

Appendix C

Public Input

Summary of Public Input – 1st Round of Public Involvement – May 2012

The first public meeting was held at the Spirit of Joy Lutheran Church on Harmony on May 3rd from 4:00 – 7:00 PM. The format of the meeting was an open house, with four stations: 1) Education, 2) Identification of Issues (Problems), 3) Corridor Visions (Solutions), and 4) Survey (Trade Offs). While the attendance was somewhat light, the input received was good. The City distributed flyers and sent messages through Facebook and Twitter to direct people to the online survey, which was open through the end of May. The survey received 254 responses.

The following issues were identified at the public meeting:

- ▶ Sidewalks are too circuitous for trip making
- ▶ People frequently jaywalk
- ▶ Wide crossing for pedestrian – high exposure
- ▶ Bus route timing should be coordinated better with schools to avoid kids rushing to cross street
- ▶ Transit service does not go to Transfer Center
- ▶ Bicycles must travel adjacent to fast moving cars

The responses to the multiple choice online survey questions are charted on the following pages. A summary of the corresponding comments follows the applicable charts. The themes that were most common to the survey responses are listed below, in the general order of response frequency:

- ▶ Separate bikes from travel lanes (buffer)
- ▶ Provide a balance between different modes/provide travel options
- ▶ 6 general purpose travel lanes are needed
- ▶ Support for landscaped median
- ▶ Support for dedicated bus lane
- ▶ Improve pedestrian crossings and/or provide grade separated crossings
- ▶ Support for detached sidewalks
- ▶ Maintain wide setbacks/open feel
- ▶ Accommodate bikes on both sides

1. What's your gender?

| | | Response Percent | Response Count |
|--------------------------|--|------------------|----------------|
| Female | | 54.8% | 138 |
| Male | | 44.8% | 113 |
| n/a | | 0.4% | 1 |
| answered question | | | 252 |
| skipped question | | | 2 |

2. Are you

| | | Response Percent | Response Count |
|--------------------------|--|------------------|----------------|
| Under 25 | | 3.2% | 8 |
| Between 25 and 45 | | 52.6% | 132 |
| Between 45 and 65 | | 36.3% | 91 |
| Over 65 | | 8.0% | 20 |
| answered question | | | 251 |
| skipped question | | | 3 |

3. What is your current household income range?

| | | Response Percent | Response Count |
|--------------------------|--|------------------|----------------|
| \$0 - \$20,000 | | 5.0% | 12 |
| \$20,001 - \$35,000 | | 7.5% | 18 |
| \$35,001 - \$50,000 | | 8.4% | 20 |
| \$50,001 - \$75,000 | | 23.4% | 56 |
| Over \$75,000 | | 55.6% | 133 |
| answered question | | | 239 |
| skipped question | | | 15 |

4. Which ZIP Code do you live in?

| | | Response Percent | Response Count |
|-------------------|--|-------------------|----------------|
| 80521 | | 10.7% | 27 |
| 80524 | | 8.7% | 22 |
| 80525 | | 35.2% | 89 |
| 80526 | | 19.8% | 50 |
| 80528 | | 17.8% | 45 |
| None of the above | | 7.9% | 20 |
| | | answered question | 253 |
| | | skipped question | 1 |

5. How satisfied are you with traveling on Harmony Road by:

| | NOT SATISFIED | SOMEWHAT SATISFIED | SATISFIED | VERY SATISFIED | N/A | Rating Average | Response Count |
|-------------|---------------|--------------------|------------|----------------|-------------|-------------------|----------------|
| bus? | 14.4% (35) | 6.6% (16) | 2.9% (7) | 1.6% (4) | 74.5% (181) | 4.15 | 243 |
| bicycle? | 36.5% (88) | 16.2% (39) | 7.1% (17) | 3.7% (9) | 36.5% (88) | 2.88 | 241 |
| foot? | 27.4% (66) | 13.7% (33) | 12.0% (29) | 3.3% (8) | 43.6% (105) | 3.22 | 241 |
| automobile? | 18.0% (45) | 43.2% (108) | 31.2% (78) | 5.6% (14) | 2.0% (5) | 2.30 | 250 |
| | | | | | | answered question | 252 |
| | | | | | | skipped question | 2 |

6. What are your top concerns about Harmony Road TODAY? (Please check all that apply.)

| | | Response Percent | Response Count |
|--|--|------------------------|----------------|
| Too much traffic congestion | | 70.6% | 175 |
| Travel speeds are too high | | 17.3% | 43 |
| Lack of continuous bus service | | 19.4% | 48 |
| Difficult to cross as a pedestrian | | 41.1% | 102 |
| Too much traffic to comfortably use the bike lanes | | 55.2% | 137 |
| Other (please comment below) | | 21.4% | 53 |
| | | Other (please specify) | 79 |
| | | answered question | 248 |
| | | skipped question | 6 |

Traffic/Congestion

- ▶ Signal timing – (19)
- ▶ Too many traffic signals – (5)
- ▶ Travel speeds slow/less than posted – (3)
- ▶ Congestion at railroad crossings – (1)
- ▶ Volume of traffic – (1)

Configuration

- ▶ Transition from 3 to 2 lanes; should be 3 the whole way – (8)
- ▶ Confusing – lane ends, merges, etc – (3)
- ▶ Too few turn lanes at access points – (3)
- ▶ Too many lanes – (2)
- ▶ Too many access points – (1)

Bicycle

- ▶ Safety issues at intersections for bicyclists – (6)
- ▶ Not appropriate for/comfortable for bikes – (6)
- ▶ Lack of bike underpass/overpass – (3)
- ▶ Inconsistent bike lane configuration (shifting), not well marked – (3)
- ▶ Bike lane/right turn conflict approaching intersections – (2)
- ▶ Bikes are a hazard, remove – (2)
- ▶ Too much traffic for bicyclists to turn left – (1)

Pedestrian

- ▶ Missing sidewalk – (2)
- ▶ Safety issues at intersections for pedestrians – (1)
- ▶ Poor environment for pedestrians/not inviting – (1)

Transit

- ▶ Buses block travel lane (especially at stop near RR tracks) – (2)
- ▶ Wait time for bus service too long – (1)

Maintenance

- ▶ Condition of road (Boardwalk to College, most notably) – (3)
- ▶ Construction ongoing – (3)
- ▶ Snow piled up in bike lane and sidewalk – (1)

- ▶ Condition of bike lanes (pot holes) – (1)

Other

- ▶ No concerns, it works well – (4)
- ▶ Noise – (1)
- ▶ Current land uses not bicycle and pedestrian friendly – (1)

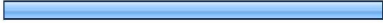








7. Rate the importance of the following for Harmony Road in the FUTURE.

| | NOT IMPORTANT | SOMEWHAT IMPORTANT | IMPORTANT | VERY IMPORTANT | Rating Average | Response Count |
|---|---------------|--------------------|--------------------|--------------------|----------------|----------------|
| Quickly moving vehicles (automobiles and/or buses) through the corridor | 4.9% (12) | 18.2% (45) | 39.3% (97) | 37.7% (93) | 3.10 | 247 |
| Having good access to employment, shopping, hotels and restaurants | 3.7% (9) | 18.0% (44) | 49.8% (122) | 28.6% (70) | 3.03 | 245 |
| Providing travel options like driving, walking, biking, taking the bus | 6.1% (15) | 13.0% (32) | 32.4% (80) | 48.6% (120) | 3.23 | 247 |
| | | | | answered question | | 250 |
| | | | | skipped question | | 4 |

8. If we had unlimited funds, what would be most important to address on Harmony Road?

| | NOT IMPORTANT | SOMEWHAT IMPORTANT | IMPORTANT | VERY IMPORTANT | Rating Average | Response Count |
|--|---------------|--------------------|-------------------|--------------------|----------------|----------------|
| Increase capacity for automobiles | 22.9% (52) | 29.5% (67) | 26.9% (61) | 20.7% (47) | 2.45 | 227 |
| Decrease traffic congestion | 2.5% (6) | 17.3% (41) | 34.6% (82) | 45.6% (108) | 3.23 | 237 |
| Resolve safety issues | 2.5% (6) | 7.6% (18) | 37.4% (89) | 52.5% (125) | 3.40 | 238 |
| Provide frequent and continuous bus service | 14.5% (33) | 34.4% (78) | 33.5% (76) | 17.6% (40) | 2.54 | 227 |
| Improve pedestrian connections | 7.3% (17) | 21.4% (50) | 37.2% (87) | 34.2% (80) | 2.98 | 234 |
| Provide separated bicycle facilities (off-street or cycle track) | 10.0% (24) | 10.9% (26) | 25.5% (61) | 53.6% (128) | 3.23 | 239 |
| | | | | answered question | | 247 |
| | | | | skipped question | | 7 |

9. If you think bus service is important along Harmony Road, which three statements best describes why? (Please choose up to 3.)

| | | Response Percent | Response Count |
|--|---|--------------------------|----------------|
| Mobility for seniors and disabled citizens |  | 51.9% | 126 |
| Reduce traffic congestion |  | 53.1% | 129 |
| Access to jobs |  | 31.3% | 76 |
| Improve air quality/sensitivity to environmental resources |  | 43.2% | 105 |
| Economic development/job creation |  | 9.5% | 23 |
| Mobility for college and university students |  | 30.5% | 74 |
| Create a more vibrant community |  | 21.4% | 52 |
| Increase the City's economic competitiveness |  | 13.2% | 32 |
| It is not important |  | 14.8% | 36 |
| | | answered question | 243 |
| | | skipped question | 11 |



10. If there was a high frequency bus service along Harmony Road, what destinations would you be most interested in getting to? (Please check all that apply.)

| | | Response Percent | Response Count |
|--|--------------------------|------------------|----------------|
| Major employment centers like Hewlett Packard, Intel, Poudre Valley Health, etc. | | 46.7% | 106 |
| Shopping and/or restaurants | | 70.0% | 159 |
| Hotels | | 9.3% | 21 |
| Front Range Community College | | 32.2% | 73 |
| Downtown | | 68.3% | 155 |
| Colorado State University | | 35.2% | 80 |
| Areas outside of Fort Collins like Loveland, Greeley, or the Denver metro area | | 43.2% | 98 |
| Other (comment below) | | 7.0% | 16 |
| | Other (please specify) | | 25 |
| | answered question | | 227 |
| | skipped question | | 27 |

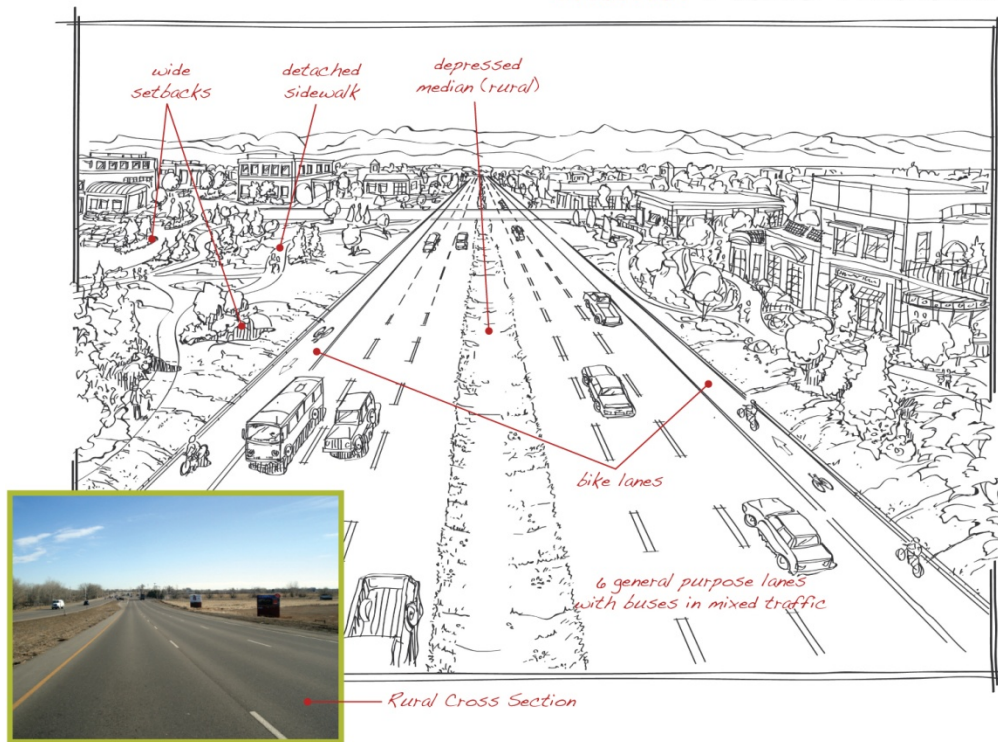
Other Destinations:

- ▶ Medical facilities – (4)
- ▶ MAX – (2)
- ▶ Connections to other E/W and N/S bus arterials (GRID) – (2)
- ▶ Libraries – (2)
- ▶ Hughes Stadium – (1)
- ▶ Timberline Road – (1)
- ▶ Avago – (1)
- ▶ Front Range Village – (1)
- ▶ Senior Center – (1)
- ▶ Denver – (1)
- ▶ Work – (1)
- ▶ Larimer County Detention Center – (1)
- ▶ Schools – (1)

11. This sketch shows Harmony Road with a "auto mobility" theme for the future.

| | | Response Percent | Response Count |
|---------|---|-------------------|----------------|
| Like |  | 55.3% | 126 |
| Dislike |  | 44.7% | 102 |
| | Why? | | 159 |
| | | answered question | 228 |
| | | skipped question | 26 |

Theme: Auto Mobility



Positive Comments

- ▶ Like the detached sidewalks – (22)
- ▶ Good for bikes – (19)
- ▶ Good for auto – (12)
- ▶ Like the wide setbacks – (7)
- ▶ Aesthetically pleasing – (6)
- ▶ Like 3 travel lanes on Harmony – (6)
- ▶ Each mode has its own space – (6)
- ▶ Like the green space – (2)

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- ▶ Lane use appears understandable (user friendly) – (2)
- ▶ Like the access control – (2)
- ▶ Good for snow plowing – (1)
- ▶ Auto is predominant mode – embrace – (1)
- ▶ Realistic – (1)

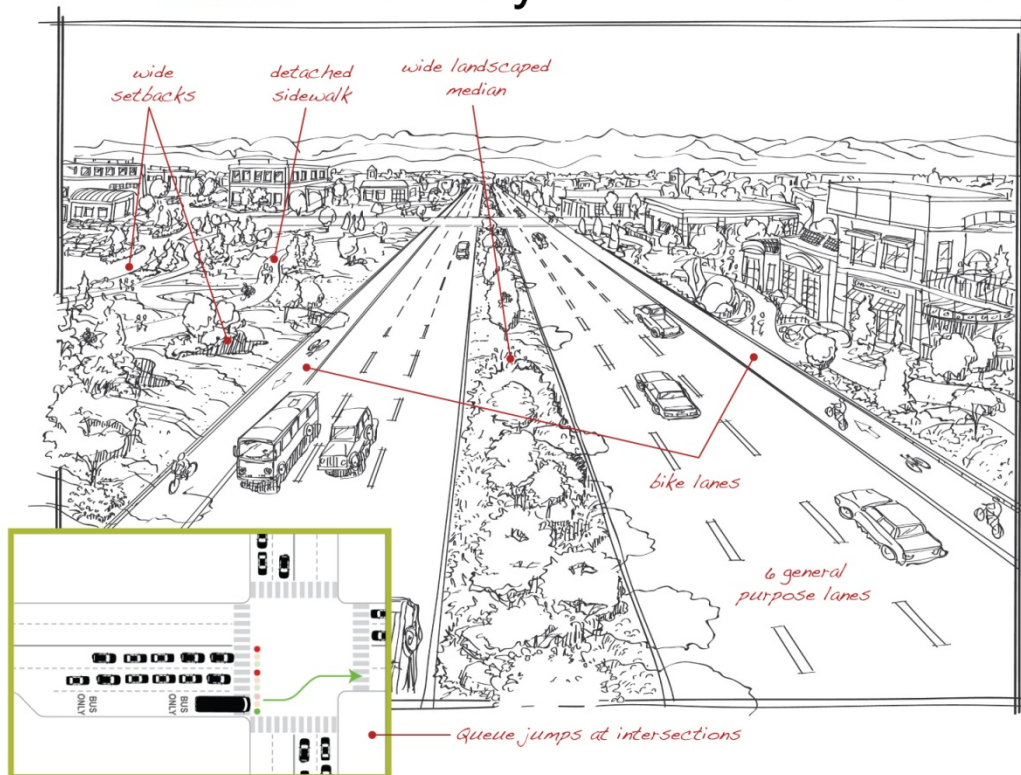
Negative Comments

- ▶ Too much emphasis on autos, freeway feel – (25)
- ▶ Unsafe for bicyclists (high speeds, too close to cars) – (24)
- ▶ Prefer separated bike lanes – (14)
- ▶ Unattractive (especially depressed median) – (10)
- ▶ Prefer a dedicated bus lane – (7)
- ▶ Concern about pedestrian/transit users ability to cross the street – (6)
- ▶ Not environmentally responsible/sustainable – (5)
- ▶ Regressive/Proven to be ineffective – (5)
- ▶ No “life” on the street, needs urban amenities, sense of community – (5)
- ▶ Not good for pedestrians, shopping/residential too separated – (5)
- ▶ Bikes should be routed to other streets – (4)
- ▶ Bikes should be moved to the sidewalk (shared use path) – (4)
- ▶ Unfair to non-drivers – (4)
- ▶ Poor business access – (3)
- ▶ Add landscaping in median – (2)
- ▶ Depressed median seems unsafe – (2)
- ▶ Encourages unhealthy mode of transportation – (1)
- ▶ Buildings set back too far – (1)
- ▶ Needs more dense land use to encourage other modes – (1)
- ▶ Concern about ROW impacts – (1)

12. This sketch shows Harmony Road with a "parkway" theme for the future.

| | | Response Percent | Response Count |
|---------|------|-------------------|----------------|
| Like | | 67.2% | 154 |
| Dislike | | 32.8% | 75 |
| | Why? | | 155 |
| | | answered question | 229 |
| | | skipped question | 25 |

Theme: Parkway with Enhanced Bus



Positive Comments



- ▶ Like the landscaped median – (42)
- ▶ Like the increased emphasis on bus – (17)
- ▶ Aesthetically pleasing – (14)
- ▶ Like the detached sidewalks – (12)
- ▶ Like the wide setbacks – (7)
- ▶ Like the dedicated bike lane – (6)
- ▶ Good for bikes – (6)

- ▶ Good for auto – (4)
- ▶ Friendly, vibrant – (3)
- ▶ Good for pedestrians – (2)
- ▶ Each mode has its own space – (1)

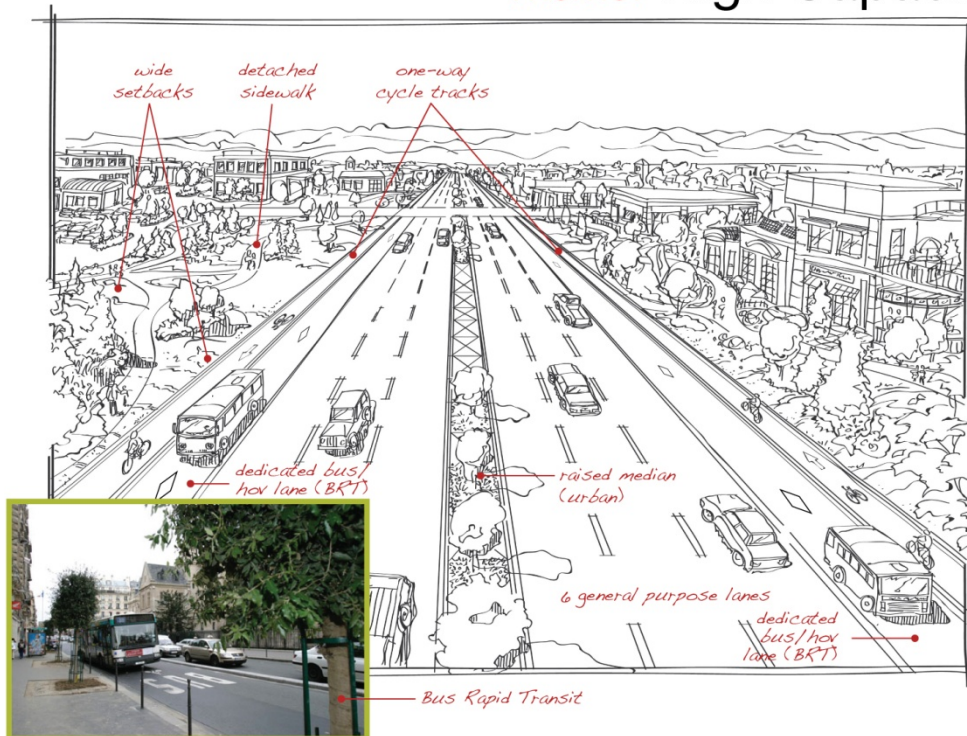
Negative Comments

- ▶ Unsafe for bicyclists (high speeds, too close to cars) – (19)
- ▶ Too expensive to implement and maintain (especially landscape median) – (11)
- ▶ Prefer separated bike lanes – (9)
- ▶ Concern about pedestrians crossing wide intersections – (6)
- ▶ Visibility limited by over-landscaping – (6)
- ▶ Too much emphasis on autos – (5)
- ▶ Do not anticipate much bus ridership – (5)
- ▶ Too wide, too many lanes, too much traffic – (4)
- ▶ Not good for pedestrians (and transit users), shopping/residential too separated – (3)
- ▶ Dislike the bus's interference with traffic flow – (3)
- ▶ Need more bike and ped friendly facilities – (3)
- ▶ Wide median is wasted space – (3)
- ▶ Prefer dedicated bus lane – (3)
- ▶ Prefer grade separated pedestrian crossing – (3)
- ▶ Bus/bike conflict – (3)
- ▶ Difficult for bikes to turn left – (3)
- ▶ Higher densities needed to support transit – (2)
- ▶ Bikes should not be on Harmony – (2)
- ▶ Regressive – (1)
- ▶ Bus service is not as important as traffic flow – (1)
- ▶ Seems too crowded – (1)
- ▶ Raised median safer with 3 lanes – (1)
- ▶ Add green bike boxes – (1)
- ▶ Buses need designated pull outs – (1)

13. This sketch shows Harmony Road with a "high capacity" theme for the future.

| | | Response Percent | Response Count |
|---------|---|-------------------|----------------|
| Like |  | 63.7% | 151 |
| Dislike |  | 36.3% | 86 |
| | | Why? | 173 |
| | | answered question | 237 |
| | | skipped question | 17 |

Theme: High Capacity



Positive Comments

- ▶ Like the dedicated bus lanes – (41)
- ▶ Like the separated cycle tracks – (37)
- ▶ Supportive of all aspects/favorite – (13)
- ▶ Improves safety for cyclists – (11)
- ▶ Good multimodal options – (10)
- ▶ Like the detached sidewalks – (6)
- ▶ Like the landscaped median – (5)
- ▶ Like HOVs using bus lane – (4)



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- ▶ Bus lane provides an extra buffer between cyclists and auto – (4)
- ▶ More environmentally friendly – (3)
- ▶ Like the less costly median – (2)
- ▶ Aesthetically pleasing – (2)

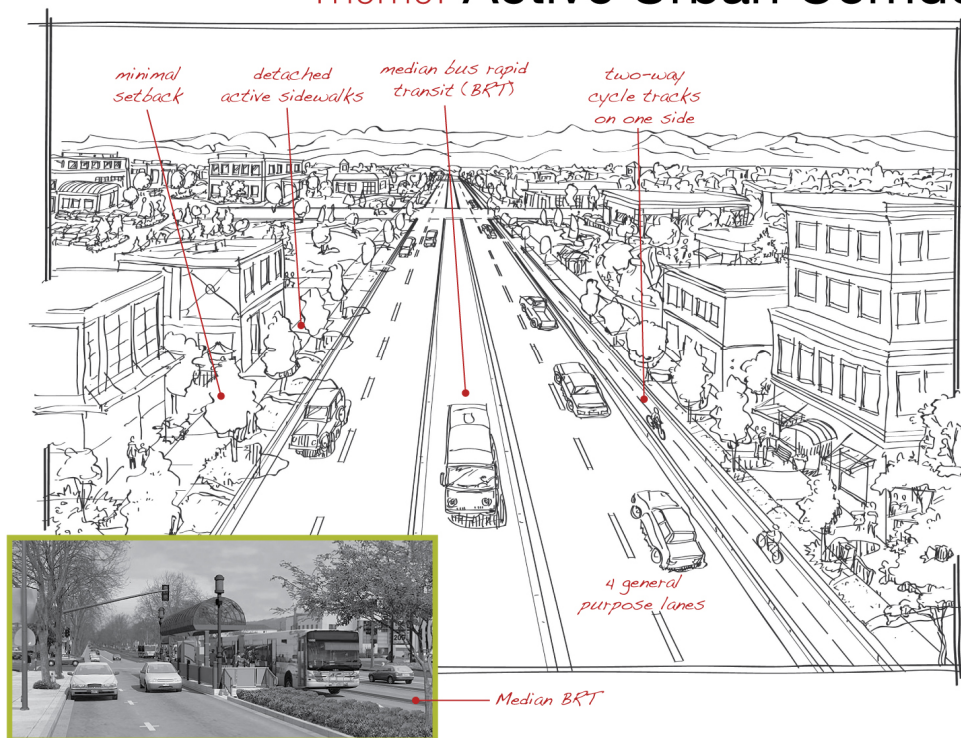
Negative Comments

- ▶ Too wide, too much traffic – (21)
- ▶ Don't need separate bus lane/not justified – (13)
- ▶ Very difficult for pedestrians to cross – (11)
- ▶ Concern about bus/right turn conflict – (8)
- ▶ Concern about cycle track treatment at intersection – (7)
- ▶ Not aesthetically compelling – (7)
- ▶ Too much going on – (6)
- ▶ More protection needed for bikes – (4)
- ▶ Need grade separated bike/ped crossings – (3)
- ▶ Cycle tracks should be two-way – (3)
- ▶ Difficult for cyclists to make left turns – (3)
- ▶ Confusing for out of town visitors – (3)
- ▶ Bikes should not be on Harmony – (2)
- ▶ Expensive – (1)
- ▶ Concern about bus signal priority and driver confusion – (1)
- ▶ If HOV, bus stop/HOV conflict – (1)
- ▶ Don't support use of City funds for bike/bus – (1)
- ▶ Bus pull outs from GP lanes instead – (1)
- ▶ Not human friendly – (1)
- ▶ Would like to see roundabouts – (1)
- ▶ Over-designed – (1)
- ▶ No improvement over existing – (1)
- ▶ Concern about ROW impacts – (1)
- ▶ Don't need 6 lanes with separate bus lane – (1)
- ▶ Dislike raised median – (1)

14. This sketch shows Harmony Road with an "active urban corridor" theme for the future.

| | Response Percent | Response Count |
|---|------------------|----------------|
| Like  | 45.7% | 105 |
| Dislike  | 54.3% | 125 |
| Why? | | 173 |
| answered question | | 230 |
| skipped question | | 24 |

Theme: Active Urban Corridor



Positive Comments

- ▶ Like the median BRT – (18)
- ▶ Supportive of all aspects/favorite – (17)
- ▶ Like the downtown/community feel/minimal setback – (9)
- ▶ Encourages alternative travel modes – (8)
- ▶ Like the two-way cycle track – (8)
- ▶ Like the bikes being separated from traffic – (7)
- ▶ Improves safety for cyclists – (6)
- ▶ Good multimodal options – (5)

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- ▶ Pedestrian friendly – (5)
- ▶ Like having only 4 auto lanes – (4)
- ▶ Like that it is less of an “asphalt jungle” – (3)
- ▶ Traffic speeds would be slow (favorable) – (3)
- ▶ Looks efficient/compact – (3)
- ▶ Better for businesses – (2)
- ▶ Would serve commuters well – (1)
- ▶ More environmentally friendly – (1)

Negative Comments

- ▶ Lacks needed auto capacity – (35)
- ▶ Too cramped/too urban/big city – (16)
- ▶ Bikes should be on both sides – (16)
- ▶ Buildings too close to road – (16)
- ▶ Too congested – (15)
- ▶ Concern about how pedestrians would cross from station – (15)
- ▶ Dislike the two-way cycle track – (11)
- ▶ Not appropriate for Harmony – (6)
- ▶ Not aesthetically compelling/no median landscaping – (4)
- ▶ Concern for safety on two-way cycle track (esp at intersections and accesses) – (3)
- ▶ Pedestrians too close to street, unpleasant – (3)
- ▶ Concern median BRT would require more signals – (3)
- ▶ Need grade separated bike/ped crossings – (3)
- ▶ Too much emphasis on bus – (3)
- ▶ Concern about buses passing each other – (2)
- ▶ Dislike the bus in the median – (1)
- ▶ No room for expansion – (1)
- ▶ Concern about snow storage – (1)
- ▶ Concern about safety for left turners – (1)
- ▶ Don't need separate bus lane/not justified – (1)
- ▶ Median BRT would confuse drivers – (1)
- ▶ Don't support use of City funds for bike/bus – (1)

Summary of Public Input – 2nd Round of Public Involvement – September 2012

The second public meeting was held at the Harmony Library on September 13th, 2012 from 4:00 – 7:00 PM. The format of the meeting was an open house at which the preliminary Tier 1 alternatives and screen results were presented along with descriptions of alternatives recommended for further evaluation in Tier 2. While the attendance was somewhat light, the input received was good. The City distributed flyers and sent messages through Facebook and Twitter to direct people to the online survey, which was be open through mid-October. The survey received 126 responses. The following is a summary of the public input from the open house and the subsequent online survey.

1. What is your gender?

| Value | Count | Percent |
|--------|-------|---------|
| Female | 57 | 45.20% |
| Male | 69 | 54.80% |

2. Which category below includes your age?

| Value | Count | Percent |
|---------------|-------|---------|
| 17 or younger | 2 | 1.60% |
| 18-20 | 3 | 2.40% |
| 21-29 | 22 | 17.90% |
| 30-39 | 45 | 36.60% |
| 40-49 | 28 | 22.80% |
| 50-59 | 22 | 17.90% |
| 60-69 | 1 | 0.80% |
| 70-79 | 0 | 0.00% |
| 80+ | 0 | 0.00% |

3. What is your approximate average household income?

| Value | Count | Percent |
|---------------------|-------|---------|
| \$0-\$24,999 | 7 | 5.80% |
| \$25,000-\$49,999 | 18 | 14.90% |
| \$50,000-\$74,999 | 31 | 25.60% |
| \$75,000-\$99,999 | 22 | 18.20% |
| \$100,000-\$124,999 | 25 | 20.70% |
| \$125,000-\$149,999 | 6 | 5.00% |
| \$150,000-\$174,999 | 5 | 4.10% |
| \$175,000-\$199,999 | 3 | 2.50% |
| \$200,000 and up | 4 | 3.30% |

4. Which Zip Code do you live in?

| Value | Count | Percent |
|------------------------|-------|---------|
| 80521 | 13 | 10.20% |
| 80524 | 5 | 3.90% |
| 80525 | 37 | 29.10% |
| 80526 | 50 | 39.40% |
| 80528 | 17 | 13.40% |
| Other (please specify) | 5 | 3.90% |

5. Do you like the idea of a bus-only lane on Harmony Road?

| Value | Count | Percent |
|-----------------|-------|---------|
| Yes | 24 | 20.00% |
| No | 44 | 36.70% |
| Not Sure | 34 | 28.30% |
| Why or why not? | 18 | 15.00% |

- ▶ Use bus priority shared lane at peak times
- ▶ Not that many buses on harmony
- ▶ I still want to have 3 lanes for cars, but it would be great to see more bus pull-offs. A corridor similar to what they're building along Mason would be great to see in 10-20 years.
- ▶ Not enough buses to warrant an entire lane just for them
- ▶ Busses do not run frequently enough to justify this
- ▶ Construction would be a pain and SE Fort Collins has been hit hard.
- ▶ I think only the 16 runs that route and it is once in the half hour. See my response to #10. If there are multiple busses, there should be a bus lane.
- ▶ encourage alt trans.
- ▶ Would like to see how a bus lane integrates with a bike lane.
- ▶ NO - Because of two lane restriction at RR crossing west of Timberline
- ▶ Not enough bus riders to warrant, Harmony is already extremely congested, would only work if you ADDED an additional lane which isn't economically or environmentally sound.
- ▶ No, I don't see busses causing many problems with Harmony traffic
- ▶ Is there really enough bus traffic to warrant their own lane??
- ▶ No, because it's too congested as it is. To squeeze normal traffic from three lanes down to two would make it much worse.
- ▶ Only if bus service will increase, offering cont svc length of rd, 7d svc & evening svc
- ▶ I have not seen significant enough bus traffic or congestion outside of "rush hours" to warrant an entire lane dedicated to bus-only. Our resources could be spent on solutions that offer more "all day" benefits.
- ▶ Seems like it would be better to have turn lanes for better traffics flow

- ▶ not enough room

6. Do you like the idea of a restricted lane for cars with two or more people on Harmony Road?

| Value | Count | Percent |
|-----------------|-------|---------|
| Yes | 18 | 15.00% |
| No | 72 | 60.00% |
| Not Sure | 13 | 10.80% |
| Why or why not? | 17 | 14.20% |

- ▶ I am not sure how it would affect overall traffic flow. But it would be great to see less single-occupant cars around town.
- ▶ These lanes make sense in long stretches of controlled-access highway (I25 in Denver), but in urban arterial streets they seem to be more trouble than they are worth, I.E. Santa Fe in Denver, IMO they don't work well there.
- ▶ Construction would be a pain and SE Fort Collins has been hit hard.
- ▶ won't be enforced
- ▶ encourage car pooling
- ▶ I think it would be great, but ultimately it would be more efficient to have a train or a bus-only lane.
- ▶ NO- Because of two lane restriction at RR crossing west of Timberline
- ▶ seems hard to enforce
- ▶ Again, Harmony is far too congested to start limiting lanes.
- ▶ No, most drivers are commuting and not car pooling. There would be few cars with 2+ people.
- ▶ Too confusing ESP to out of towners.
- ▶ Is there really a NEED for a carpool lane? Or is this a feel good idea??
- ▶ No. While I like this idea on the Interstate, I don't think the concept would work well on an arterial; it's just not long enough of a stretch of road to work effectively.
- ▶ If combined with bus lane. Not sure useful as most cars on harmony have 2+
- ▶ Possibly, but I am not aware of statistics that demonstrate this will improve traffic flow on Harmony.
- ▶ not enough room

7. How should bicyclists be accommodated on Harmony Road?

| Value | Count | Percent |
|---|-------|---------|
| Bike lanes (existing) | 22 | 18.50% |
| Bike lanes with a striped buffer | 22 | 18.50% |
| Bike lanes with a landscaped barrier | 60 | 50.40% |
| Shared use paths (for bikes and pedestrians), next to, but away from the road | 57 | 47.90% |
| Bikes should be on a parallel street, not on Harmony Road | 8 | 6.70% |
| Other (please specify) | 3 | 2.50% |

- ▶ also emphasize alternative routes
- ▶ I've never thought about bike lanes with a landscaped barrier, but that would make me feel safer as well as be aesthetically pleasing...but it would be very time and money intensive, so maybe just bike lanes.
- ▶ As an avid cyclist, I use my bicycles for recreation and transportation on a daily basis. I STRONGLY support the Fort Collins cycling community and increasing bike-specific routes to encourage increased bicycle transportation and encourage safety.

8. How should pedestrians be accommodated on Harmony Road?

| Value | Count | Percent |
|--|-------|---------|
| Meandering sidewalks set away from the street (existing on much of the corridor) | 85 | 72.00% |
| Shared-use paths (for bikes and pedestrians), next to, but away from the road | 59 | 50.00% |
| Other (please specify) | 2 | 1.70% |

- ▶ minimally - the patterns out there don't encourage walking/ even if you build a pretty meandering sidewalk, few will use it.
- ▶ Light rail

9. What would make crossing Harmony Road on foot or by bike easier?

| Value | Count | Percent |
|--|-------|---------|
| More signing and/or more time for pedestrians to cross at signalized intersections | 39 | 35.80% |
| More places to cross (please tell us where in the next question) | 17 | 15.60% |
| Underpass or overpass crossings (please tell us where in the next question) | 66 | 60.60% |
| Where? | 39 | 35.80% |

- ▶ Front Range Village, Harmony & Timberline Area (Grade Separated [GS])
- ▶ Harmony and Timberline (at grade improvements)
- ▶ Lemay, Timberline (GS)
- ▶ Power Trail (GS)
- ▶ Shields, Boardwalk, McMurry (GS)
- ▶ Timberline, Lemay, College (GS)
- ▶ Half way between intersections maybe. I don't travel Harmony enough to visualize exact locations. (GS)
- ▶ Trail connectors (GS)
- ▶ Underpass at Timberline/Power Trail, College and Shields/Mason Trail (GS)
- ▶ Power Trail!!!!!!! Underpass would be nice, but a grade crossing would be a big improvement
- ▶ Lemay, Timberline, Bus depot on East end (either)

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- ▶ Wherever convenient for construction. (GS)
- ▶ Timberline, Lemay, College, Shields (GS)
- ▶ Power trail (GS)
- ▶ Harmony House, bus stops (GS)
- ▶ On busy streets (either)
- ▶ near McMurry, near Snow Mesa, near FRCC (GS)
- ▶ College, Timberline (GS)
- ▶ major intersections along the corridor (GS)
- ▶ Timberline, LeMay, College (GS)
- ▶ at least near the trail near mcmurry (GS)
- ▶ Lemay (GS)
- ▶ At S College (GS)
- ▶ would love to see additional underpasses such as the one that connects Spring Canyon Park to Cathy Fromme Prairy, where existing grading would provide a feasible environment to do so. Additionally, I believe pedestrian/bike only overpasses can be constructed in a very aesthetically pleasing manner, and would be a great asset to Fort Collins bike routes. These would be ideal on the Mason trail where it crosses Harmony, Horsetooth, Drake, and Prospect. I think this would be particularly beneficial for Prospect road as much of the traffic from Mason trail is diverted onto Spring Creek Trail/Centre Ave. for people using it to access the CSU campus.
- ▶ Corbett and lady moon (GS)
- ▶ Mason Bike Path, Timberline (GS)
- ▶ Timberline and Boardwalk (GS)
- ▶ mason near the railroad tracks (GS)
- ▶ Lemay, Mason (GS)
- ▶ It would be great to have a bicycle overpass/underpass for the powerline trail (GS)
- ▶ power line trail (GS)
- ▶ All bus stops (either)
- ▶ Between Snow Mesa & Timberline; Gifford Ct (GS)
- ▶ More time, but this may cause delays in traffic if they are waiting for pedestrians, so "pedestrian only" periods might be a good alternative. (at grade improvements)
- ▶ major streets – (GS)
- ▶ Lemay, Timberline and Corbin (GS)

10. How should bus service be improved along Harmony Road?

| Value | Count | Percent |
|--|-------|---------|
| No improvement needed, maintain the existing bus service | 23 | 22.80% |
| More frequent bus stops | 18 | 17.80% |
| Faster service | 21 | 20.80% |
| Bus stops that are easier to get to | 19 | 18.80% |
| One bus route all the way along Harmony Road | 40 | 39.60% |
| One bus route connecting Harmony Road to downtown Fort Collins | 35 | 34.70% |
| A bus only (or bus/carpool only) lane | 15 | 14.90% |
| Other (please specify) | 12 | 11.90% |

- ▶ Multiple bus routes from other sections of town.
- ▶ Bus ridership data would be interesting to see if any improvement needed at all.
- ▶ more bus connections that make service easier to access rather than having to go to CSU campus for every connection
- ▶ Evening & weekend service
- ▶ As MAX comes online, would be interested in service along Harmony that specifically connects to Mason.

11. Which alternative do you prefer for the west segment (Shields to College)? Click picture for preference.

| Value | Count | Percent |
|--|-------|---------|
| 1a. No Action Alternative (maintain existing conditions) | 10 | 8.80% |
| Enhanced Transit and Cycle Track | 56 | 49.10% |
| Enhanced Transit and Shared Use Path | 48 | 42.10% |

12. Which alternative do you prefer for the central segment (College to Ziegler)? Click picture for preference.

| Value | Count | Percent |
|--|-------|---------|
| 4a. No Action Alternative (maintain existing conditions) | 11 | 9.70% |
| 5. Enhanced Transit and Cycle Track | 43 | 37.70% |
| 6. BRT in HOV Lane and Cycle Track | 24 | 21.10% |
| 7. BRT in HOV Lane and Shared Use Path | 36 | 31.60% |

13. Which alternative do you prefer for the east segment (Ziegler to I-25)? Click picture for preference.

| Value | Count | Percent |
|--|-------|---------|
| 4a. No Action Alternative (maintain existing conditions) | 22 | 19.50% |
| 5. Enhanced Transit and Cycle Track | 37 | 32.70% |
| 6. BRT in HOV Lane and Cycle Track | 21 | 18.60% |
| 7. BRT in HOV Lane and Shared Use Path | 33 | 29.20% |

Summary of Public Input – 3rd Round of Public Involvement – Spring 2013

To be complete by City of Fort Collins