

VISION

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

We aspire to achieve:

T
1

Safe and comfortable corridor for all modes of travel



Well-Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

T
2

Safe crossings



Automatic Detection of Cyclists at Intersections



Pedestrian Refuges



Grade Separated or Enhanced Crossings

T
3

Attractive gateway to campus, downtown, and midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

T
4

Seamless connection to MAX



Walk



Bike



Ride



Shields to Whitcomb

Whitcomb to Center

Center to College

Existing

- 4 travel lanes
- 3' attached sidewalk

- 4 travel lanes
- 8' attached sidewalk
- Center turn lane

- 4 travel lanes
- 5-8' attached sidewalk
- Center turn lane



Alternative A - Existing curb lines and roadway width maintained plus pedestrian enhancements - renovate and retrofit.

"All About Pedestrians"

- 4 travel lanes
- 6' detached sidewalk
- 8' tree lawn
- Planted median

- 4 travel lanes
- 6' detached sidewalk
- 8' tree lawn
- Planted median

- 4 travel lanes
- 6' detached sidewalk
- 8' tree lawn
- Planted medians



Alternative B - Replace one travel lane w/ buffered bike lane each on side plus pedestrian enhancements - minimize right-of-way (ROW) acquisition.

"Boulevard"

- 2 travel lanes
- 6' detached sidewalk
- 6' tree lawn
- Buffered bike lanes (5' lane, 2' buffer)
- Planted median

- 4 travel lanes
- 10' shared bike/ped path
- 6' tree lawn
- Planted median

- 4 travel lanes
- 10' shared bike/ped path (partial)
- 6' tree lawn
- Planted medians



Alternative C - Existing travel lanes maintained plus shared bike/ped path - minimize right-of-way (ROW) acquisition on south side of Prospect Road.

"Complete Street"

- 4 travel lanes
- 10' shared bike/ped path
- 6' tree lawn
- Roadway shifted North

- 4 travel lanes
- 10' shared bike/ped path
- 6' tree lawn
- Planted median

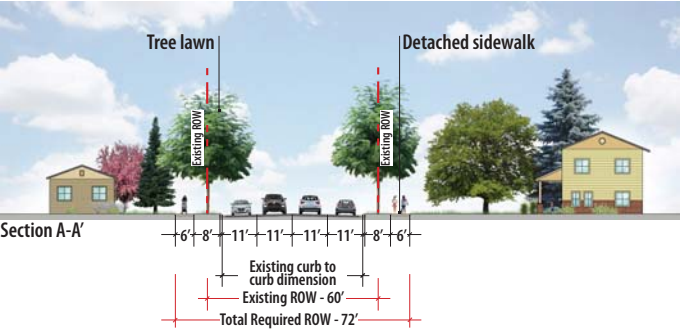
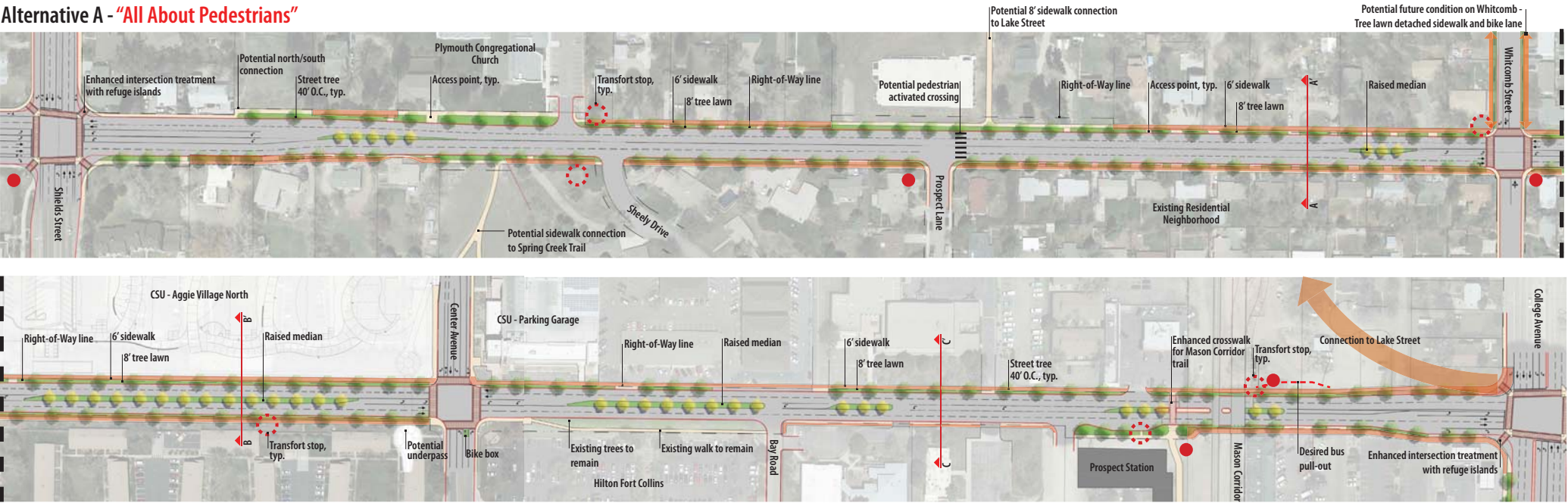
- 4 travel lanes
- 10' shared bike/ped path
- 6' tree lawn
- Planted medians



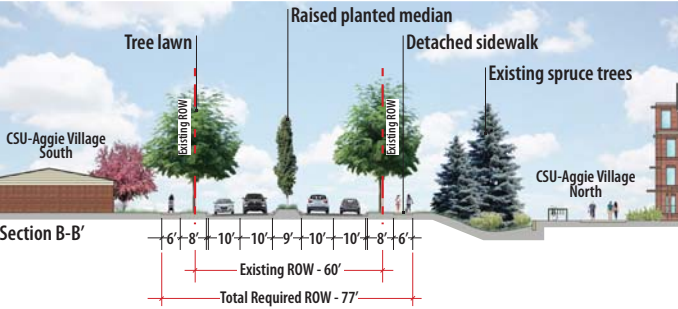
*Note: All travel lanes for Alternatives A, B, and C are 10-11' wide. Existing travel lanes on Prospect Road range from 8-13.5' wide.



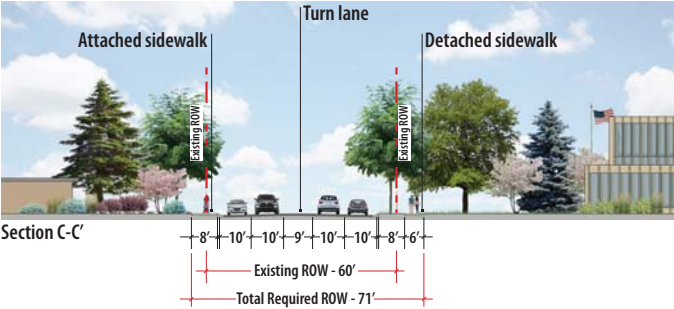
Alternative A - "All About Pedestrians"



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	13 Properties - High Range	23 Properties - High Range



Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	11 Properties - Medium range	4 Properties - Medium range



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median	N/A	Stops	2 Properties - Medium range	2 Properties - Medium range

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

Legend

Potential Right-of-Way dedication/acquisition

Pedestrian Wayfinding

Transport Stop

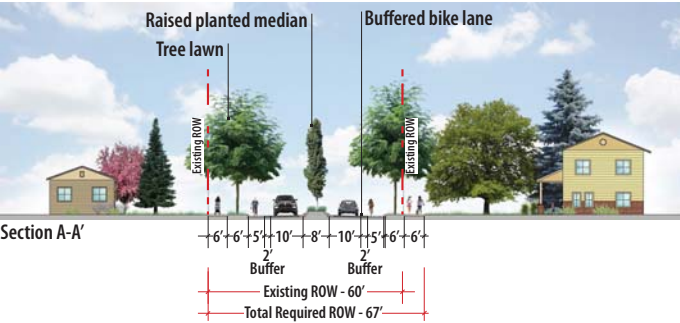


Prospect Corridor

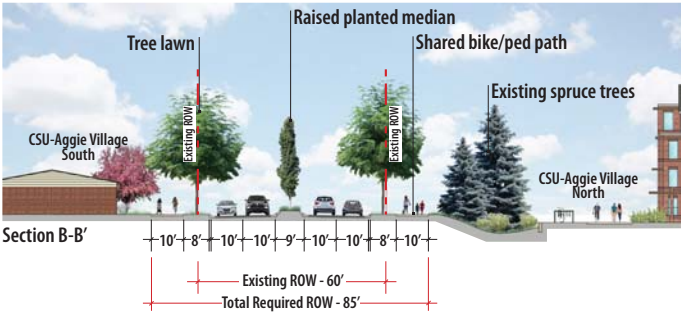
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Shields Street to College Avenue

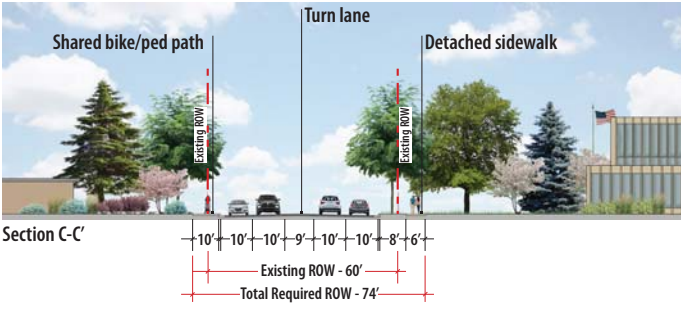
Alternative B - "Boulevard"



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (Planted Median)	6' Detached Sidewalk	5' Bike Lane w/ 2' Buffer	Stops	13 Properties - Low range	0 Properties



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Planted Median)	10' Shared Path	10' Shared Path	Stops	2 Properties - High range	2 Properties - High range



Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	Detached/Attached Sidewalk	10' Shared Path to Mason Trail Detached/Attached	Stops	11 Properties - Medium range	4 Properties - High range

Legend

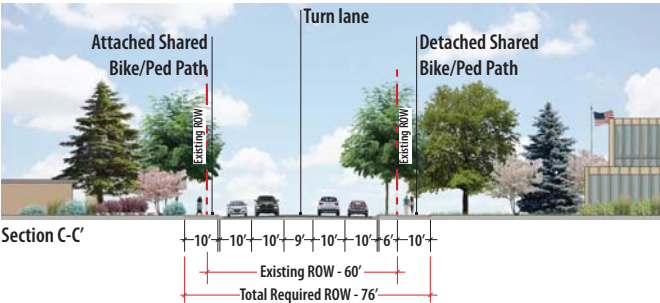
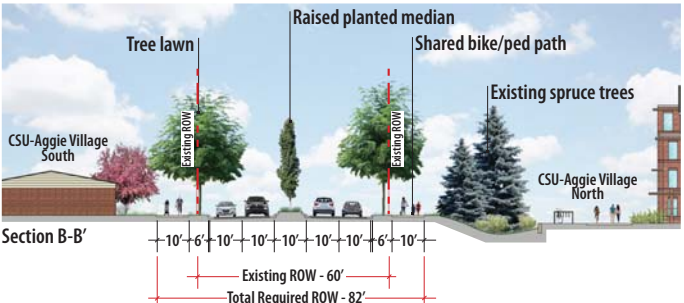
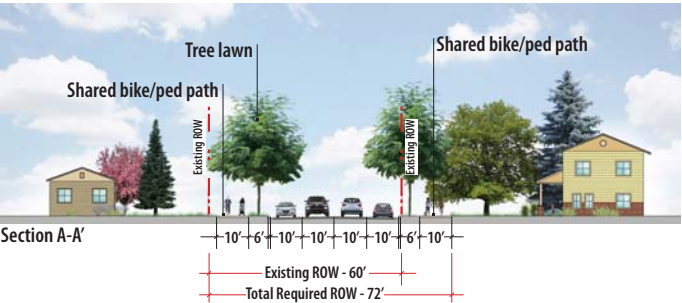
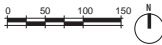
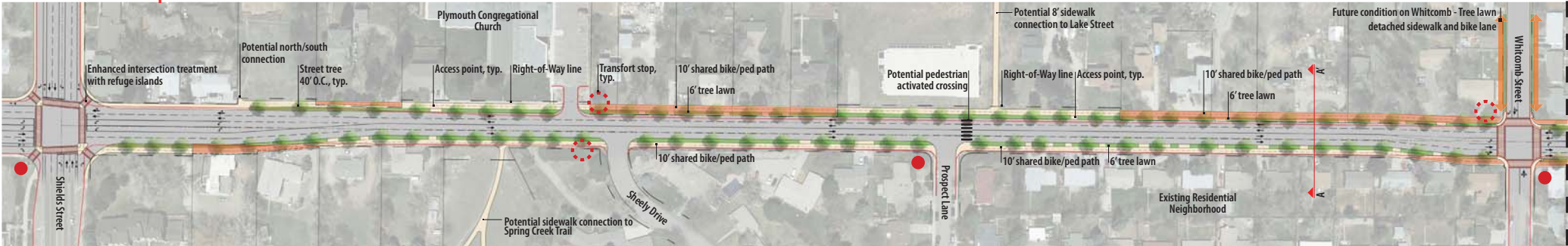
Potential Right-of-Way dedication/acquisition

Pedestrian Wayfinding

Transfort Stop

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

Alternative C - "Complete Street"



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	10' Shared Path	10' Shared Path	Stops	14 Properties - High range	4 Properties - Low range

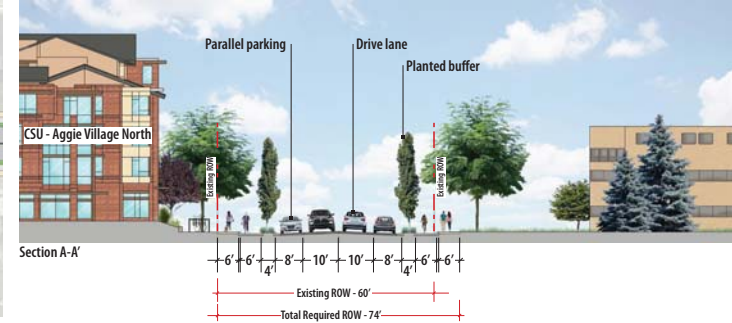
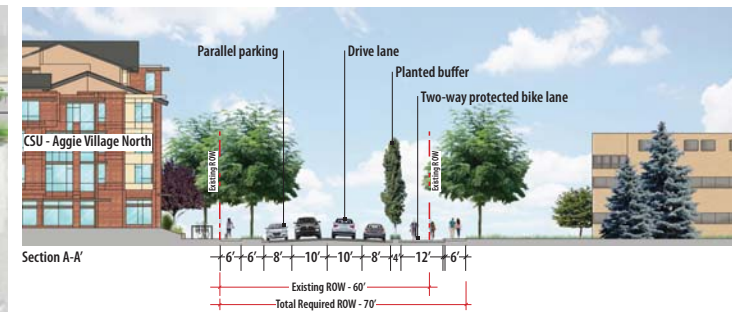
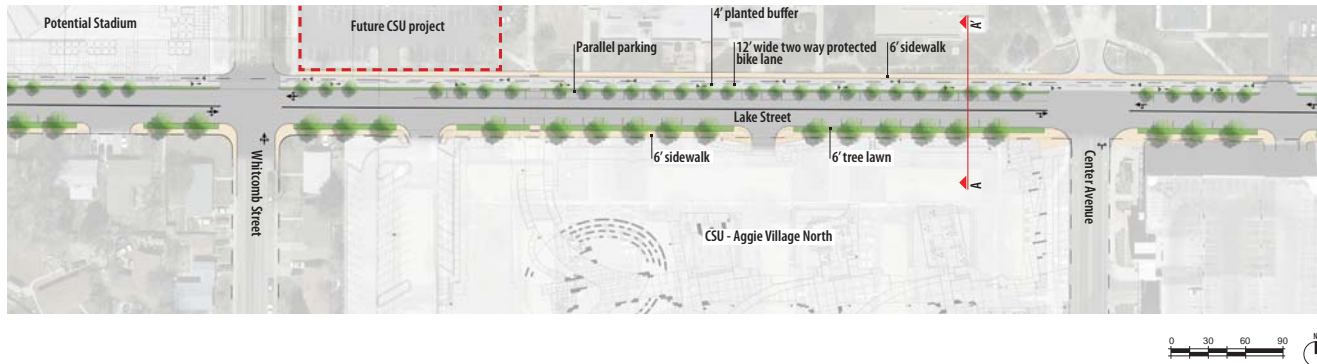
Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Raised Median)	10' Shared Path	10' Shared Path	Stops	2 Properties - High range	2 Properties - High range

Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	10' Shared Path	10' Shared Path	Stops	11 Properties - Medium/High range	4 Properties - Medium/High range

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

Legend

Potential Right-of-Way dedication/acquisition Pedestrian Wayfinding Transfort Stop

Lake Street Alternative A - Protected bike lane both sides, maintain on street parking, 2 travel lanes - Maintain existing curbs**Lake Street Alternative B - 2 way protected bike lane (north side only), on street parking, 2 travel lanes****Lake Street Alternative C - 2 way protected bike lane (north side only), no parking, 2 travel lanes - Maintain ex. curbs**