

2025-2026 Online Budget Engagement Tracking

PLATFORM / TOOL: [Our City Page](#)

Topic and link to post/forum	Comments received
Traffic safety	We need to design our roads for the posted speed limits. Many roads around the city are overbuilt and unnecessarily wide which encourages drivers to travel faster than the posted speed limit because it feels safe to do so. Taking more space away from drivers by removing travel lanes and/or installing traffic calming measures will reduce speeding and make the roads safer for everyone. Wider bike lanes, pedestrian crossing bumpouts, and narrower travel lanes are a few examples of this.
Public transportation	The funding we have for public transportation should be spent first on increasing the reliability and frequency of buses as that will remove barriers currently preventing many people from making the choice to take the bus over their car. A lot of money has already been spent on electrifying our bus fleet and while that's a nice improvement, it doesn't necessarily encourage more people to take the bus. A fossil fuel-powered bus still drastically reduces the amount of air pollution by keeping cars off the road so getting more people to take the bus by increasing frequency and reliability is likely a better use of funding than replacing our existing buses with more expensive electric ones.
Safe community	I would like to feel even more safe when navigating our streets on a bike or on foot. We need to prioritize pedestrian and bicyclist safety by installing more protected bike lanes, widening unsafe and non-ADA compliant sidewalks, and make our crossings and intersections safer for everyone. In regards to drivers, we shouldn't focus on penalizing unsafe driving directly, but instead focus on how our road and intersection designs make unsafe driving and collisions more likely.
Tell us one thing	Center bicycle and pedestrian safety, and be brave enough to de-center the automobile and "level of service" in street design. Most of our (lack of) safety-related deaths and injuries are due to traffic violence, and 2/3 of PFA's callouts every year are for traffic crashes. If Jersey City can take a no excuses approach (with no traffic fatalities for 3 years and counting), so can we.
	Absolutely agree. Roads should not be designed solely for automobiles. We need to share our street space between everyone and disincentivize unsafe driving by designing roads for lower speeds and greater awareness of others. Fort Collins has done a great job building out a low stress bicycle network. Now we need to focus more on intersections and the higher traffic roads that are scary to walk or bike next to.
	Please prioritize building the Fossil Lake Park planned for the open space at Foggy Brook and Zephyr off S Timberline. It will be a huge benefit to the community families and will help ensure we have open spaces to enjoy for many years to come.
	Please prioritize budget to purchase the land to build the Fossil Lake Park planned for the open space at Foggy Brook and Zephyr off S Timberline. It will be a huge benefit to the community and will help ensure we have open spaces to enjoy for many years to come.
	Cost of housing, first and foremost. It's not a community if only software developers can live here.

	<p>Improve Honesty in Government Operation. The City Council regularly works toward laudable goals, enacts meaningful calls for action, and then moves on. The new housing policy had a component that required periodic inspections of rental properties (certainly an improvement), and the council punted at the last minute. The "public health order" regarding face coverings was enacted with requirements for businesses to keep their premises safe and included actual penalties, but quickly came back to eliminate the actionable portions of the order by removing requirements for business participation in enforcement and eliminating the business participation requirement.</p> <p>"Vision Zero" is full of platitudes and posturing, but adds a layer of visible resolve atop the already-enacted Active Modes Plan--Vision Zero adds no increase in education or enforcement around existing laws that are designed to protect pedestrians, cyclists, and drivers of anything else. City Staff should also refrain from using surveys based within the City's websites to look for citizen insights on proposed policy. The "Plastic Bag Ordinance" (which is a good thing) was promoted by City Staff to the Council with results from a survey that was only accessible from the City's webpage regarding plastic waste and demonstrated no statistically-valid results. The survey was also written in a way where it was almost impossible to say "no" to any question. This is at best disingenuous and at worst dishonest. Building a survey where the answers are telegraphed and known is right out of Dilbert (or the Soviet Union). The Citizens of Fort Collins deserve better. Members of City Government should say what they mean and not try to disguise their actions in platitudes that disguise intent of their actions.</p>
	<p>Stop losing new business development to surrounding cities. Timnath is a good example - many FoCo folks spend dollars there and Timnath gets all the revenue !</p>
	<p>Fort Collins Traffic. To truly cross College Ave. you must also make it across The Max busline guideway, McClelland Drive/Mason st., the railroad tracks, and most notably, the pedestrian crossing via Mason Trail. Immediately after 1 pedestrian crosses, another is already there pressing the cross button. If more than one of these obstacles are triggered at a time, traffic often halts through one or multiple light cycles. If a train, traffic could take 30+ minutes to return to normal conditions. The biggest alleviation to traffic would be constructing Mason Trail under East/Westbound streets like Drake, as it has been done for many locations along Spring Creek Trail. I think this would also increase bicycle commuting for those who can and lower carbon emissions in the city.</p>
	<p>I am a senior and would like to see park benches added to natural areas such as Pineridge to allow hikers to sit & enjoy nature</p>
	<p>Bike-first infrastructure. We have great bike paths, and relatively bike-friendly streets. But I think Fort Collins could become a leader in promoting bike traffic by adding protected bike lanes and improving problem spots and intersections with underpasses. Just consider: are we a city for cars or for people?</p>
	<p>Encourage, or plan for, more pocket communities. Think of small areas of services within or very close to residential areas that are preferably walkable. These could be food, beverage, retail, home goods, etc. or a combo and include spaces for people to hand out in. We have some of these and they are great. More, and likely smaller versions of these mixed spaces would serve our community better.</p>
Ideas board	<p>Please prioritize budget to purchase the land to build the Fossil Lake Park planned for the open space at Foggy Brook and Zephyr off S Timberline. It will be a huge benefit to the community and will help ensure we have open spaces to enjoy for many years to come.</p>
Your favorite place	<p>We are so lucky to have a Drive-In Movie Theater in Fort Collins - it's an experience that has largely disappeared from much of the country. Considering the property values, it is a miracle that the owners have not decided to sell it. I wonder if it could receive some sort of historic designation to help protect it for posterity?</p>
	<p>I love walking around Old Town on College between Cherry and Magnolia. It would be even better if it was designed primarily for people rather than cars. I suggest eliminating street side parking on these blocks and expanding the sidewalks to make room for restaurant seating, trees, flowers, walking space, maybe a protected bikelane. You could do so much with that space that would make it even more appealing, attracting more revenue and community.</p>
	<p>Love commuting along Mason trail. Wish there were more trees to shade the trail to improve the summer commute!</p>

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PLATFORM / TOOL: Nextdoor

Metrics

(impressions / Topic and link
replies) to post / forum

Comments received

Metrics (impressions / replies)	Topic and link to post / forum	Comments received
12,650 / 80	Traffic/road safety	<p>I'd like to see better education regarding bicyclist rules on the roads and sidewalks.</p> <p>For example: a bicycle can ride on the road and is considered a vehicle. Thus they would have to stop at a red light or stop sign. However, a bicycle can also ride on the sidewalk and is then considered a pedestrian. Thus they have the right of way at a crosswalk. Can a bicyclist suddenly switch from driving on the road (following vehicle rules) to driving on the sidewalk (following pedestrian rules). If so, this is extremely dangerous as any car turning left would assume an incoming bicyclist would stop. The car would proceed to turn while the bicycle crosses the road via crosswalk.</p> <p>Also, are there any rules that state that bicyclist have to stop before crossing at a crosswalk? Bicycles are much faster than pedestrians and thus easily missed. Another danger.</p> <p>Do bicyclists have to adhere to first come, first serve at a 4 way stop? I almost never see the bicyclist stop. In this case, once again, many switch from vehicle rules to pedestrian rules at an instant. That's dangerous as well.</p> <p>I think there is a lot of confusion regarding bicyclist rules and I have not been able to easily find answers to my questions on either the Colorado department of transportation website or the Fort Collins government website. It also doesn't help that bicycle laws differ from City to City and even withing parts of the city.</p>
		I read in another post that bicycles do not have to stop at a red light / stop sign according to state rules. They have to slow to 10 mph look both ways and then can proceed
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		Put Driver's Ed back in schools. Most people can't make a left turn without taking out half of the oncoming lane, speed limit signs are a suggestion so 30 in a 50 is cool, and start ticketing people (high fine) for using their phones while driving. Many folks don't want to ride bikes on the street any longer b/c almost every driver is using their phone in some way while they're driving.
		More protected bike lanes, please! (X2 more in agreement)
		Enforcing the bus stops so people will stop when the red lights are flashing and the stop sign is out!! Park an officer by the by the Habitat homes on Harmony and Taft!! I watched 4 cars drive right on by this afternoon ignoring the bus!!! It was appalling!!
		Speed enforcement for drivers going well below the speed limit are equally as dangerous as drivers going too fast. Pull them over too. Red light cameras need to have longer light cycles.

		Usually when red light cameras go in, they change the light cycles to be shorter so they can get more money. It makes it more dangerous.
		Having a wide street without a median, like Horsetooth btwn Timberline and Ziegler just encourages higher traffic speeds. Narrowing down would help lower the tendency to drive fast.
		It's important to have the median for the turn lane so drivers can get out of the flow of traffic to wait to turn. I live in that area and I DO NOT want to lose that. The streets that don't have the turn lanes get all backed up waiting for people to be able to turn. We also have nice bike lanes on either side for those riding bikes. We don't want to lose those either. I do agree with better education and more enforcement.
		More speed bumps and speed cameras.
		Speed camaras make sense at lights but these randomly parked vehicles with camaras is crossing the line for sure that's what the cops should be out doing their job for.
		agree. They don't cause anyone to slow down because no one can see the tiny photo radar sign. If people don't slow down, there is no safety benefit, just more money for the private company that runs the photo radar cars.
		You need hd cameras along west Harmony Rd from the railroad tracks at Mason to Shields or even Taft. Traffic is BIG truck aggressive, crotch rocket racing, and Indy 500 wannabes at All hours of the day and night! They're out of control! It disrupts the peace, safety and well-being of the area. The only traffic light along that long stretch is at Starflower. It's largely ignored, and there are many bad accidents at Shields and Harmony. Please close down, the monster truck rally, motorcycle drag racing, Indy 500 wannabes racetrack on the west side of town! Nuff said!
		agreed. I used to live around that area and we heard cars racing pretty much every night
		Enforce front window and windshield tint laws. Same people also cover rear license plate and remove front one. This must apply to law enforcement also.
		We really really need a pedestrian cross walk on JFK going from Settlers Creek Apartments to King Soopers/Goodwill/a hundred other stores. You either have to walk way out of the way to get to a stoplight. Or (and this is what I see tons of people doing, including us) people just make a run for it and it's very dangerous. How do I go about requesting this??
		PSD's new bus routes and schedules are throwing people off. Signs and lights are being ignored, benefit of the doubt, people are not used to or aware the signs and lights mean stop. Maybe a patrol following the school busses the 1st couple weeks of school so that the rules can be enforced and the kids/bus drivers can feel more confident and safer. There have already been issues, it can not become the norm.
		I'd like to know more about motorcyclists and the laws they are to follow. Like when motorcyclists sandwich themselves between two lanes of traffic moving in the same direction.... Or when traffic is stopped i see them still moving between traffic lanes or on the right. They maneuver so quickly and zig zag out of traffic. Is all of this legal? I think its a deathwish on their part.

		Use reflective paint on the road so that lines are visible! The flat paint that degrades/disappears in a few months is worthless and a danger to all on the roads especially when it rains.
		and putting reflective paint on the curbs at intersections and roundabouts so it is easier to see the difference at night would be helpful for many that cannot seem to differentiate where the raised areas are.
		<p>I remember growing that we had bicycle safety courses. We got a bicycle license and would even get stopped by the police when we were being unsafe. Today everyone runs a muc.</p> <p>There has to be a better way get safety information out to the community. It seems like bicyclist think they have no rules most of the time and are extremely unpredictable as to what rules they are following.</p> <p>Some how there has for to be something so the community has access to safety information and how to actually share the road.</p> <p>Most of the time they can't decide if they are following pedestrian rules or bicycle rules of the road.</p>
		We need more education and enforcement for people who do not pull over for emergency vehicles.
		You don't have to pull over and stop if it is a 4 lane road. You do have to stop at the intersection, try to move out of the way if they are behind you. While driving, get in the right hand lane to slow down while on a 4 lane road. 2 lane roads pull to the side of the road and stop (since shoulders are not safe driving lanes).
		To echo what others have said, we need flexible pylons protecting bike lanes in areas with a high risk of incursion by motor vehicles. Examples are Lemay Avenue south of Riverside where the roadway and bike lanes are both narrow.
		Multi use Bike/sidewalk on Trilby ...there are a lot of family neighborhood south of Trilby that are isolated due to lack of sidewalks
		I personally am surprised that stop signs are not made more apparent with a STOP BAR on the road at the intersection. I thought this was universal these days. I think that this would help reduce inadvertent stop sign-running. (example shown)
		Ticket red light runners.
		I used to live very near a race track in Houston. It wasn't as loud as cars going up and down Harmony and College, racing I guess. It's so dangerous I won't even go out anymore. Friday-Sunday is especially bad and at night. Isn't it possible to park some police cars along those streets and intersections and start cracking down?
		My brother, in his 70s, moved here about 3 years ago. He chose to go car free and walks or uses the bus to get around town. When walking he is often approached on the sidewalk from behind by a bike or scooter without any warning, and going high speeds. Is there a speed limit for riding on the sidewalks? Especially frightening is when electric bikes or electric scooters race by him and brush/shove against him; he's afraid of being pushed over or hurt. Not all the sidewalks in town are wide, so when he walks on narrow sidewalks, like along Drake, he does so with trepidation. I too have experienced high speed electric bikes and scooters racing by me on the sidewalks. How can this behavior be curtailed?

		Speed bumps and speed limit signs have not stopped trucks, trucks with trailers, and cars driving down Manhattan over the speed limit, making so much noise at every speed bump. Many of these drivers are using Manhattan instead of College. This is a neighborhood, not a raceway! We're right by Troutman Park and an elementary school. I've emailed the City about having a stop sign added at Wabash & Manhattan and was told no; that stop signs aren't used in neighborhoods as traffic calming measures. Then what is? What else is left to do to protect kids and people walking, riding bikes, etc.?
		Enforcement to mitigate the excessive and loud speeding and racing on College Ave that happens nearly every Friday and Saturday night.
		<p>I second that and wish our police more vigorously enforced loud noise ordinance laws. Please consider using noise cameras. Please fine motorcyclists—or car owners for that matter—if they make modifications so their vehicles are loud. Please educate motorcyclists that having noisy aftermarket additions to their vehicle *does not* make them safer; it only angers the neighbors around them.</p> <p>https://www.motorcyclistonline.com/3-motorcycle-myths-that-wont-die/</p> <p>https://www.webbikeworld.com/challenging-loud-motorcycle-pipes-theory/</p> <p>https://www.femamotorcycling.eu/loud-pipes/</p> <p>“According to the rules of physics/acoustics, sound emissions propagate in the direction of their exit. Ironically, the vehicle exhausts, motorcycle mufflers included, are installed at the rear, as everyone knows. A motorcycle can therefore be heard as it passes and downstream – unlike the vehicles of firefighters and law enforcement officers who are equipped with sirens at the front, so as to be heard when they pass to navigate their way through traffic. Let’s say it again: the noise follows the bike but does not precede it.”</p>
		I would like to see more routine traffic stops for speeding, failing to signal, failing to stop before crosswalks, running stop signs, etc. I see frequent violations, as if there is no concern about enforcement among the general public. Seeing active patrols on a regular basis would discourage habitual offenders.
		Ticket: drunk drivers, distracted drivers (using cell phones while driving, add warnings to repeat offenders mandating that they take a safe drivers course.
		<p>I agree. Speeding, reckless driving, tail-gating, looking at cellphone, texting, not maintaining lane lines, rolling through stop signs, running red lights are all blatant. I drive every day on College Av., Lemay from Country Club Rd. to Horsetooth and Country Club Rd. to County Rd # 1. Hardly ever see law enforcement pulling anyone over. The northbound Lemay St. viaduct traffic routinely runs 50-60 mph in 40 mile speed limit zone. Every day I see lots of drivers weaving out of their lanes by 50% or more. They seem to be totally unaware and do this repeatedly. If the police won't enforce traffic laws the drivers think they can routinely break all of the traffic laws and “rules of the road.” Help!!!!!!!</p>
		E bikes need to be licensed, and city can throw speed cameras on the bike lanes. Them bikes are fast and heavy and cause damage when someone gets hurt
		Get rid of the cameras. They don't solve any problems and I don't like them.
		I have seen a lot of bike accidents lately. Is there a way to make sure that both motorists and cyclists know the rules of the road?

		I keep hearing people say, and I agree, that there seems to be very little enforcement. Police officers say they usually just let it go. They actually say that to people on the street and events, when asked. That's where we are with a lot of the issues with more people. They know they will likely get away with it.
		<p>I have noticed many drivers are driving faster and faster over the past 2-3 years, routinely going 10, 15, and miles over the posted speed limits in and around Fort Collins. These same drivers also illegally tailgate other drivers. I also notice many drivers running red lights, especially on left-hand turns. All these traffic violations are very dangerous. The speed and red-light cameras are great and I would be in favor of adding more of these devices. My understanding is nothing helps change driver behavior like a traffic stop. I know traffic stops are down. I also know these take more resources and involve higher risk to officers. I observed an officer give a warning, from the rolled-down window, to a motorcyclist, in the downtown area. The motorcyclist was speeding and weaving recklessly weaving between lanes and vehicles. The officer warned and mentioned concern for the cyclist's safety. The cyclist should have taken the warning with appreciation and respect but he didn't. As soon as the officer turned on a side street the cyclist resumed speeding and weaving endangering other drivers and downtown pedestrians. Drivers like this really need a traffic stop to even have a chance to change their dangerous behavior. If they get several then their driver's licenses need to be revoked. Bottom line: 1) Traffic stops can help improve compliance, for most drivers, with traffic laws. I have had two traffic stops in my 47 years of driving. Both were warnings for mild speeding. Both motivated me to pay better attention to speed limit signage and helped make me a better law-abiding driver. I think most of the speeding and red-light runner would change their behavior after just one traffic stop. For those that don't improve after traffic stops the best outcome it for them to lose their driver's license in order to protect other citizens.</p> <p>IMHO the best way to improve safety is to: 1) Get the attention of the worst drivers and 2) remove the worst drivers if they continue to break traffic laws. The worst drivers end up causing the majority of the worst accidents. I have not seen a recent study but in the past, I have read studies that imply removing the worst 5% of drivers would drop accidents and fatalities by 60% or 70%. For the good of the community, revoking licenses from these worst offenders would 1) get their attention and maybe change their behavior and 2) make FTC a safer place to live. Traffic stops are the key to compliance. A side benefit would be drivers that just see traffic stops on an occasional basis and ask themselves, "That could be me".</p>
		Paint isn't infrastructure, put in more protected bike lanes ASAP
		Stop the speeding on College, especially on weekend evenings.
		Could you put some sort of speed cameras in school zones?
6746 / 2	Climate Action	Is there a survey? I don't see a link.
13527 / 35	Housing Affordability	Low income housing.
		It's really a supply & demand issue build more prices will drop personally too much too fast then becomes a city over reach problem!
		I would love to see more affordable housing for single parents, single incomes. When rent is 41% of a monthly income, it makes it extremely difficult to live.

	<p>I'm on disability with fixed income, my housing costs are about 77.7% more than what I earn each month. I am forced to live with multiple roommates in a 2 bedroom apartment to afford it all.</p> <p>I wish I could be privileged enough to make enough to cover rent, but I guess I don't deserve to survive with housing due to suffering from PTSD. And that's not including some utilities.</p> <p>The people just literally don't earn enough to pay for housing at the current prices due to letting investors buy up supply to increase rent expenses to profit off of our neighbors while contributing nothing. Corporations are making record profits but nothing trickles down besides cost increases and the exploitation of the working class.</p> <p>Gdp per capita has doubled since 1980. Yet our wages have mostly stayed stagnant since then. Our quality of life should be twice as good, instead we have the privileged buying up a limited supply to profit off of the needs of others which exploits vulnerable people like single parents. When the people can't afford to survive this also means they can't afford to patronize small businesses in the community either, and corporations aren't spending at those spots. This causes small business to fail and turnover. If the people were paid a living wage and we ended for profit housing people would be able to survive and actually help local businesses thrive.</p> <p>Instead, the current system has the money being siphoned upwards never to return to the community again.</p> <p>Here is the article where i pulled the image from: https://www.epi.org/publication/charting-wage-stagnation/</p>
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	<p>I was accepted to section 8 in nj a month after moving to Colorado. Why is it near impossible to get on a housing waitlist in Colorado? It's been over a year and I've only seen one sign up, and was not selected.</p> <p>Public sector housing would be a good idea as revenue can go towards maintaining units and creating more instead of creating profits for landlords.</p> <p>The fact we allow the wealthy to profit off of the housing needs of our fellow Americans is disgusting. What's next, buying all the water and charging ten times for it?</p> <p>Logarithmic property taxes for homes as well. If you own a second, should be 100% extra taxes. (Doubled). If you own a third, 1000%. Four? 10,000% and so on and so forth.</p> <p>It's absolutely insane we let private companies buy up a necessity. This raises prices and what causes so many homeless people. It's much harder to find a job while homeless as well, which leaves them with few options to get by. This increases crime.</p> <p>Not to mention, many jobs don't even pay a living wage anymore thanks to corporate greed and exploiting the working class for the benefit of the wealthy. Despite gdp per capita doubling from 1980 to today, wages have remained stagnant for nearly 50 years. Trickle down is a lie that has just stolen the wealth from the people.</p> <p>So let's get that wealth back with massive property taxes for those who own multiple residences and withhold housing to increase rates and to profit off of the needs of their neighbors while driving those that can't keep up to homelessness.</p> <p>This will get worse as people from other states can no longer afford to live there and move to Colorado. This will end up displacing more locals unless we do something about this insane housing situation.</p>
	<p>Seniors need rent control more in line w/ actual inflation. Social security and/or PERA do not keep up w/ increases in rent, gas, home/car insurance.</p>

	<p>As for creating new areas, mixed use apartments and commercial areas to create walkable places to live can be helpful to take in greater population without as much influence on the local infrastructure. Include some parks and recreation type stuff and I'm sure people would love it. The fault of nj is building housing so far away from the actual livable areas in suburbia that you cannot get around without a motor vehicle. This causes traffic to become quite obscene. Thankfully where I am living I rarely need to use my car to get around. I can get to the supermarket and more on foot. This allows cleaner air and reduced traffic.</p> <p>Solely creating high density housing without consideration for the supporting commercial aspects is just going to create more traffic headaches and force individuals to drive. This also makes the units unaffordable to families without vehicles, which fails to allow the units to do what they're suppose to, house disadvantaged people.</p> <p>Just giving rent assistance is a gift to an already very gifted wealthy class if we do not address the gouged housing prices caused by allowing a necessity to become a commodity. Focus on affordable housing not owned by unscrupulous individuals.</p>
	<p>Quit building apartments, because greedy landlords will never have low rents unless some rent control is implemented. Raise taxes on second homes and short-term rentals. Allow paired homes or mandate them and require an affordable housing percentage when approving new developments. Greed is the main issue behind high prices on everything; unfortunately, there is no cure for it.</p>
	<p>Vittorio</p> <p>More important than the tenancy (to me at least) is that it removes houses from the inventory for single families to buy. Considering these companies come in & buy these homes with cash, they almost always win out over anyone with a conventional loan. Generational wealth is most frequently established through homes that are passed on to descendants, so this process has an effect for decades to come.</p>
	<p>I agree that there is a huge issue finding housing as a disabled person. The younger you are, the less Social Security you get, because "you haven't paid that much into it". How is a young disabled person supposed to afford rent in this city if they get \$700 a month to survive? As others mentioned, it's almost impossible to get into affordable housing programs here in Fort Collins.</p>
	<p>Perhaps offer incentives for families in residential, semi-restricted neighborhoods to convert and rent out their basements. I think many people would do this if there weren't laws restricting their neighborhood from multi-family dwelling. Perhaps create grants to help install kitchenettes and/or external entrances? If the grants are used, perhaps the city could put price restrictions on those homeowner who utilize the grants, possibly enacting lower rent prices.</p>

		<p>I would love to see more restrictions on ridiculous rent increases for the people who are lucky enough to find apartments. I was displaced because my rent literally doubled and there was nothing that we could do. It's completely allowed since it was a lease renewal, but seems like there should be something in place to protect long-term tenants. We went from paying \$1500/mo to \$3300/mo for our town home that we lived in for 6 years. (Rent only ever increased by maybe ~\$20-\$50 in previous years)</p>
		<p>Stop government intervention in housing! The fees and regulations drive up cost for builders, buyers, and therefore renters. We need LESS government, lower taxes, and reduced fees! That is what is making it harder for people to afford housing!</p>
		<p>Focus on why demand increases, including why people come here. Having employers get some skin in the game for their workers (private companies. CSU), addressing CSU grads wanting to stay here after graduation. Do not get distracted by 'second home owners' here, realizing non-local owners (investor-groups/corps) have much of the leverage.</p>
		<p>It's my understanding from those around me that Larimer County, or City of Fort Collins (not quite sure) raised property taxes so high this past year that renters were forced to move out because the rent increase was outrageous and people couldn't afford the fact that the landlords passed down the bulk of the increase to them.</p> <p>We had that happen to a few neighbors. It was so sad because they were good neighbors. Since one of them couldn't afford to stay, the owners sold the home and the new owner has to rent out rooms to afford the mortgage.</p> <p>This city is getting out of control with how expensive it is.</p> <p>The fact that the City has a peak hours that are 3 times the original amount is crazy. People can't hardly afford to waste their grass or is their A/C at the hottest times of the day because of how expensive it is.</p> <p>There are a lot of commercials and billboards right now about Platte River Power Authority being there for the communities and powering our city for affordable energy and water. This is not affordable</p> <p>I also don't agree with the new trash contract. Forcing people to increase their expenses over \$100/ year to opt out of a service is ridiculous and doesn't seem like it will achieve the goal of reducing the amt of trucks on the road. If we now have 3 -> trash, recycle and yard waste -> pickups a week, that is 3 different trucks coming out to service our neighborhoods. This doesn't keep other trash trucks from still running their normal routes.</p> <p>It seems For Collins is trying to monopolize the trash industry. And is getting greedy.</p> <p>Maybe they are following a bigger agenda to roof the country of the Middle class. The poor get poorer and the rich get richer.</p> <p>I typically don't share my views on social media because too many people get so offended</p>
		<p>Property taxes. As a landlord I've had to raise rent just to cover enormous property taxes.</p>
		<p>We need much more affordable senior living housing. Every where has a 2 year waiting list & that may or may not be in your income category</p>

		<p>I'd like much information on how much the city budgets and actually spends in each of the past 3 years on lawyers for illegal immigrants. Who is the lawyer? How is it determined who gets the legal advice, and what is the goal of the entire program? In addition, are those illegals afforded other benefits, e.g. housing, food stamps, access to child care, etc? Please include an entire amount of dollars allocated to this initiative. As the city and the school district seek to ensure ongoing/additional taxes, I need a clearer and comprehensive of where many of our dollars actually going. For now, I just appreciate a thorough response to this issue. Thank you.</p>
		<p>unfortunately, you'll probably never get the information you requested. As the citizens who pay for all of this, it should be publicly available for anyone anytime. But we have a local government that is obsessed with giving away our money and resources to people who have never, and most likely will never contribute to the economy. We need new leadership who is focused on helping grow the local economy, reducing government intrusion into our lives, and reducing the amount of money that government forcefully extracts from us through fees, taxes and regulations.</p>
		<p>How about a local energy system that fairly compensates property and EV owners for their grid contributions? Turning energy bills into revenue would help with the cost of living</p>
		<p>I think if we decrease the rent there would be more room for crime, and more people in this overcrowded city as well. To fix this current issue I think seniors should have more senior living neighborhoods, veterans should be able to afford housing without worrying living paycheck to paycheck, apartments shouldn't be allowed to raise the rent when the lease ends when it's time for the tenants to move. As an example my rent is going up 25%. Single parents shouldn't have to have 2 jobs to afford housing. I think there should be more assistance to single parents that should be spending more time with their kids. Apartments shouldn't charge twice to their tenants for trash valet plus an extra trash service, plus \$15 for water and extra for electric plus having to pay the city and xcel monthly. That should be nip in the butt. Priority for affordable housing should go to veterans and seniors by showing their income. Jobs shouldn't be hard to get just so you know someone it should be based on your knowledge and experience. You can have all the education and still not know WTH you're doing. That's another big issue as well.</p>
		<p>New development should include a percentage of affordable housing. We are growing too quickly. Development should include funds to add back to the community they build in. And there should be more control on rent. Investigate ways to prevent property owners from raising rent after people move.</p>
		<p>Everything in this city/state is taxed. Property taxes and insurance have gone up exponentially. Something has to give. Why can other states thrive without state tax, yet Colorado can't seem to figure it out? Not enough low income housing isn't the only issue here.</p>

3594 / 12	Public Transportation	<p>More frequent bus service would be helpful. If it's only a matter of minutes between making or missing a connection and there's a slight delay, I could sit at a stop for an hour. When it comes to going to work or making an appointment, that's just not a tenable situation.</p> <p>I do understand the difficulty, though. You can't increase service if you aren't sure residents will use the service. If we do take that risk and fail, it could set back transit policy for years.</p>
		<p>Reliable and consistent bus stop times. I can't count on the bus to be running right now, so I don't always think of it as a viable transportation option outside of the max line</p>
		<p>Sensible routes. More of a grid system. Don't forget there's a lot of people and area besides CSU.</p>
		<p>Lots of people have moved into the Timberline corridor from south of Harmony northwards; adding a Timberline route connecting the schools on Timberline to the rest of the system and residential areas in that corridor would probably help more than just me</p>
		<p>Better connections between lines (particularly connecting the MAX to at least one of the West Elizabeth lines, where we have the highest population density in the city). Also 7-day a week service.</p> <p>I work on the edge of town, so service for me is unlikely to be direct or fast, but those changes would allow me (and many others in my neighborhood) to take the bus regularly for leisure. It would also give service workers access to the bus when they need to work on weekends.</p>
		<p>In Southern Fort Collins, Transfort buses do not serve anything South of Harmony and even for the few Flex stops along College at Skyway, Trilby, and Carpenter sidewalk access is nonexistent. I always laugh seeing the nice bus shelters along College which have no sidewalk connections, meaning that they are almost always empty. This is an issue with both the city's development model and financing, but it disproportionately impacts the working and middle class folks who live in this area. The new affordable housing development at Trilby/Lemay has no pedestrian access to the bus stop at College/Trilby, does the city really expect an affordable housing developer to pay for all the nearby infrastructure? Scrap the public golf courses and give us universal access to sidewalks!</p>
		<p>There are no bus stops in our neighborhood, even though a high percentage of our neighbors attend and/or work at CSU.</p>
		<p>It takes 4 hours to go from Drake and Taft to Harmony and Timberline and back again. It should not take 4 hours to do one errand. You should not have to expect one errand to take up an entire day when using public transportation. There needs to be more buses on the established routes and more routes need to be done going north and south right now the only option is the max.</p>
		<p>We in the Ridgewood Hills neighborhood are in a public transportation void zone. Many, many times we have brought this up a city meetings, open streets events etc. We have no safe way to get to a bus stop. No safe way to get to any of them Ely bike paths, no side walks to safely travel on Round Trilby or south college. So I drive!</p>

		<p>It's frustrating when you change schedules and think ambiguous notifications are sufficient. The transit system would fare better if they looked at themselves as excellent and serve the whole city. Meaning not everyone is a daily rider and though, tiresome for regulars, verbal messages on the bus, larger signs etc... notifying changes would be helpful. Also, a lot of the city isn't covered with routes and the system that operates on a much smaller scale hasn't adjusted to the population growth with more routes and frequent stops and services.</p>
		<p>I think for me, I would need to be able to not form my whole day around the bus. My friend used to take the bus to work regularly, and would have to be at the bus stop 4 hours before her work time so that she could be an hour early for work rather than late. That kind of service is something I can't use.</p>
		<p>A bus that actually served SW Fort Collins would be nice. Registry Ridge; Clarendon Hills; Ridgewood Hills and the Behavioral Health campus at Taft & Trilby have absolutely no service. Nothing. Nada. There are communities south of Harmony and the South Transit Center, but I think we may be invisible to the city transit planners. It's simply not good enough.</p>
		<p>More stops, more places, more often.</p>
		<p>Proper shelter and benches at each stop</p>
		<p>So, years ago the transit came for a pickup near corner if Alta Vista St., and East Vine. Park bench was taken away along with actual stop. Now that there is more people in these areas because of growth and new street, Suniga. Probably need to look at access to more stop areas?</p>
		<p>Heather yes I agree we should not have to use a light to let the drivers know there is someone at the stop. The stops should all be well lit.</p>
		<p>I think you should have a bus that goes to Costco and Walmart in timnath. Crossing the bridge is dangerous for people. I know it's another city but it would be greatly appreciated. Maybe bus 16 could add another stop or two.</p>
		<p>It would be amazing if the drivers that are "training" the new people if they could train them to be on time instead of telling the trainee that it's OK to be late to the bus stops! Also put the Max back on 10 min service! Also put lights at some of the stops along Laporte Ave so when we wait for the bus in the early mornings we aren't in the dark</p>

2025-2026 Online Budget Engagement Tracking

PLATFORM / TOOL: Facebook

Metrics (reach

/ engagement /
comments)

Topic and link to
post/forum

Comments received

Metrics (reach / engagement / comments)	Topic and link to post/forum	Comments received
1177 / 48 / 2	Communications preferences	<p>I just checked the list and I'm signed up to get 17 City newsletters (including all of the Building and Development newsletters). I also get alerts for improvements to our street and a few other sub-newsletters like that. Some of the newsletters are better put together and easier to read than others.</p> <p>I also get City news from The Coloradoan and from Strong Towns Fort Collins. If there's something that's time related, I'll check X to see if there are any announcements there.</p> <p>Utility bill news would be more helpful if events hadn't happened already when the bill arrives.</p>
		<p>I see posts on Facebook and NextDoor. Also, I receive several City newsletters. I wish there was one 'Monthly Events' newsletter from the City. It's hard to keep track of the various events (stargazing, walks, Open Streets, etc.) from the different newsletters.</p>
3350 / 821 / 116	Traffic/road safety	<p>From someone who grew up in the Maryland/DC area, it's obvious speed and red-light cameras could be increased 5 fold. However, the number one measure to increase traffic safety is to train police on how to enforce traffic laws.</p> <p>Far too many police cruising around (while I whiteness multiple traffic violations in their presence) or parked idling, staring at their phones. Very minimal to no speed traps. And when there are speed traps, they park their cars like billboards for all to see. For every mile I drive in Fort Collins, I easily witness a minimum of 5 traffic violations yet I haven't passed a traffic stop since June 22nd.</p> <p>While I love the police force's friendly & egalitarian nature when responding to domestic issues, and their tenacious response to violent crime, they lack the general willingness to effectively enforce traffic safety. It just doesn't appear traffic safety is a priority for them.</p>
		<p>Please reevaluate the length of the turn lights, it's extremely common in this town to have to wait 2 or 3 cycles to turn in high traffic areas. Our infrastructure needs have changed and the lights should be adjusted to reflect that, less stress on drivers would likely lessen infractions and ultimately make your job easier?</p>
		<p>this is one of the biggest issues in town for sure. Turn lights should not be turning yellow before the first car has actually started turning</p>
		<p>I'm surprised someone from traffic has chimed in and gas lit you for saying this. Their form response is traffic is hard and you can come tour the facility and qe will educate you (show you how wrong you are) you are 100% correct</p>

		Updating the god awful light timing so everyone isn't encouraged to speed. The city sitting here talking out both sides of its mouth. Everything it does from an infrastructure perspective makes this town a nightmare to drive in and encourages reckless driving behaviors, while simultaneously ramping up surveillance and punishments. Want to fix traffic safety? Focus on the causes of traffic problems.
		When I see a car run a light and the police cruiser at the intersection turns the opposite direction, it is clear what can be done - enforcement.
		Bike lanes in South Fort Collins! The cycling infrastructure is amazing everywhere else in town, but I feel like I am going to die every time I try to ride on a road like Trillby.
		How about enforcement around trucks parking in bike lanes? The FedEx person had room to pull all the way to the curb, but instead they blocked the bicycle lane forcing this person out into traffic.
		Serious suggestion: on Stanford and Stover Rd behind the mall, put up some speed limit signs instead of posting the speed trap Jeep. I guarantee that people don't know it's 25mph on that road so getting a ticket for doing 37 when you assume it's 35 is ridiculous. There are no speed limit signs posted on Stanford or Stover except at the main intersections of Swallow and Horsetooth. There are multiple points of entry onto those streets. Adding a couple of speed limit signs would allow people to know the speed limit - then getting a ticket would be well deserved, not an honest mistake.
		Actual speed enforcement in school zones. Those little blinking lights are completely ignored by most drivers
		I suggest you ask pedestrians and bicyclists on what they know to be Fort Collins's dangerous intersections. Pedestrians and bicyclists know--and they keep track of where the danger is elevated. I hope you will focus on those specific intersections to make them safer. Here are two of the worst intersections in my experience: 1. College Avenue and the Whole Foods parking lot 2. Harmony Avenue and McMurry Avenue (especially when vehicles are turning across the crosswalks when they turn onto Harmony going west or east Both of those intersections seem benign, but are not.
		The already bad motorcyclists are not just lane filtering incorrectly, but they are illegally lane splitting. I'm glad I don't ride anymore!

		<p>I think we can all agree that police actually enforcing traffic laws needs to happen. I have talked to several officers about aggressive drivers, speeding, running stop signs in school zones, not stopping for the children in the cross walk and the general attitude seems like they don't care.</p> <p>It's a constant problem around the schools at drop off and pick up that stop signs are run. People speed through the neighborhoods around Stover and Lemay to try to beat the traffic lights. There is no school zone signs on Boltz drive or Stover or Camelot so cars come speeding through. The city says the single school zone sign on Lemay is enough but that is not the only road people speed on or that children cross to get to schools.</p> <p>Preston has flashing school zone lights, why doesn't Boltz have any? Boltz dr should have raised crosswalks at the very least to slow down the traffic trying to get around the lights at stover and lemay.</p> <p>Fort Collins Police Services should be enforcing the traffic laws and hardly do anymore.</p>
		<p>A lot of red light running because the left turn green lights last 2 seconds. One car gets in through green, the second car goes through on yellow, and 3 cars run red. This has to be fixed. It's insane.</p>
		<p>The loud exhausts of cars, trucks and motorcycles create unsafe streets because of their distraction of other drivers. Also they particularly harm the health of the downtown community by discouraging visitors and families from shopping eating there. They disrupt the sleep of children causing harm to families. They are exactly what cigarettes were, selfish public behavior, taking everyone's freedom for the few. Enough.</p>
		<p>Remove bicycles, pedestrians, and scooters from road ways give them a dedicated safe area to walk and ride. At all major intersections or intersections with stop lights no auto traffic gets a green light when the pedestrian cross buttons have been activated. Enforce laws instead of turning a blind eye.</p>
		<p>How about enforcing bike lane laws. Im willing to bet bike riders arent allowed to ride tandem or 5 to 15 people next to each other spilling over the lane lines.</p>
		<p>Please sync the timing on Harmony lights.</p>
		<p>High school traffic is horrific. FCHS has the most ridiculous crossing right where all the cars-driven by teenagers- have to exit. No 4 way light, no one directing traffic. There must be an accident once a week getting in and out of just that high school.</p> <p>And more protected bike lanes on higher traffic roads without alternate bike paths.</p>
		<p>Please please do some experiments with temporary road furniture. I almost always encounter people doing 15mph over. If it takes chicanes or oversized islands or something it's just gotten insane.</p> <p>Crosswalks are an absolute disaster in town as well. I was crossing at the entrance to the boardwalk post office and 2 SUVs actually accelerated towards me while I was in the crosswalk. Please improve things with raised crossings and better daylighting.</p> <p>Also what is going on in front of the under construction King Soopers... You're really putting an un signaled left turn in and out across 3 lanes of traffic!?</p>

		I would love to see more enforcement at school zones that are on main roads. Every morning cars that are several car lengths behind me come flying past me in school zones. Last week I honked multiple times at someone and all they did was flip me off before almost hitting a bicyclist in the cross walk with school zone lights flashing. As a parent of children who ride their bikes to and from school it is one of my biggest anxieties because it seems only half the drivers follow the school zone speed.
		I agree with speeding and all the things - but it's people fiddling on their phones (or whatever) for me. I think most of us have done it at some point... but I feel very fortunate to still be among friends after a woman going 50mph plowed into me while I was stopped waiting to turn. She admitted to she wasn't paying attention because of her phone. Life can change in an instant.
		Please enforce the new bike lanes on West Laporte Ave. There have been no fewer than 4 cars parked in the bike line each time I've used it, forcing me into traffic.
		Please remind bicycle to ride their bikes with traffic not against traffic! I try to always look but there are times you can't see them coming in the wrong direction
		Prospect & Welch, and Lemay & Pitkin are extremely dangerous intersections. Kids need to cross both to go to school and cars never pay attention to the lights. Put more visual signs or put a light instead of those red blinking lights that drivers can't figure out.
		1. Avoiding adding more bike lanes on arterials unless they are grade separated. 2. Adjusting light timing to follow existing speed limits instead of the need to floor it to make it through multiple intersections on arterials. 3. As others have said increasing the length of light cycles, especially left turn signals (too many intersections less than 5 cars can go through in a cycle). Longer cycles allow more throughput instead of stop and go with shorter cycles. 4. Smarter sensing lights including removing left on green arrow only during off-peak travel times.
		Having a visible presence at College and LaPorte/Walnut. Lots of red light violations and close calls in crosswalk.
		Not just traing Police Officers to handle traffic violation but MORE Police are needed. I see so very little of them on any road but the major thoroughfares.
1953 / 120 / 5	Climate Action 9/13/24	When are the incentives from the Inflation Reduction Act going to be available? We need to rewire our house, replace our windows, etc. and could use some help paying for these efficiency upgrades.
		How about more regulations making it harder to survive and feed my family. Raise energy and water costs even more. Spend more money remarking bike lanes no one uses. How about you take over trash service and raise our rates. How about you have more fees to drive a gas powered vehicle, aka emissions. All these are wonderful liberal progressive acts that have really made a impact. Hahahahaha 😄😄 maybe a <u>mandatory tree hugging program..</u>
		City of Fort Collins - Government lots and lots of bioswales in flood prone areas of town. Our current stormwater management seems antiquated at best, we could do a whole lot better!
		Sidewalks on Trilby and other primary streets without them would be nice, but we have to beg developers for such luxuries

		def use the recycling center, please keep that going and expand to include compost, and thank you for the household waste collection events.
3124 / 347 / 12	Housing Affordability	Reduce zoning restrictions. It's common sense. We have unused commercial buildings sitting vacant, and a need for more housing. But we can't utilize those vacant buildings or convert them into useful housing because of restrictive zoning laws. Get government out of the way.
		What we do not need is more taxes or government spending. What we do need is more homes in the \$300,000s. The middle class needs somewhere to live. It feels like you either have to be rich, or you need to be poor enough to qualify for government assistance to live here. On our current trajectory, FC Gov is going to make sure that the middle class becomes poor enough to be dependent on government assistance.
		I felt like that too originally but then I did the step up program where I started with a condo moved into a townhouse, then moved into a bigger house. Bought bigger every time I made a profit off a property. Takes time but works
		Your building regulations make housing unaffordable, it's maddening to hear you say... how should we solve the problem that we created? Oh, more taxes I'm sure, stop trying to force everybody buy a Mercedes when they can only afford a Kia
		Reduce regulation, start with zoning.
		Stop corporations from buying houses. After your primary residence there should be a cap on investment properties for profit.
		Back in the day, when there was a housing crunch, there were government programs (mostly marketing) that encouraged home owners to take in a boarder or two. It was an easy way to add housing (You don't have to build anything if you already have an unused bedroom in your house.) and the home owners benefitted from the extra income. I think some people are nervous about who they let live with them. So perhaps what the City can help provide is a vetting system of some sort that helps the property owners feel more secure, knowing that they'll be renting a room to a good tenant.
		A big part of the cost of houses in FC is the demands being placed in the area of city codes. Relax some of those requirements and the prices will come down at least somewhat!
		Eviction protection and rent assistance
2535 / 367 / 28	Public Transportation	Bustang should run more frequently--especially nights and weekends. We hate driving to Denver, but Bustang is never an option due to the schedule. Sunday service for Transfort.

		<p>I've taken transit many places around the US and in Europe.... I've never even tried to take it here. It seems so sporadic of service, which since it's free I guess it's not really making any money so we shouldn't expect much but 🤖 Taking transit vs car boils down to: 1 is it fast enough, 2 is it safe enough, 3 does it go close enough to the place I need to go too. FoCo Transit does not appear to meet any of these criteria for someone like me living on the southeast part of town so....</p> <p>But short of eventually every city having autonomous rideshare vehicles that could be hailed for destinations as needed and then they figure out their routes to continuously pick up multiple people to get them places semi-efficiently I don't see how the current landscape and transit system of FoCo can ever be improved enough to actually be useful.</p> <p>If I'm really gonna blue sky it, though, it would be really cool for the city to expand our electric streetcar/trolley system ("light rail" lol) instead - could actually be both fun and useful in itself 😊</p>
		<p>Better connections between lines (particularly connecting the MAX to at least one of the West Elizabeth lines, where we have the highest population density in the city). Also 7-day a week service.</p> <p>I work on the edge of town, so service for me is unlikely to be direct or fast, but those changes would allow me (and many others in my neighborhood) to take the bus regularly for leisure. It would also give service workers access to the bus when they need to work on weekends.</p>
		<p>Frequency of routes, speed of routes (change signaling to let buses go without waiting, especially BRTs that should already have that treatment), and WAY better walking access and safety to get to bus stops.</p>
		<p>The bus needs to actually be accessible to people. Having certain major routes shut down prevents a lot of people from riding.</p>
		<p>I live off of Lemay and Trilby. Would love a bus stop near there, especially with the new building of the complex that's about to be added on the N side of Trilby.</p>
		<p>I miss when the MAX was more frequent. And even when taking the bus works great, having to walk from behind Chipper's Lanes over to TJ's is just plain yucky. As a pedestrian, I definitely feel like a third class resident. ... fifth class on days when it's raining and I have to wade across intersections to get where I'm going.</p>
		<p>Meg Dunn and some dude in a giant truck rolls coal in your face and splashes you with gutter water. Ugh. The worst.</p>
		<p>I've used public transportation a lot, including buses, but never here.</p> <p>My #1 thing is that the schedule has to be easy to memorize.</p> <p>#2 is that it needs to be reliable (apparently harder than it sounds)</p>
		<p>Timing needs to be more frequent and the routes need to be more intuitive. Have routes running east-west and north-south on the major roads every X minutes would be a great start.</p>
		<p>Safe walking path on Trilby to College; expanded hours for folks who work in the service industry and patrons they serve who are out later. More south side stops.</p>

		The FLEX to Boulder is great, but the three bike racks are already full by the time it reaches the South Transit Center. We wish the 16 route left after the FLEX arrived at South Transit. It leaves a few minutes before which means a long wait to head east on Harmony to get home.
		I know, it's not really attainable but what about taking out about 90% of the street parking (plus some of the lanes on major streets, re-zone these parts of the streets and sell them to develop tiny homes, Cafés, etc. there. Use the revenue to increase service frequency and density.
		Oh yeah: I would support a sales tax increase to fund the things we want.
		Retain bus drivers Whatever they need. If we're not retaining drivers we're not treating them well no matter how well we think they're being treated. And bus frequency will always be the #1 ridership driver.
		Run earlier, and later !
		Reintroduce the TIMBERLINE route!
		More frequency and better connection alignment would be a good start.
		A route that services NE Fort Collins.
		Make MAX more HC accessible. That chincy little ramp they put out is a poor solution for folks in chairs.
		And even when taking the bus works great, having to walk from behind Chipper's Lanes over to TJ's is just plain yucky. As a pedestrian, I definitely feel like a third class resident. ... fifth class on days when it's raining and I have to wade across intersections to get where I'm going.