or you have to jump on a narrow sidewalk to get to one of these other connections.
134	Larimer	I bike Taft Hill from FC to Loveland a couple times a week to get to work. I would use the Long View Trail, but it's too far out of the way. When this road is improved, it should be widened and the bike lane made more distinct.
135	Loveland	Starting here (Rossum) and going west on 34, there should be a protected bike lane since there are no bike trails. It is hard to go east/west in Loveland on bike trails, so I look forward to future regional connections along the Highway 34 corridor and into the Big Thompson canyon. (Think Boulder canyon road.)
136	Larimer	The Poudre Trail should finish at Morning Fresh/the Howling Cow Cafe, not the parking lot outside Watson Lake. I know there are private property issues, but the paved trail should go through Watson Lake at least, and then hopefully can continue NW at some point.
137	Fort Collins	We need better options than Gregory, Hwy 1 and Timberline for getting into town or connecting to other regional trails.
140	Fort Collins	It would be good to improve the connection for the bike lane on Stuart St. across Taft Hill Rd. Cyclists traveling West cannot safely cross Taft without having to ride south on the sidewalk (east side of Taft) to the school crossing at Blevins or completely change their route and cross at Valley Forge where there is a stop light.
141	Fort Collins	Improving the connection between Hampshire and Fuqua St at Prospect Rd would be nice to see. It can feel dangerous to bike with kids and connecting these segments of Bike routes. Families are currently force to travel on the Prospect sidewalk (south side of Prospect) all the way to the school light crossing at Fuqua.
142	Fort Collins	Improvement to cross Drake to connect the Hamsphire bikeway to the Hampshire Ponds neighborhood (and the Spring creek trail) would be helpful. When traveling with kids, it is daunting to cross Drake where the speed limit is 40mph and we have to cross 5 lanes (2 in each direction plus the median lane).
143	Fort Collins	Thank you for adding this stop light (bike and pedestrian specific) to cross Taft Hill and also forcing cars to make a right hand-turn, it makes it much safer to travel as a family and connecting to east-west neighborhoods.
145	Fort Collins	Bike lanes on Lemay are super narrow, which is quite dangerous when cars can go up to 40mph. The lanes should be wider with buffers in high speed sections
146	Fort Collins	There should be a crossing light similar to the one on Swallow/Mason Trail. Cars don't always recognize the crosswalk is part of the bike path, even if you stop and wait for them.
147	Fort Collins	This section of Stuart and these side of the Spring creek trail are poorly plowed during the winter time, despite the amount of traffic in both areas. The bike lanes on Stuart are generally covered in snow and at least an inch of ice
148	Larimer	This intersection seems to become less safe since the reaving. The cars on the right when going Northbound would essentially stop with their bumpers in or less than 2feet from the "bike lane"/shoulder.
149	Larimer	It would be really cool if the was a pedestrian/cyclist underpass or overpass here. There's lots of people who cross this section of 287 and it was make it safer for all road users.
150	Larimer	There's a solid amount of cyclists riding through here, but the shoulder ends up becoming super narrow, if not non existent with all of sand, glass, and other road debris. Beautiful place to ride though!
151	Fort Collins	Here and a few other major intersections should have protected left turn bike lanes. This way the drivers are less inclined to be aggressive and annoyed towards cyclists and aids in the flow of traffic.

152	Fort Collins	We need a hiking/biking trail connection from Avondale to the trail on Shields. Trilby is not really safe for bicycling in this section from Avondale to Shield.
153	Greeley	On 4th St. Between 47th and 35th there are no bike lanes and sidewalks are narrow. Hazardous to bike on.
156	Loveland	Traffic on CR 20 is very heavy at commute time because people are trying to get off 34. It's heavy enough that it's very difficult to make a left hand (turning east). This is a residential area, not designed to deal with large amounts of traffic.
157	Loveland	This intersection is a disaster! It's desperately in need of a traffic light! With the projected development on 402, this is only going to get worse.
159	Windsor	Need continuous bike lanes on CR32E connecting from CR5 into windsor shopping center with King Soopers Also need bike lanes on Ketcher Road from CR5 west to Fossil Ridge High School
160	Larimer	I would love a safe way to cross 392 to get to this trail.
162	Greeley	The bike trail along Hwy 34, needs a connection to the bike route on 50th Ave. There is a 40ft easement, with barbed wire fence blocking the connection, it doesn't logically make sense, to have the barb-wire fence blocking a connection for Pedestrians and Bicyclist. Also on the the same Bike trail, their is no visible entrance from the trail to the Josephine Park along Hwy 34. I don't understand why the bike route, park and bike path are not connected.
163	Greeley	Bike trail, has no visible entrance from the trail to the Josephine Park along Hwy 34. I don't understand why the bike route, park and bike path are not connected.
164	Greeley	Positive feature- North/South existing Bike route that avoids heavy traffic along 47th Ave. Needs to connect to existing trail along Hwy34.
165	Evans	Perfect place for a Bike route, and can connect into Riverside bike trail to the East.
166	Weld	Sidewalk or Bike Route is badly needed for students trying to commute to new middle school that was built on 65th and 37 St.
167	Greeley	North/South Bike Route needed to link Riverside Trail to Poudre River Trail.
168	Greeley	Proposed future underpass, linking bike route and a possible trail extension. Redevelopment of 35th Ave interchange by CDOT.
169	Greeley	Underpass bike tunnel is needed to connect subdivisions and retail.
170	Fort Collins	Speed bumps along Yorkshire are much welcomed as cars had a tendency to speed through this section of neighborhood
171	Fort Collins	There is a decent amount of traffic turning onto Cedarwood Dr. (west) from Hampshire (either directions). The majority of users (cars/pedestrians/cyclists) are respectful, but we could enhanced the safety of that intersection. It would be great to see a new form of speed reduction in this area (i.e. pavement painting/art). Bike Fort Collins is proposing and working toward a similar concept at the intersection of Canyon Ave., Sherwood St. and Magnolia St.
172	Greeley	Great bike/pedestrian feature to allow under highway 34 access crossing. Tunnel works great and was installed decades ago, more are needed.
173	Greeley	Great example of tunnel under busy thoroughfare!
174	Evans	Very pleasant bike/pedestrian trail along the river and through the Park, great redevelopment of area after 2013 Flood. Thanks!
175	Greeley	This is a nice Bike route linking to UNC or Downtown!
176	Weld	Great designed trail, could use more maintenance w/weeds in the summer but is a very great place for pedestrians and bicyclists!
177	Greeley	Greeley has done a great job expanding the trail into new residential communities and linking the trail to Sheep Draw Trail, which links to Poudre River Trail. Some new trail has been added in this area, which the map isn't showing currently.
178	Fort Collins	I'd like to see the Power Trail go under Harmony.
179	Fort Collins	It would be nice if the Power Trail went under Drake (and Horsetooth). There is a lot of Trail traffic which often stops cars. A separated grade crossing would help traffic flow for everyone and increase safety.
180	Windsor	Great job on the bike and walking path north and west of 392 and CR13, BUT, there needs to be a walking bike tunnel under CR13. North of 392. Similar to the one under 392 west of this intersection. They are laying the Thornton Water pipe, would be a good time to jump on with that.
181	Fort Collins	This Ketcher bridge has got to slatted for destruction and rebuild with the work being done on widening of I25. Be a good time to put in some good bike and pedestrian ways along Ketcher.
182	Fort Collins	We have to cross this street to walk or bike ride. Unsafe. This road was 25 mph when we bought our home.
	Loveland	This stretch desperately needs to be finished. Riding on 34 is too dangerous
	Loveland	This stretch desperately needs to be finished. Riding on 34 is too dangerous
	Fort Collins	Bike paths absent in FC city park
	Windsor	I'm considering getting an e-bike for the daily commute Windsor to Loveland but some of the roads are not bicycle friendly, especially during rush hour.
	Greeley	Get rid of the "dark sky" lights and get some real street lights so I don't get mugged. I can't go out in my yard at night, much less walk somewhere. This kind of initiatives don't have any meaning for me.
	General	Walking Routes

Other Key Stakeholders

Digital Engagement

Fort Collins Bicycle Advisory Committee

- Acknowledge the plans for interregional connections (Brighton, Cheyenne, Boulder) and any current planning efforts
- Factor in cost considerations and the type of use a trail will likely get
- Further guidance on how to manage Class III e-bikes
- Connecting to Wellington is a priority – better connections are needed around Anheiser-Busch and the Fort Collins Soccer Complex
- Look at opportunities through the ARDEC property
- Engage with CSU stakeholders more often
- Make the process for providing input more clear

Fort Collins Transportation Board

- Better connections to destinations such as:
 - Grocery stores
 - College Avenue corridor destinations from mid-town/mall area to Harmony Road
 - Wellington
 - Windsor
- Ensuring good connections between Montava and nearby destinations
- Regional maps that highlight difficulty and comfort of the facility
- Design considerations that are appropriate for the main user group (Is it mainly used for commuting? recreation? both? something else?)
- Emphasizing the importance of Kechter Road as a regional connector
- Regional guidance on bike parking
- Use Platforms such as Nextdoor for outreach
- Prioritize corridors and improvements that serve the most people first
- Links to local maps in one centralized place
- Concerns that RATC #5 is not an efficient use of limited funding based on low population density
- Wondering if Power Trail underpass at Harmony Road is an efficient use of funds given the high price tag and ability to make that money go much further elsewhere

Loveland Transportation Advisory Board

- Continue improvements along 57th Street
- A better on-street connection is needed between Fairgrounds Park and downtown
- More bike racks are needed downtown – they need to be intuitive and not too artistic to be recognized as bike racks
- Additional wayfinding = a quick win
- A more pedestrian friendly environment could help entice travelers on their way to Estes Park to stop and visit the downtown area – getting RVs to downtown is a challenge

- Better connections are needed between the North side of town (N of US34) and downtown Loveland
- Street names should be labeled clearly at trail underpasses
- Non-traditional outreach strategies such as social media, neighborhood pages, etc. have been effective
- More continuity and connectivity needed between trail network and on-street bike network, with consistent standard based on road type
- Project prioritization should be destination focused (downtown businesses, breweries)
- Having a map/materials that feature existing facilities as well as upcoming or planned facilities would help build awareness, excitement, and advocacy.

Greeley Citizens Transportation Advisory Board

- Addressing how bike/ped network interacts with transit network
 - First and last mile connections at Hill and Park opportunities when talking with Evans/Weld
- Bike lanes are now on 65th, comment from 2016 can be removed
- How to address bike travel along arterials like Business 34 – parallel off-street path with better signage and/or parallel streets
- Equity conversation should look specifically at neighborhoods in East Greeley like East Memorial
- North side of town needs connectivity between the various bike paths (Larson-Broadview-Poudre)
- Have more public meetings in diverse ways to capture feedback from many people through various mediums
- A quick win in Greeley would be additional bike lanes on more streets

Larimer County Mobility Committee

- Addressing the impacts of COVID-19 and how to have a more resilient AT network
- Pop-up projects and programs are very helpful in engaging the community and getting them started towards permanent improvements (parklets, etc.)
- Public perception that transit is really unsafe
- Talk to City of Fort Collins about their sidewalk gap prioritization matrix
- Make deliberate effort to involve older adults and individuals with disabilities
 - Talk to Disability and Mobility Access Priority Group
 - Shift Your Ride campaign
- Trail crowding is a real concern for slower moving users
- Keep reaching out to older adults and individuals with disabilities

Weld County Mobility Committee

- Mile markers and other information is important emergency response consideration for regional trails
- Sidewalk gap/barrier specific to Greeley is lack of infrastructure connecting to Bella Romero

- Limited bike rack space and on-board space (or on-board prohibition) of bikes is emerging issue we should address
- Other micromobility solutions include OneWheel, Segway

Additional Meetings and Conversations

- Town of Berthoud Planning Staff
- City of Evans Community Development Staff
- City of Fort Collins Parks Planning and Development Staff
- City of Fort Collins FC Moves Staff
- City of Greeley Transportation Planning Staff
- City of Greeley Natural Areas & Trails Department
- Town of Johnstown Planning Staff
- Town of Milliken Planning Staff
- Larimer County Engineering Staff
- Larimer County Natural Resources Staff
- Weld County Public Works Staff
- Weld County Public Health and Environment Staff
- City of Loveland Public Works Staff
- City of Loveland Open Lands Staff
- Town of Windsor Open Space and Trails Staff
- Town of Severance Planning Staff
- Town of Timnath Community Development Staff
- Town of Wellington Staff
- Bike Fort Collins Staff and Board Members
- Larimer County Built Environment Leadership Team
- Partnership for Age Friendly Communities