

Prospect Corridor Draft Designs

- a. Prospect Corridor Vision
- b. Prospect Road Draft Design
- c. Prospect Road Rendering
- d. Lake Street Draft Design
- e. Lake Street Rendering

We aspire to achieve:

P
1

Safe and comfortable corridor for all modes of travel



Well-Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

P
2

Safe crossings



Automatic Detection of Cyclists at Intersections



Pedestrian Refuges



Grade Separated or Enhanced Crossings

P
3

Attractive gateway to campus, downtown, and midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

P
4

Seamless connection to MAX



Walk



Bike



Ride



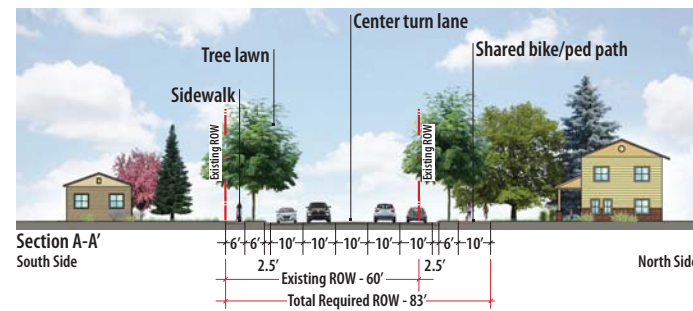
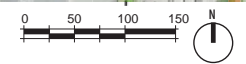
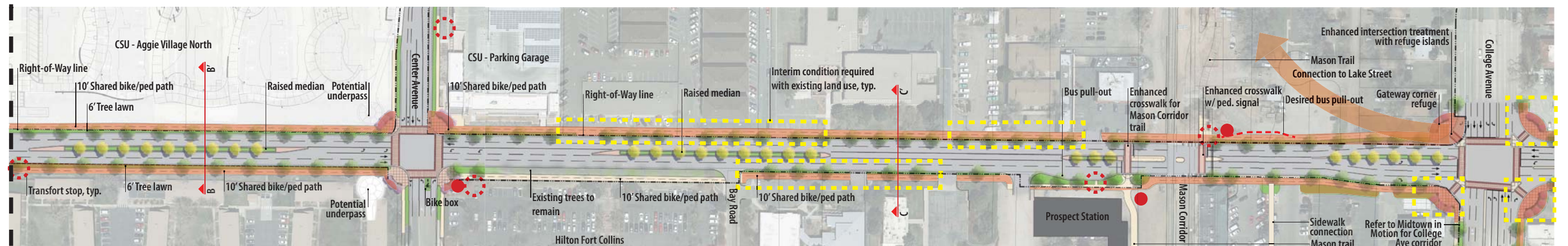
Prospect Corridor

VISION

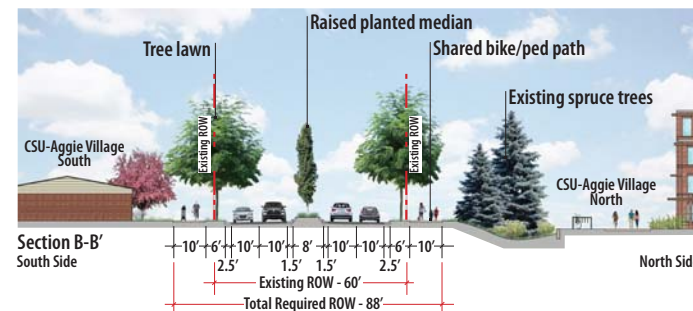
Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

Prospect Road - Shields Street to College Avenue - Draft Design

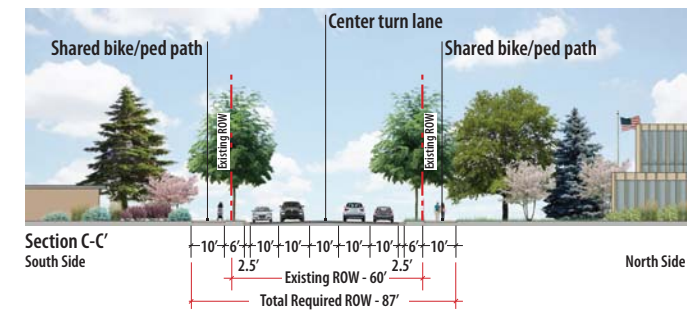
PROSPECT ROAD - DRAFT DESIGN



*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards



*Note - Total required ROW dimension includes 30" curb/gutter along street and 18" curb/gutter around median(s) per LCUASS standards



*Note - Total required ROW dimension includes 30" curb/gutter along street per LCUASS standards

Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 center turn lane Raised median	10' Shared path (North) 6-8' Sidewalk (South) 6' Tree Lawn	10' Shared Path (North) 6-8' Sidewalk (South)	Stops	15 Properties: 15-High	13 Properties: 7-Low 6-Medium

Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes Raised median	10' Shared Path 6' Tree Lawn	10' Shared Path	Stops	2 Properties: 2-High	2 Properties: 2-High

Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 1 center turn lane Raised median	10' Shared Path 6' Tree Lawn	10' Shared Path	Stops Pullouts	15 Properties: 15-High	6 Properties: 6-Medium

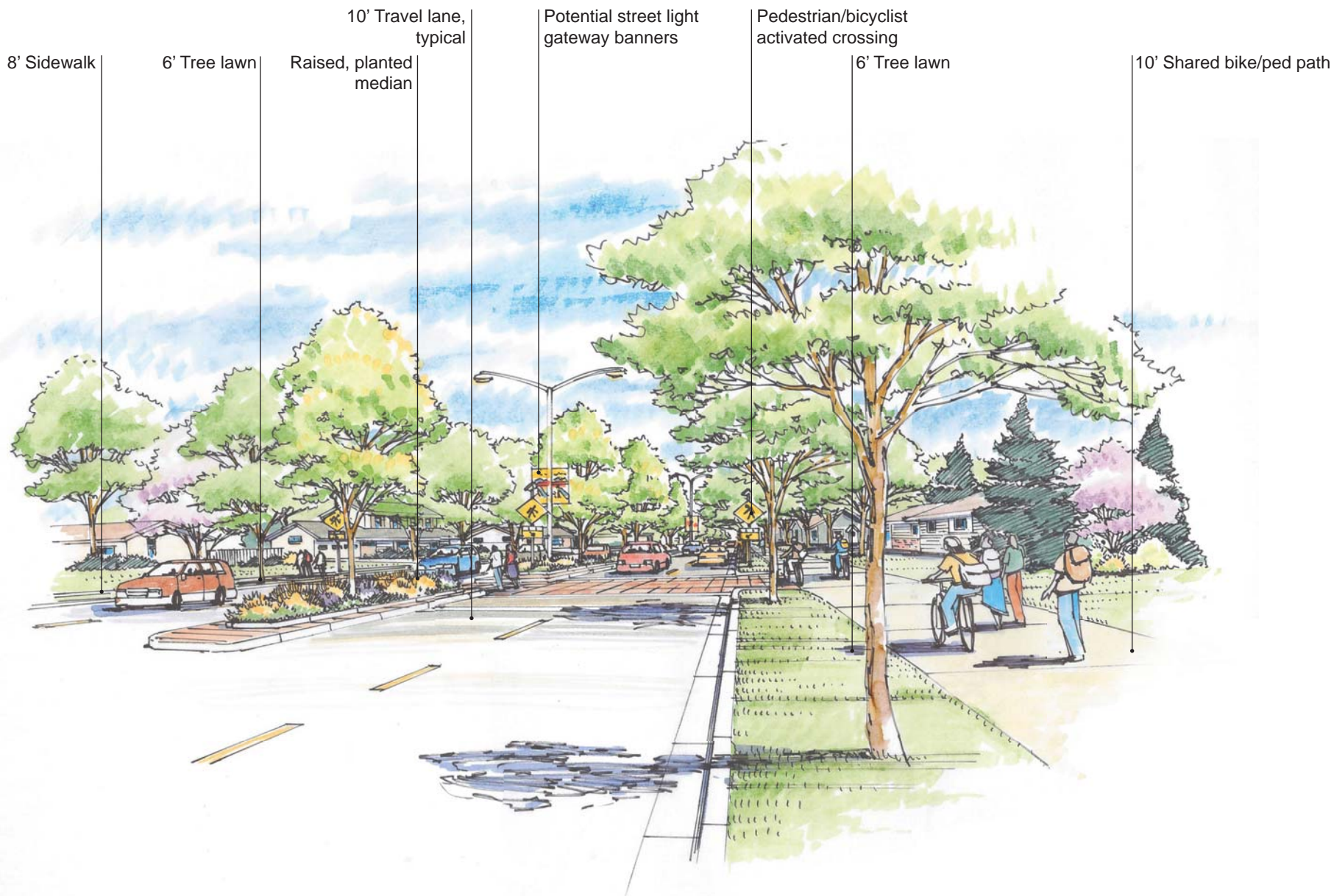
ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

Legend

- Potential Right-of-Way (ROW) dedication/acquisition
- Pedestrian Wayfinding
- Transfort Stop
- Interim condition required with existing land use

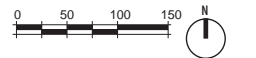
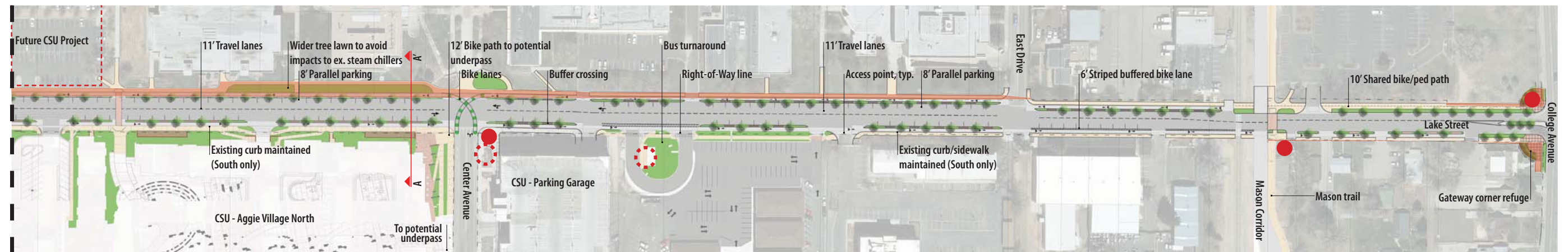
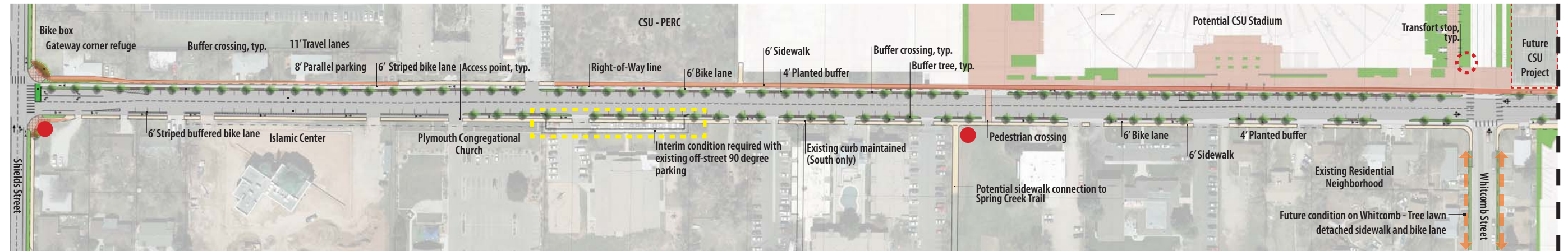


Prospect Road - View looking west near Prospect Lane intersection





Lake Street Draft Design

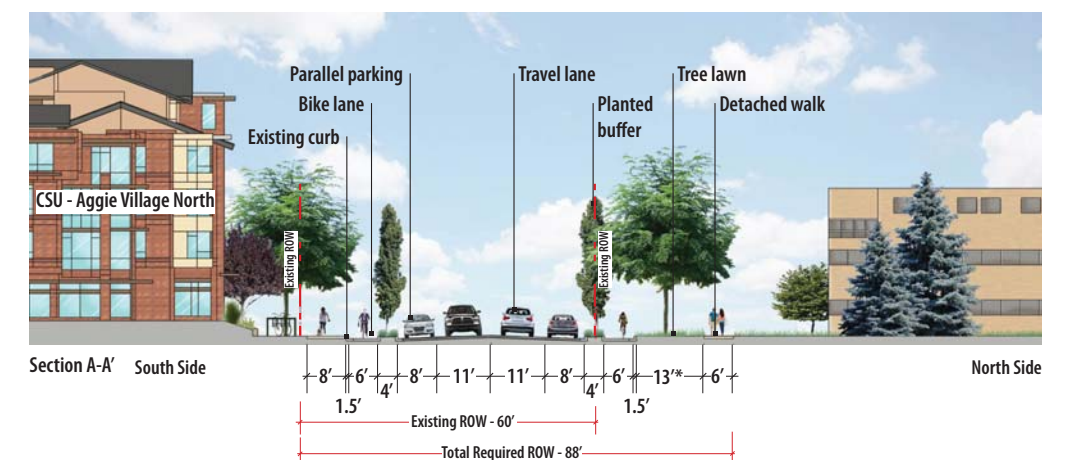


Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (11') Parallel Parking (8')	6' Sidewalk	6' Buffered/Protected Lane	Stops (TBD)	5 Properties - Medium	None

Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (11') Parallel Parking (8')	6' Sidewalk	6' Protected Lane	Stops (TBD)	9 Properties: 7 Properties - High 2 Properties - Medium	None

Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (11') Parallel Parking (8')	6' Sidewalk 10' Shared Use Path	6' Buffered/Protected Lane	Stops (TBD)	7 Properties - Medium	4 Properties - Low

ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above



Note - Total required ROW dimension includes 18" curb/gutter around planted buffer per LCUASS standards. The south side maintains the existing curb/gutter.
* Wider than typical (6') tree lawn to avoid utility conflicts.

Legend

- Potential Right-of-Way (ROW) dedication/acquisition
- Pedestrian Wayfinding
- Transfort Stop
- Interim condition required with existing land use



Lake Street - View looking west near CSU Parking Garage

