

APPENDIX E: COMMUNITY ENGAGEMENT DETAILS



City of Fort Collins

Corridor Understanding: Community Engagement Appendix

West Elizabeth Enhanced Travel Corridor Plan

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What We Heard – Key Themes

Introduction

This appendix documents the key outreach activities during Phase 1 (Corridor Understanding) of the West Elizabeth Enhanced Travel Corridor Plan.

Key outreach activities included:

Activity	Date
Surveys (Intercept, Paper, Online)	March-May, 2015
Listening Sessions	April 29 & May 4, 2015
WikiMap	April-May, 2015
Neighborhood Walking, Biking, and Transit Tours	May 11-14, 2015
Open Streets	June 7, 2015

Summaries of these outreach activities, including the key themes heard, are presented in the sections below.

Survey Summaries

BACKGROUND

As part of the community engagement and corridor understanding process three surveys were administered during the spring of 2015 which asked residents to provide responses to a variety of questions related to how they used the West Elizabeth Corridor, what the key issues were, and how the study area might be improved.

Survey Instrument	Date	Responses
Paper Survey #1—CSU Classes	March, 2015	32
Intercept Survey/Paper Survey #2	March 31 & April 10, 2015/ April, 2015	101/45
Online Survey	Mid-April through Mid-May, 2015	274
	Total	452

While the content of all three surveys were similar in concept, some of the questions varied and evolved between survey instruments. All questions, including demographic information, were optional. However, most respondents did complete the entire survey, which is helpful for understanding the experience of respondents from different viewpoints.

[Paper Survey #1](#)

The first of the surveys to be administered was created and distributed by City staff to students at Colorado State University (CSU). The survey consisted of 7 questions: 4 multiple choice questions, 1 ranking question, and 2 open-ended questions.

[Intercept Survey/Paper Survey #2](#)

The second survey was refined by students as part of a class project for the Center for Conservation Leadership through Learning (CLTL). The survey was administered at various locations across the West Elizabeth Corridor, such as the King Soopers shopping center and bus stops. The intercept survey consisted of 11 multiple choice questions. Several of the questions

allowed multiple responses as well as an “Other” option through which participants could provide a write-in response. Students also had the opportunity to take a paper copy of the survey to complete at home and submit later at the CSU Transit Center.

Online Survey

Survey questions from the paper survey were further refined and incorporated into an online survey which was open from mid-April through mid-May and accessed via the West Elizabeth ETC website. The online survey consisted of 11 multiple choice questions and 1 ranking question. Several of the questions allowed for multiple responses as well as an “Other” option with a write-in response. In addition, three questions asked why the user didn’t use specific modes (bike, bus, walking) in the corridor more often. These had logic built in that prompted an additional question if a safety-related response was chosen and provide a deeper understanding of safety concerns related to specific modes.

A comparison of the survey questions is shown in the **table below**. Key topic areas include:

- Background
- Travel Behavior
- Barriers to Active Transportation
- Potential Improvements
- Demographics
- Other Comments

Responses to these questions are summarized in the sections that follow (text and charts).

Questions with charts depicting responses are bold and include “**Q#.**,” which indicates the chart number.

Question	Paper Survey #1	Intercept Survey / Paper Survey #2	Online Survey
BACKGROUND			
Q1. Using the map above, which of the following apply to you? (Please select all that apply)	✓	✓	✓
If answered "None of the above" in previous question: Why do you not use West Elizabeth Street?			✓
TRAVEL BEHAVIOR			
Frequency in Corridor			
On average, how often do you use the West Elizabeth corridor (between Overland Trail and Shields)?	✓		
Modes Used/Primary Mode			
Q2. Which travel mode(s) do you use in this corridor? (Please select all that apply)		✓	✓
Which travel mode(s) do you typically use in this corridor? Rank the modes as 1 for the most frequent, 2 for next, and so on; only rank the modes you use.	✓		
Q3. Which travel mode do you use most often in this corridor? (Please select one)	*	✓	✓
Corridor Likes			
What do you like about traveling in the West Elizabeth corridor?	✓		
Frequency of Active Transportation			
Q4. On average, how often do you use active transportation (biking, walking, buses) in this Corridor? (Please select one)		✓	✓
BARRIERS TO ACTIVE TRANSPORTATION			
Transit			
Q5. What keeps you from using buses more in this corridor?		✓	✓
If chose "safety concerns" in previous question: What are your specific safety concerns about taking the bus in West Elizabeth corridor? Please provide specific locations/origins/destinations.			✓
Biking			
Q6. What keeps you from biking more in the corridor? (Please select all that		✓	✓

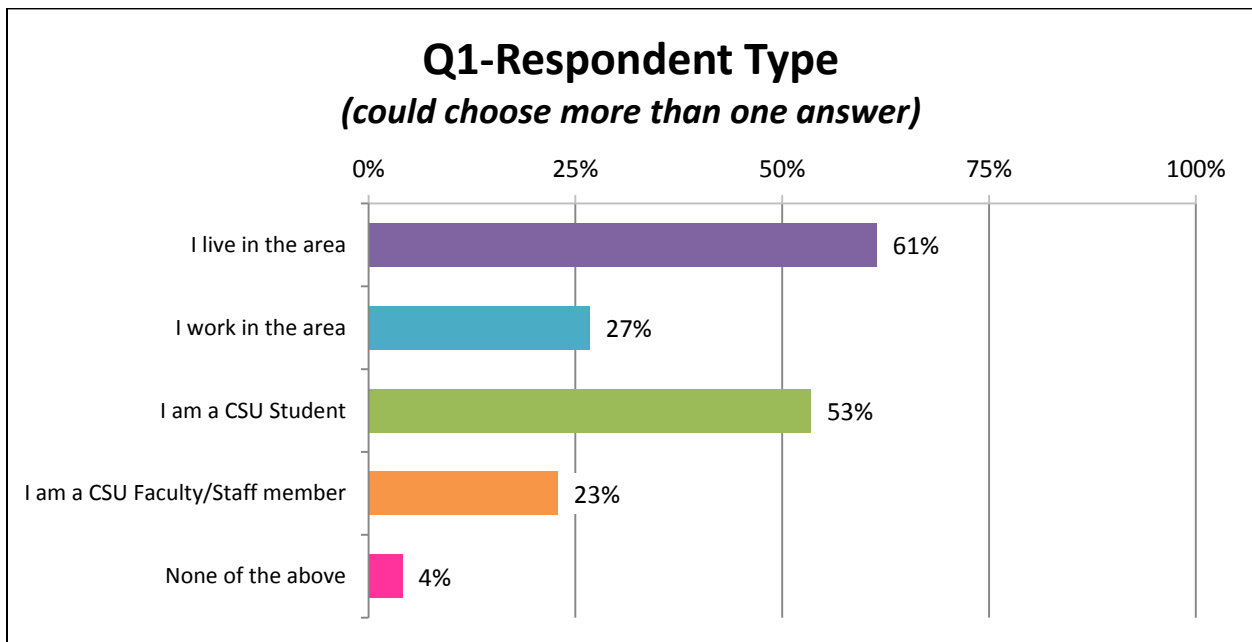
Question	Paper Survey #1	Intercept Survey / Paper Survey #2	Online Survey
apply)			
<i>If chose "safety concerns" in previous question: What are your specific safety concerns about biking in West Elizabeth corridor? Please provide specific locations/origins/destinations.</i>			✓
Walking			
Q7. What keeps you from walking more in this corridor? (Please select all that apply)		✓	✓
<i>If chose "safety concerns" in previous question: What are your specific safety concerns about walking in West Elizabeth corridor? Please provide specific locations/origins/destinations.</i>			✓
POTENTIAL IMPROVEMENTS			
<i>What could be improved?</i>	✓		
Q8. What improvements, if any, would you like to see in this corridor? (Please select all that apply)		✓	
<i>Please rank the potential improvements in this corridor described below. Top priority is ranked "1".</i>			✓
DEMOGRAPHICS			
Gender			
Q9. What is your gender?/With what gender do you identify?	✓	✓	✓
Age			
Q10. What is your age?	✓	✓	✓
Ethnicity			
Q11. With what ethnicity do you identify?		✓	✓
Rent v. Own			
<i>Do you own or rent your residence?</i>			✓
OTHER COMMENTS			
<i>Please share any comments or suggestions related to the West Elizabeth Corridor or the West Elizabeth ETC Plan.</i>			✓

* Used responses for Rank = 1 from previous question in chart

WHAT WE HEARD – KEY THEMES

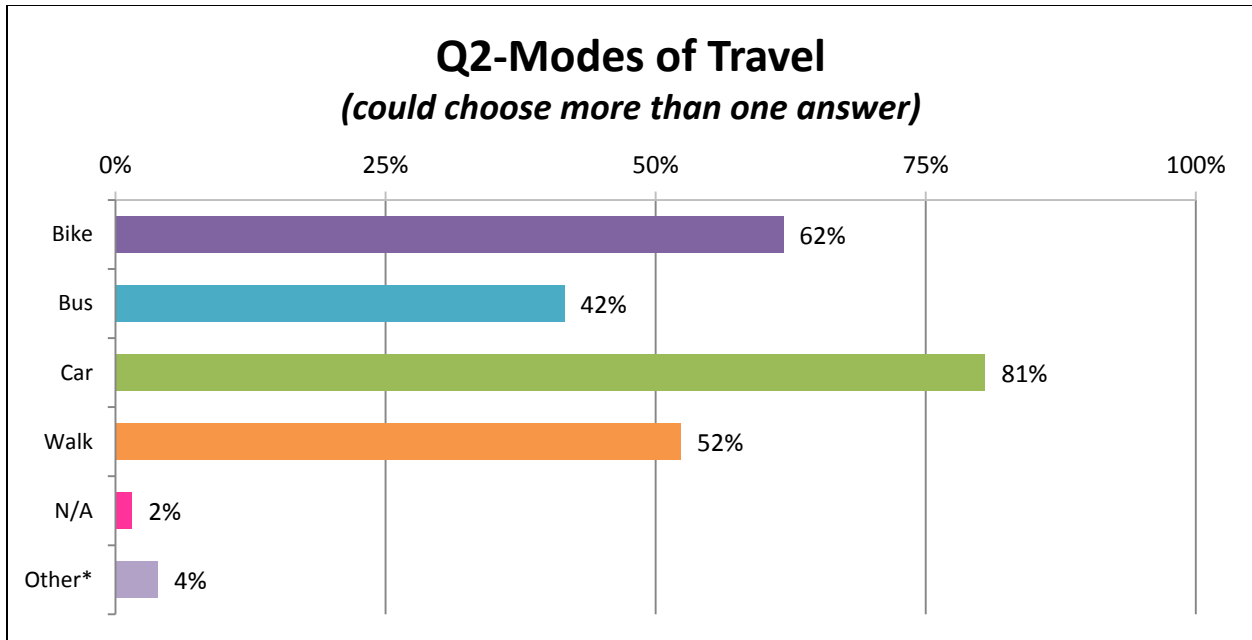
Background

- A total of 452 people participated in various West Elizabeth corridor understanding surveys.
- The majority of respondents lived in the study area (61%), and a high percentage of participants were CSU students (53%).

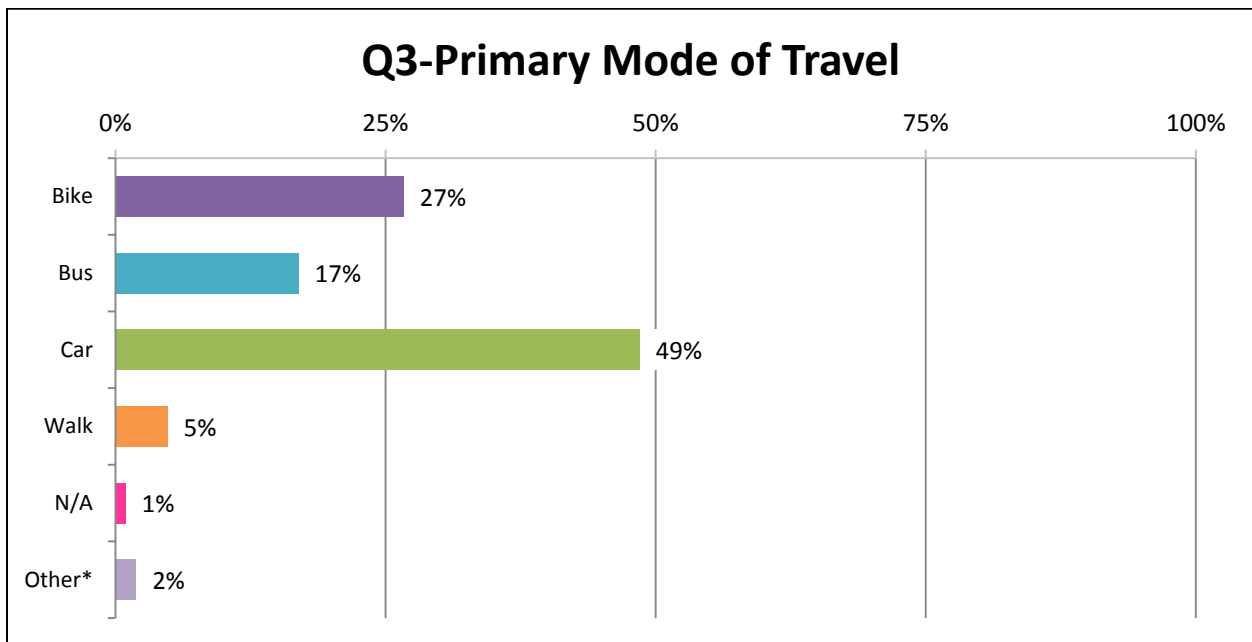


Travel Behavior

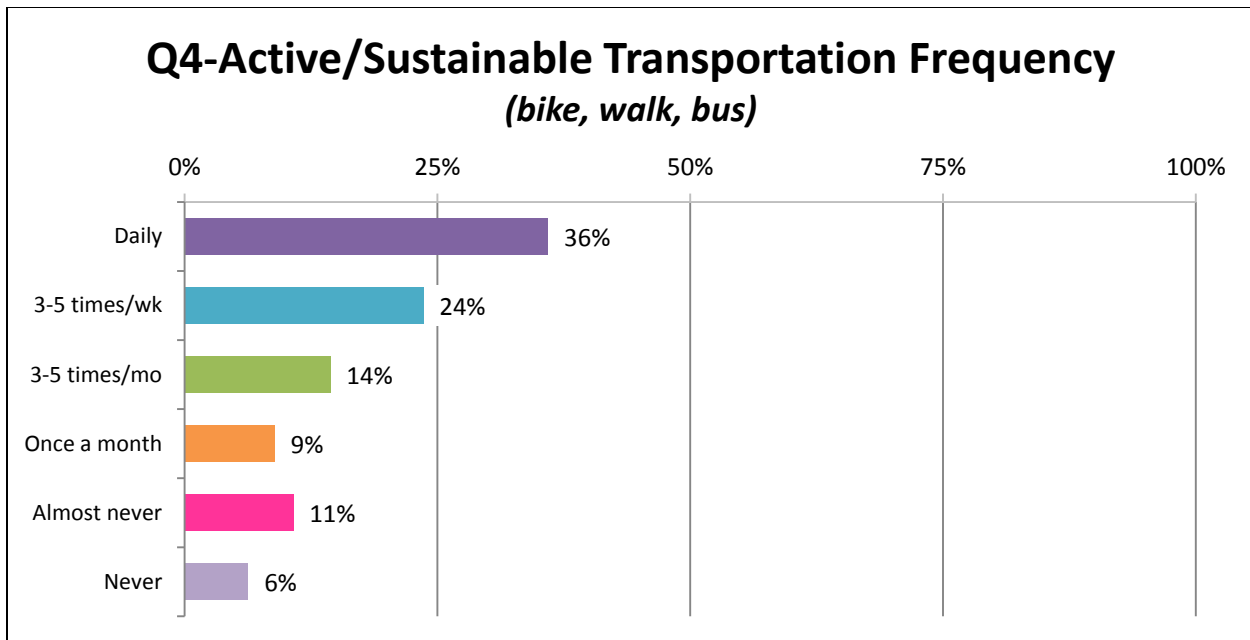
- Over half of the respondents already use multiple modes in the corridor (respondents were able to select all options that applied to them):
 - 81% - Drive
 - 62% - Bike
 - 52% - Walk
- The primary mode currently used is car (49%), followed by bike (27%).
- Over one-third of respondents (36%) use active transportation (biking, walking, buses) on a daily basis, while 17% of respondents never or almost never use active modes.



*Includes longboard/skateboard



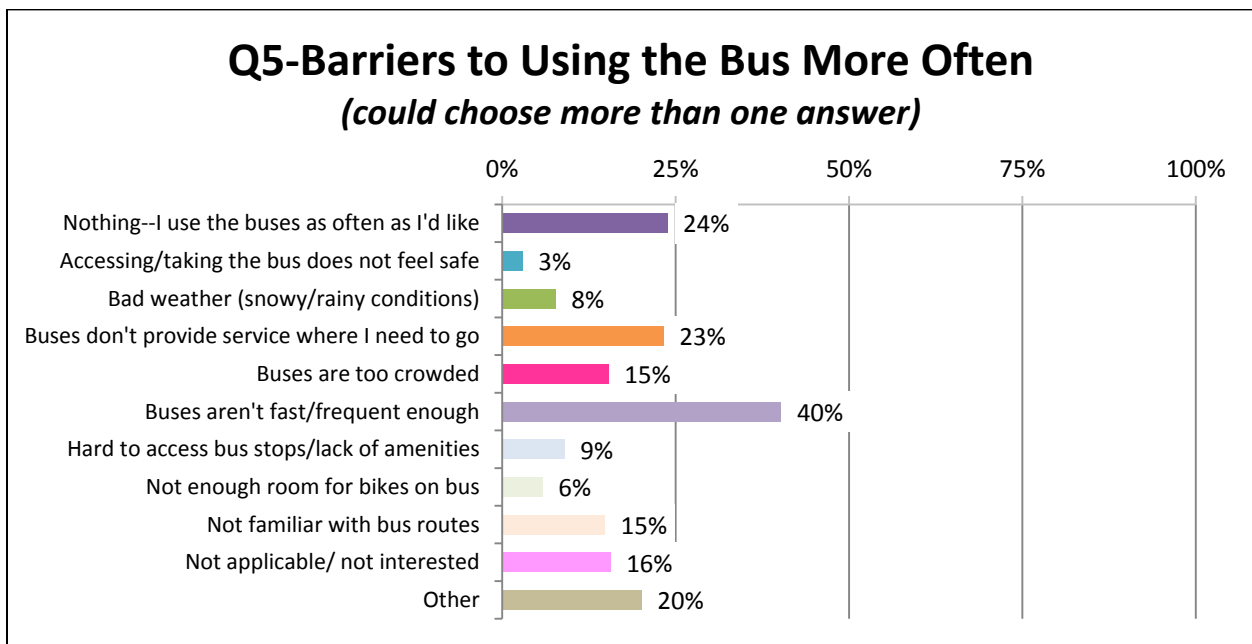
*Includes longboard/skateboard



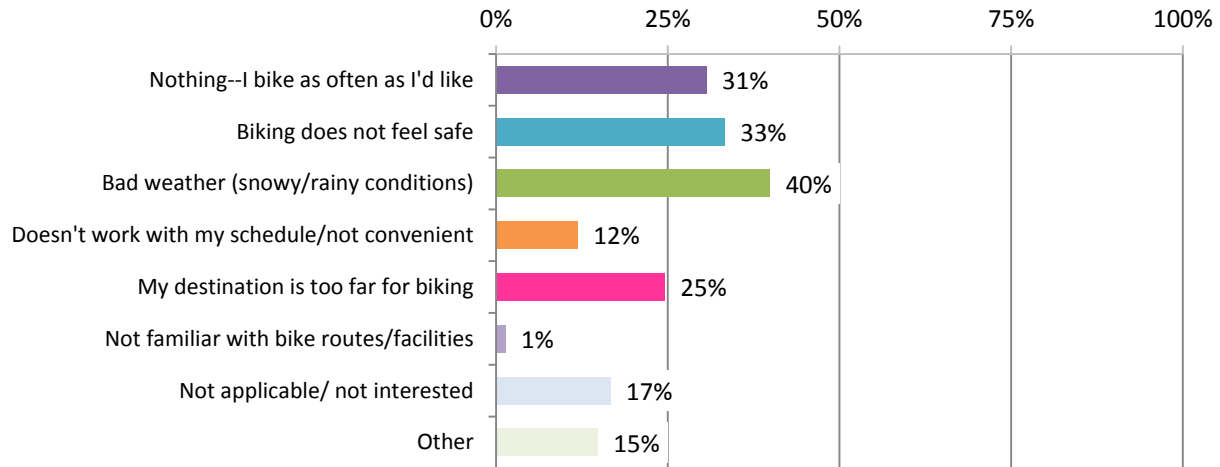
Barriers to Active Transportation

- The top barrier to using the bus more often was that the buses aren't fast or frequent enough (40%).
- Key safety concerns related to taking the bus:
 - Accessing bus service (e.g., not feeling safe walking to/from and waiting at the bus stops in early morning or evening hours when it was dark out)
 - Navigating the corridor to access the bus amidst busy traffic
- Nearly one-third (31%) of respondents don't perceive any barriers to biking in the corridor. Conversely, 40% said bad weather keeps them from biking more, and 33% said biking does not feel safe enough.
- Key safety concerns related to biking:
 - Biking alongside high levels of vehicular traffic
 - Distracted drivers not paying attention to bicyclists on the roadway; several respondents commenting on witnessing or nearly being involved in bicycle/auto accidents

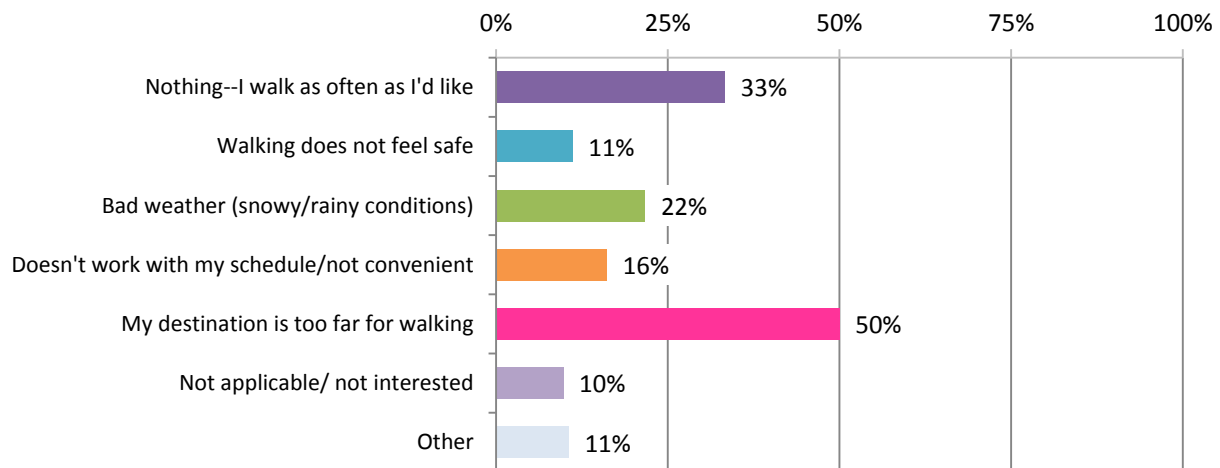
- Quality of bicycle infrastructure in the area (e.g., narrow bicycle lanes, discontinuous and disconnected bicycle lanes, debris in the roadway, and challenging intersections)
- Similarly, one-third (33%) of respondents don't perceive any barriers to walking in the corridor, and 50% said the distance to their destination is too far to walk.
- Key safety concerns related to walking:
 - Nighttime safety (e.g., poor lighting in the area)
 - Perception of lack of protection from traffic along segments of the roadway with discontinuous or missing sidewalks and at intersections



Q6-Barriers to Biking More Often (could choose more than one answer)



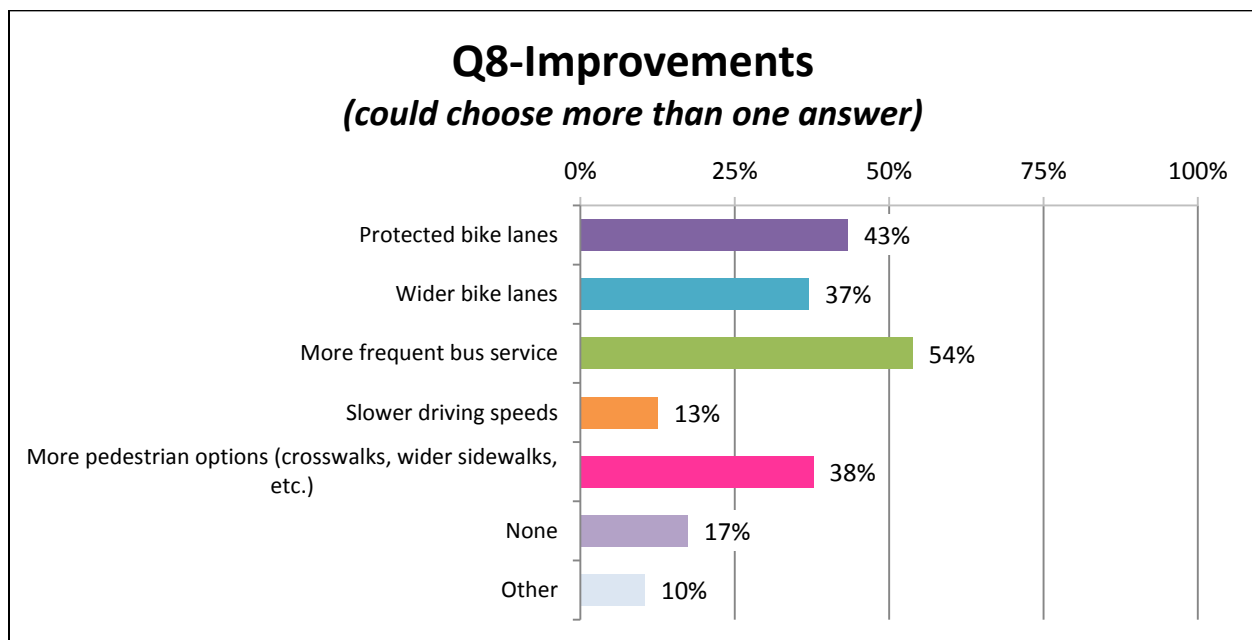
Q7-Barriers to Walking More Often (could choose more than one answer)



Potential Improvements

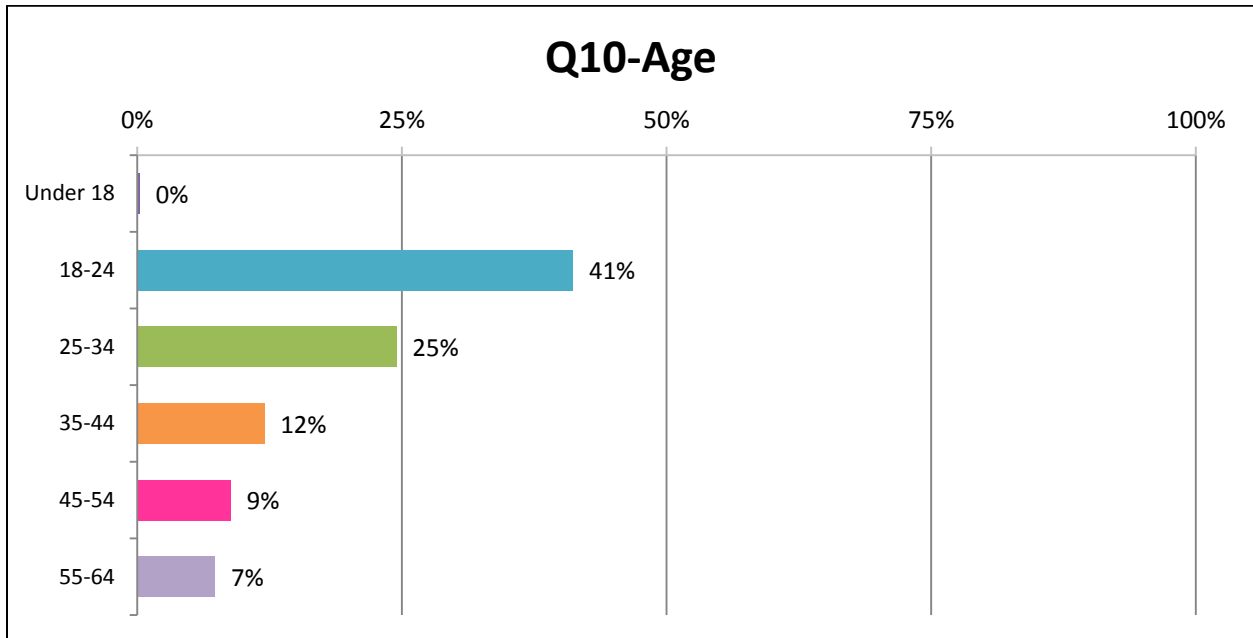
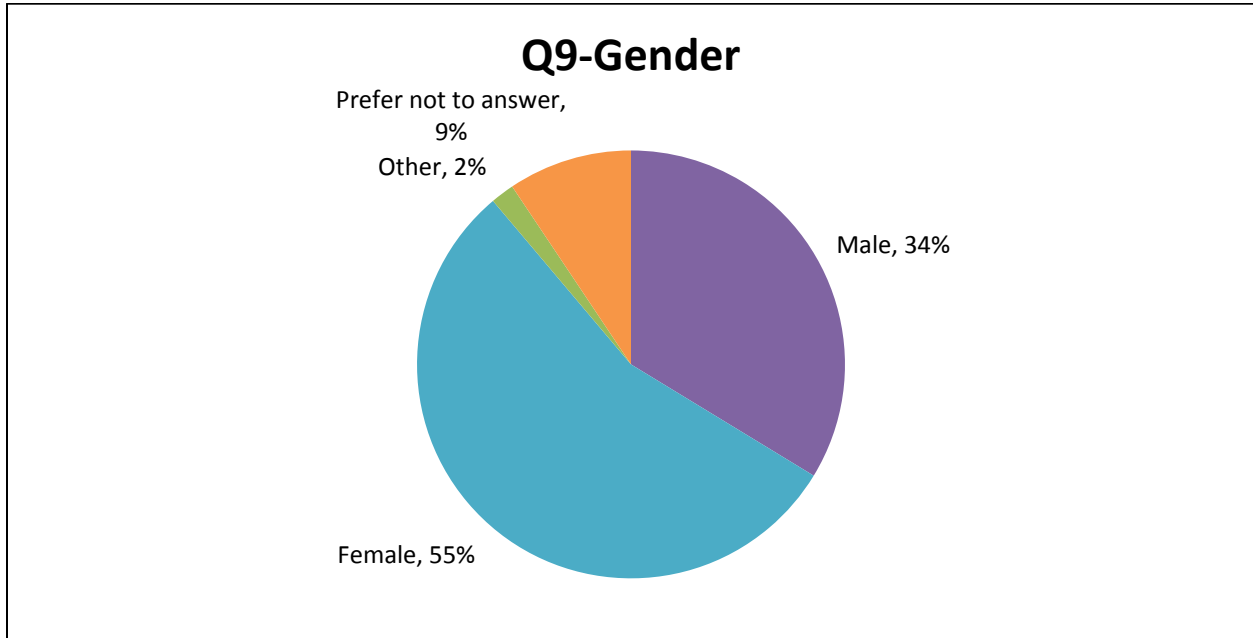
- Paper Survey #1 – Key themes:
 - Improved bicycle infrastructure (e.g., protected bike lanes, improved lane design at intersections, and better plowing of bike lanes)
 - Improved pedestrian facilities (e.g., an underpass crossing Shields and improved intersection design and timing)

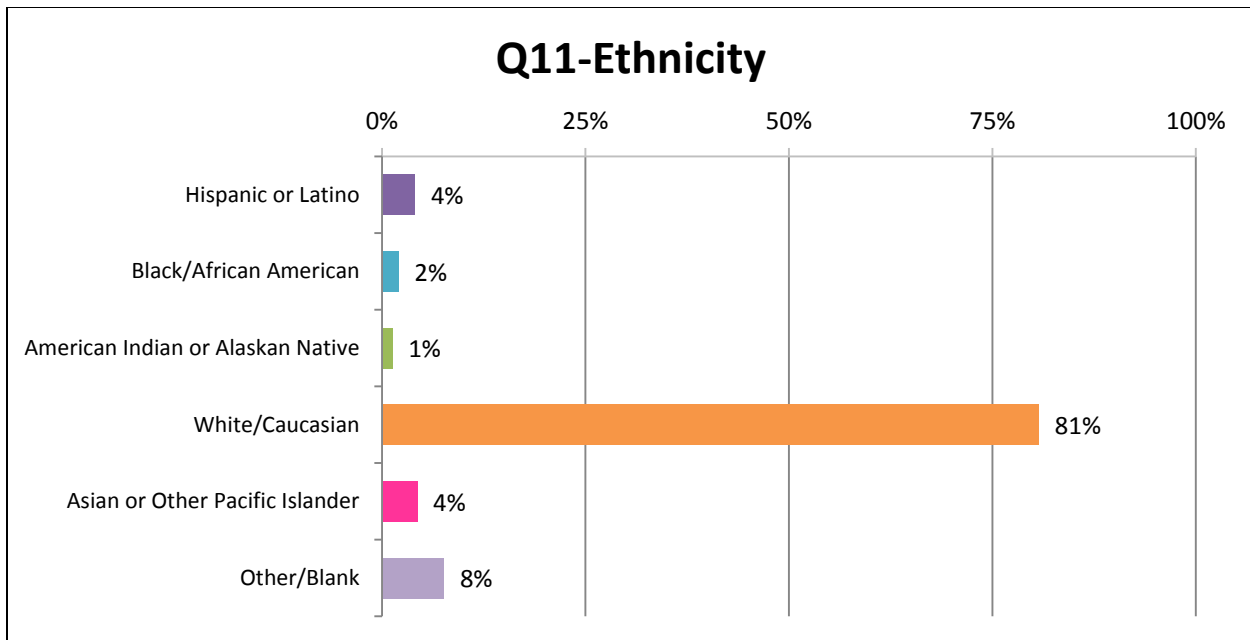
- Additional bus routes, additional space on buses
- Traffic/congestion management
- Intercept Survey/Paper Survey #2 – The most frequently chosen types of improvements supported included:
 - 54% - More frequent bus service
 - 43% - Protected bike lanes
 - 38% - More pedestrian options
 - 37% - Wider bike lanes
- Online survey – Ranking of improvements:
 - #1 – Bike-related improvements (weighted score: 763)
 - #2 – Transit-related improvements (668)
 - #3 – Pedestrian-related improvements (619)
 - #4 – Motor vehicle-related improvements (605)
 - #5 – Urban design-related improvements (489)



Demographics

- Overall, a majority of survey respondents were female (55%) and between the ages of 18 and 34 (66%) which is generally representative of the study area.





Other Comments

Comments were wide ranging due to the nature of the question; however responses tended to focus on a few key issues similar to comments on other survey questions.

- Suggestions for improved bicycle infrastructure, including protected bike lanes and improved lane design at intersections.
- Improved bus service (e.g., MAX-type bus system on Elizabeth, extended service hours, more bus stops, and better connections to the rest of the city).
- Additional speed enforcement, improved intersection design and signal timing, and suggestions for a traffic light at the King Soopers entrance on West Elizabeth Street.
- Concerns about the increased development and density in the corridor and the impacts that changes to the corridor may have on the surrounding neighborhoods.

Listening Session Summary

BACKGROUND

Two listening sessions were held on April 29 and May 4, 2015 to gain insights from the community about the existing conditions and issues surrounding the West Elizabeth Corridor and to help identify potential areas of improvements.

Date	Session	Location	Participants
April 29	6:00 – 8:00 pm	Westminster Presbyterian Church	30
May 4	6:00 – 8:00 pm	Polaris/Lab School	21
		Total	51

The listening sessions began with an introduction to the West Elizabeth Enhanced Corridor Plan, a description of the community engagement activities conducted thus far, and an overview of the community engagement process moving forward.

Participants were asked to break into groups to discuss different transportation modes in the corridor, including: vehicular, transit, pedestrian, and bicycle. Each group had maps associated

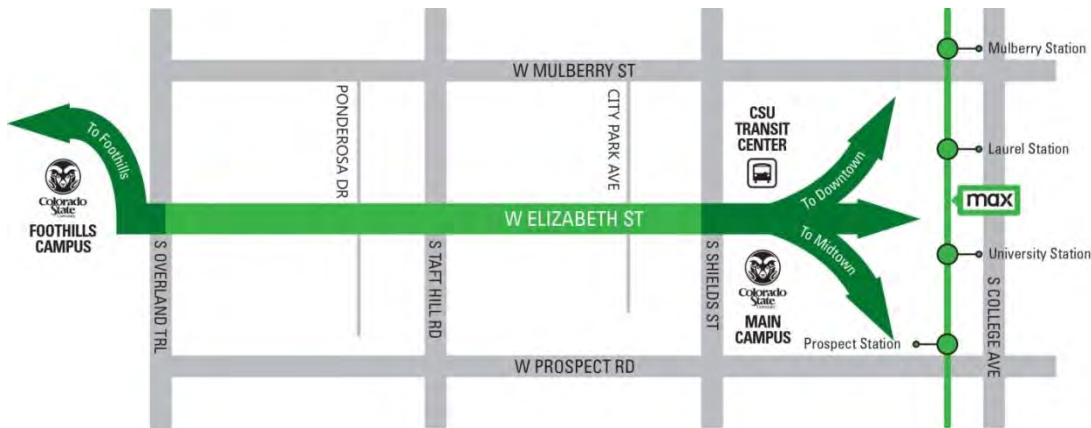
with the topic areas and was encouraged to share thoughts, concerns, or questions they had related to the topic. Participants were encouraged to discuss their thoughts with the group and write notes on the maps. Each group had approximately 30 minutes to discuss the topic before moving to one of the other topic areas.



WHAT WE HEARD – KEY THEMES

The project team heard a number of concerns, opportunities, and comments during the discussions and on the comment forms. The following list of key themes summarizes the ideas and comments shared by participants at both listening sessions. Comments are organized by corridor segments according to the map below:

- CSU Foothills Campus/Overland Trail to Ponderosa Drive
- Ponderosa Drive to Taft Hill Road
- Taft Hill Road to City Park Avenue
- City Park Avenue to Shields/CSU Main Campus



Overland Trail to Ponderosa Drive

- Bicycle infrastructure is discontinuous and less prevalent in this western portion of the corridor.
- Pedestrian crossing (across Elizabeth) is difficult and dangerous; we need dedicated crossings.
- I would ride the bus more if there were service on Mulberry Street west of Taft Hill Road.
- Elizabeth Street is bottlenecked beyond Ponderosa Drive; remove the on-street parking.
- Property owners are concerned how they might be affected by changes to the corridor.

Ponderosa Drive to Taft Hill Road

- The intersection at Taft Hill Road and Elizabeth is busy, dangerous, and confusing; there are conflicts between all modes there.
- It is difficult and to cross Elizabeth west of Taft Hill Road. We need a pedestrian crossing near King Soopers (*heard many times*).
- Access conflicts at King Soopers entrance west of Taft Hill Road (also south of Elizabeth Street) – (*this was mentioned several times and is probably the biggest theme of the night*)

Taft Hill Road to City Park Avenue

- City Park Avenue north of Elizabeth is dangerous for bicyclists despite being a major connection to Old Town. Need a low-stress bike network on City Park Avenue.
- The bike lane (westbound) on Elizabeth Street past City Park Avenue is too narrow.
- There is a lot of congestion on City Park Avenue and Plum Street. Too much activity; on-street parking, buses, bicyclists, and pedestrians (*heard several times*).
- There is a lot of cut through traffic on Springfield Drive and City Park Avenue.

City Park Avenue to Shields

- Intersection improvements are needed at Plum Street and Shields for all modes.
- Bike facilities need improvements on Plum Street; this is a high conflict area between buses and bicyclists (*heard several times*).
- Improved bicycle crossings needed at the Shields and Elizabeth Street intersection, currently feels unsafe.
- Although people appreciate the activated crosswalk on Elizabeth Street drivers don't necessarily yield to pedestrians.
- Would like to see detached bicycle and pedestrian facilities; possibly a shared use path.
- There is a lot of congestion in Campus West.
- Students use the neighborhood between City Park Avenue and Constitution Avenue south of Elizabeth Street as a park-n-ride.

Other/General Comments

VEHICULAR

- Lots of access points (driveways) that result in high number of bicycle/vehicular conflicts.
- “Right-sizing” Elizabeth Street and using a vehicular lane for dedicated transit or improved bicycle and pedestrian facilities might be a good option (*heard several times*).
- Better traffic enforcement is needed (*heard several times*).
- Would like to see traffic diverted to adjacent arterials (Mulberry & Prospect) to relieve congestion.
- Speeding is big issue, traffic calming is needed.
- Improved street lighting is needed.

TRANSIT

- Bus stop amenities need improvements (*mentioned several times*).
- Need higher frequency bus service; full buses discourage transit use.
- Students use the study area neighborhoods as a park-n-ride.
- Buses speed in the corridor (*mentioned several times*)
- Need Sunday, weekend, and late evening service.
- Would like the buses to connect to the MAX.
- Buses only cater to students.

PEDESTRIAN

- Sidewalk infrastructure is inconsistent; need continuous walkability along all of West Elizabeth Street and better cohesiveness in the level of infrastructure.
- Sidewalks are narrow, uncomfortable, and challenging for mobility-challenged individuals.
- Infrastructure needs to be better maintained including snow removal.
- Detached sidewalks are preferred.
- Need more pedestrian refuge islands to protect pedestrians when crossing Elizabeth Street.
- Residents are concerned about light pollution from adding additional pedestrian crossings.

BIKING

- Biking behavior in the corridor is impulsive and unpredictable, such as riding the wrong direction in bike lanes and on the sidewalks. There needs to be more education to improve travel behavior.
- Bike lanes are not obvious /intuitive on Elizabeth Street. In some sections it unsure if there is a dedicated bike lane or if it is just the road shoulder (*heard several times*).
- Bike lanes need better snow removal.
- Bikes and buses go the same speed, leapfrog down corridor, this creates multiple conflict points between the two.
- North-south connectivity across the corridor needs improvement.

WikiMap Summary

BACKGROUND

As part of the first phase for the West Elizabeth Enhanced Travel Corridor Plan an online interactive map "WikiMap" was created and available for input. A link to the WikiMap was distributed through the project email distribution list and newsletter as well as available on fcgov.com/westelizabeth from mid-April to mid-May 2015.

The wikimap contained a basemap of the study area on which participants were instructed to provide feedback regarding:

- Problem Locations
- Places I Liked
- Routes I travel

WikiMap Instructions:

INSTRUCTIONS

- 1 DRAW** your ideas on the map by clicking on 'Add Points' or 'Add Routes' in the blue banner below. **ZOOM-IN** to draw routes and see existing trails. Select '**Snap to Route**' for best drawing accuracy.
- 2 DESCRIBE** your route or point in the pop-up survey after drawing it.
- 3 UPLOAD PHOTOS** when you add a route or point or by clicking on an existing route or point.
- 4 COMMENT** on other routes and points by clicking on a feature and adding your feedback. You can turn other routes and points on / off by navigating to '**About & Help**' and clicking on '**View Options.**'

For detailed instructions see "About & Help" below

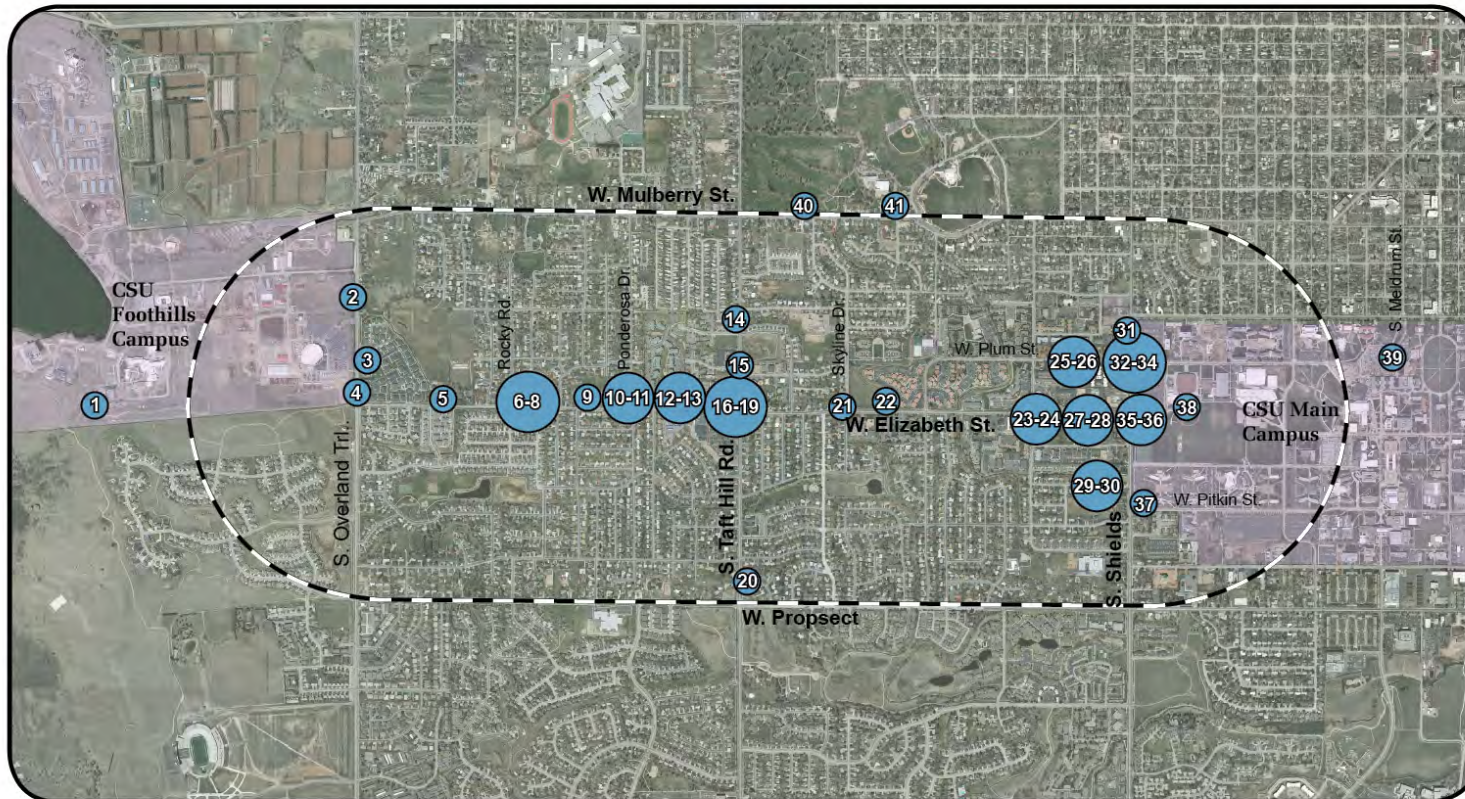
Participants logged 41 "Problem Locations" and comments. Comments generally related to bicycling infrastructure and safety, pedestrian infrastructure and safety, intersection design and signal, and traffic volumes. The comments highlighted some of the challenging interactions between multiple modes. For example, a majority of the comments related to bicycling, such as concern about discontinuous bicycle lanes, were also accompanied by concerns for high levels of vehicular traffic.

There were fewer "Locations I Like" provided by participants; 7 total. The two main themes expressed in the comments where an appreciation for open space, community gardens, and parks and an appreciation for newly resurfaced and striped bicycle lanes.




Participants were also able to provide detailed information on how they traveled in the corridor by marking routes they took and indicating the mode(s) used. Of the 27 routes logged, over half of the trips were made by bike. Popular destinations were the CSU Main Campus and the CSU Foothills Campus.

DETAILED RESULTS

WikiMap—Problem Locations



Legend




-  Problem Location
-  CSU Campus
-  Study Area Boundary

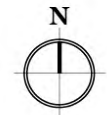


WikiMap—Locations I Like



Legend

-  Locations I like
-  CSU Campus
-  Study Area Boundary



Problem Location Comments:

- 1 Public transportation doesn't have service when classes are out of session; this is a problem.
- 2 No sidewalk
- 3 Crossing to the Equine Center is challenging.
- 4 a. Multiple issues at this intersection; fast-moving cars, can't see cars until they are on top of hill, lots of cars turning, no crosswalks across Overland Trail.
b. Agree, needs a traffic light and turn lanes.
- 5 Need a bus stop here that should include a clearly marked bench/shelter configuration.
- 6 a. Bike lane nonexistent - must merge with traffic when biking west. Poorly lit.
b. Agree, north side of street starting from Ponderosa Drive to Overland Trail needs sidewalks/bike paths and lighting to make it safe for everyone.
- 7 No bike lane. It just disappears.
- 8 No comment
- 9 No bike lane eastbound.



No bike lane eastbound along Elizabeth near Cypress Drive.

- 10 Cars parked along Elizabeth Street force drivers heading south from Ponderosa Drive to pull very far into Elizabeth Street.
- 11 Westbound cars on Elizabeth Street turning right onto Ponderosa Drive cross over the bike lane.
- 12 Congested area with lots of pedestrians trying to cross Elizabeth Street and lots of cars going to/from the grocery store.
- 13 King Soopers driveway turn lane is so short and so close to Taft Hill Road that drivers routinely swerve around cars turning left at high speeds. I have been nearly hit multiple times there.
- 14 Unsafe crossing. You must cross to the left side of the road to push the crosswalk button. The button is also not near the sidewalk, so you must dismount and leave your bike and trailer (with kids) to push the button, then get back on your bike and move to the right hand side of the road to cross.
- 15 Green bike zone on the southwest corner of Plum Street is a problem. The right turn lane (to head south on Shields) crosses the bike lane, which gets heavy traffic. This type of design will result in a careful driver accidentally hitting a distracted biker.
- 16 a. Congestion/unsafe due to high volume of cars, needs improvement traffic timing, turn lanes, bike and walking space.
b. This intersection is backed up all directions from 9 am to 5 pm, 6 days a week. The summer is not bad but when the students are here I avoid it as much possible.

Problem Location Comments:

- 17 This is a problematic intersection, as both Elizabeth Street and Taft Hill Road become very narrow here. I imagine this occurred because of lack of space. Regardless, narrow sidewalks, loss of bike lanes, narrow car lanes, and multiple entrances (King Soopers, Loaf-n-Jug, Domino's, Everyday Gas Station, etc) make this an unsafe and unpleasant area for all modes of transportation.
- 18 Poor bike lane indication for cyclists traveling west.
- 19 No comment
- 20
 - a. This area on Taft Hill Road, roughly between Lake Street and Stuart Street often contains a high amount of road debris in the bike lanes. I'm not sure exactly what causes so much stuff to pile up in the bike lanes in this area.
 - b. Crossing Taft Hill Road at Lake Street is difficult and dangerous on a bike and as a pedestrian. The speed limit on Taft Hill Road is high, the two sides of Lake Street don't meet, and it is difficult to view traffic coming from the south because of a short, steep hill. Bikers looking for alternatives to heavy-traveled, high speed-limit, bus route streets like Prospect Road would gravitate to streets like Lake Street, but crossing Taft Hill Road and Shields (on Springfield Drive) is almost as dangerous as taking Prospect.
- 21 Poorly lit, can't see people approaching on a bike while waiting to make a turn.
- 22 Poorly lit
- 23 The pavement in the bike lane is uneven and makes me nervous about catching a wheel. Drivers like to speed off from the stop light at City Park Avenue. Sometimes there is a bus in the bike lane and I have to jump onto the sidewalk.
- 24
 - a. Busy intersection that does not feel safe for cyclists, especially younger cyclists accessing Bennett Elementary School.
 - b. It doesn't seem like cyclists on City Park Avenue are able to set off the automatic sensors to change the light.
- 25 Could this area be closed for transit and bike only during the day?
- 26 The construction, closing the sidewalks and bike lanes makes this a nasty mix.
- 27 High volume of cyclists and mixing zones with auto traffic. This area should have a protected bike lane.
- 28 Island in the middle of the road.
- 29 University students crossing Shields from Laurel Street to Prospect creates unsafe conditions for all. A grade-separated crossing for access to CSU Main Campus is critical.
- 30 High traffic area. Nearly impossible to make a turn north onto Shields Street.
- 31 No comment

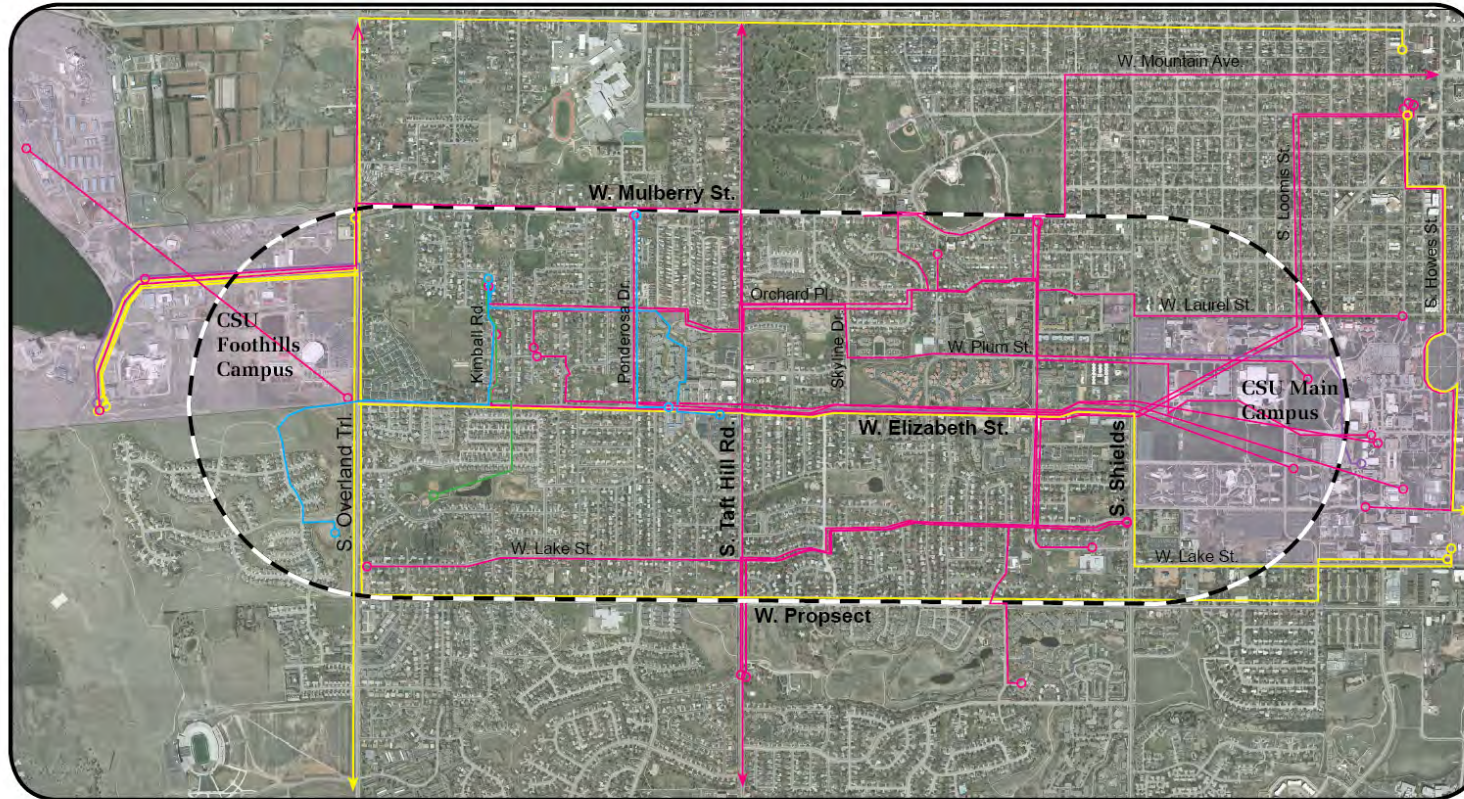
Problem Location Comments:

- 32 When going westbound on Plum Street across this intersection, cars turning left often can't see you until you are in the intersection because same direction cars (turning left) block the view.
- 33 Heavy congestion for all modes of transportation. It is going to get worse with the new apartments opening in Fall. Need timed, left turn signal both eastbound and eastbound (turning from Plum Street onto Shields).
- 34 Walk signal infrequent, and some cars don't pay attention to people in the crosswalk.
- 35 The light is inconsistent here. It doesn't always sense bikes headed east.
- 36 Would love to see an over or underpass here or a block north or south. Lots of pedestrians here!
- 37 Very difficult to cross here.
- 38 Trail is too narrow.
- 39 Lack of grid connection between CSU west routes and MAX route. East-west bus routes should be extended.
- 40 Trying to make a left or right turn off of Crestmore is EXTREMELY dangerous, huge trees block visibility of oncoming cars as well as bikes.
- 41 No comment







Location I Like Comments:

- 1 Open park space and community garden.
- 2 This is a nice park.
- 3 New bike lanes make this section of City Park Avenue feel safer.
- 4 I like when I get here on my ride and the bike lane is smooth and wide. Motorists seem to be more aware of cyclists in this area too.
- 5 Sonic Drive-in
- 6 No comment
- 7 Comcast Xfinity office.

WikiMap—Routes I Travel



Legend

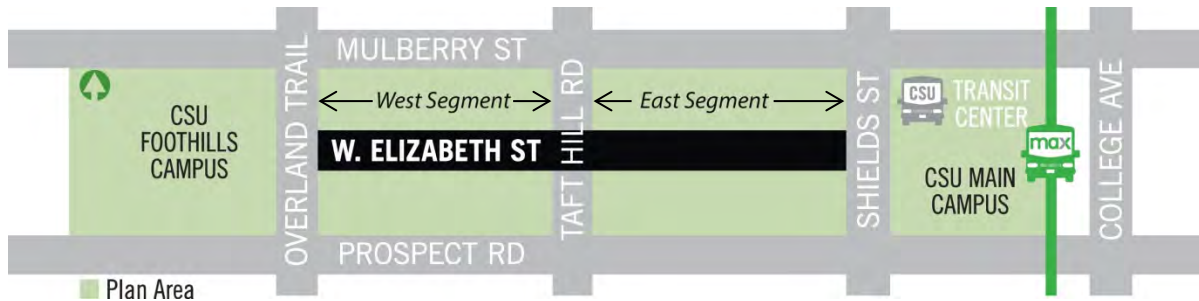
 Driving Trip	 Bus & Walking Trip
 Biking Trip	 Biking & Walking Trip
 Walking Trip	
 Study Area Boundary	



Neighborhood Walking, Biking, and Transit Tours Summary

BACKGROUND

Six tours were scheduled during the week of May 11, 2015. The intent of the tours was for City Staff to experience the corridor with locals who live, work and play in the area. Community members were asked to voluntarily lead or participate in the tours and to identify issues and opportunities from their perspectives. The following table provides the dates, focus and attendees of each tour. The tour comments are summarized primarily by the following group of images as well as geographically by the map that follows.



Date	Time	Tour Detail	Participants
5/11/2015	12:30 – 2 p	Tour 1: Bike Tour of West Segment (between Overland Trail and Skyline Drive)	Josh Weinberg, Leader Andrea Weinberg Susannah Wright Emma Belmont, City Staff Amy Lewin, City Staff
5/12/2015	11 a – 12:30 p	Tour 2: Walking Tour of Campus West Shopping Center (between City Park Avenue and Shields Street)	Justie Nicol, Leader Doug Ernest Kathy Nicol Mike Werner Craig Russell, Consultant Emma Belmont, City Staff Rebecca Everette, City Staff Amy Lewin, City Staff
5/14/2015	10 – 11:30 a	Tour 4: Walking and Transit Tour of East Segment (between City Park Avenue and Taft Hill Road)	Terry Schictling, Leader Aaron Fodge, CSU Emma Belmont, City Staff Rebecca Everette, City Staff Amy Lewin, City Staff Kurt Ravenschlag, City Staff
5/14/2015	5:15 – 6:56 p	Tour 5: Walking Tour of West Segment (Between Hillcrest Road and Andrews Peak Drive)	Carron Silva, Leader Bonnie Michael Mike Werner Emma Belmont, City Staff Amy Lewin, City Staff

*Tours 3 and 6 were canceled due to low participation

WHAT WE HEARD – KEY THEMES

Tour 1: West Segment Biking Tour



Overland and West Elizabeth – residents have difficulty making turning left turn movements from West Elizabeth onto Overland Trail; they would like to see a light added here.



Ponderosa and West Elizabeth Street – residents experience sight distances issues at this intersection because the stop sign is back so far they have to proceed onto West Elizabeth to see oncoming vehicles.



King Soopers Shopping Center at West Elizabeth and Taft Hill - many vehicle, bus pedestrian and bicycle conflicts due to the frequent left-turns into King Soopers.



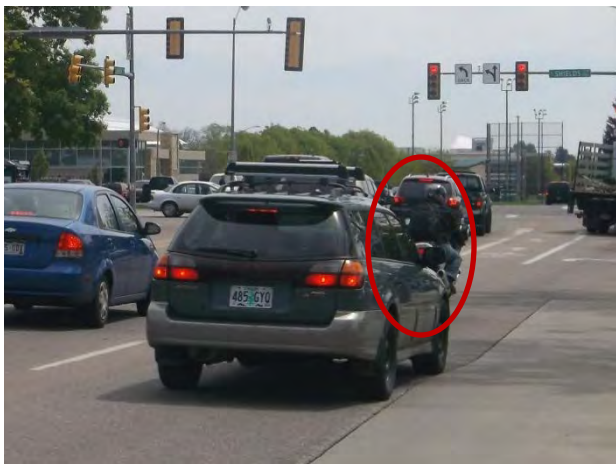
Common bike path through private development to avoid crossing at Taft Hill and West Elizabeth – signage indicates “Resident Access Only”.



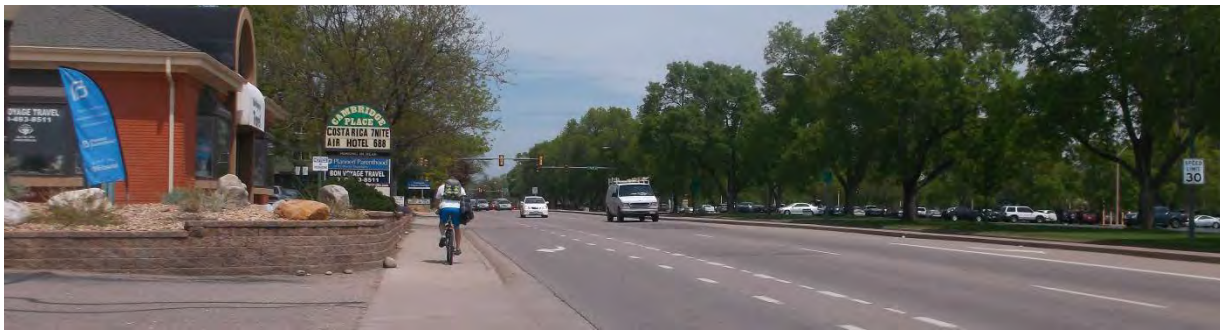
Plum and Taft Hill crossing – frequently used crossing to get to Lab/ Polaris School to the east.



Vehicles crowding the bike lane at Elizabeth and Shields (eastbound travel).



Bike and vehicle interaction as bike transitions through the turn lane into the bike lane at the intersection.



Cyclists using the sidewalk instead of bike lanes. Many bicyclists also ride the wrong way on sidewalks, creating safety concerns.



High volumes of pedestrians crossing Shields at West Elizabeth.



Driveway conflicts with bicyclists, pedestrians, and vehicles and challenges to accessing businesses.



Concern over vehicles sometimes not yielding at designated mid-block crossing.



Landscape areas not being maintained.



Need for delivery drop-off for many businesses.



Parking challenges exist in the corridor.

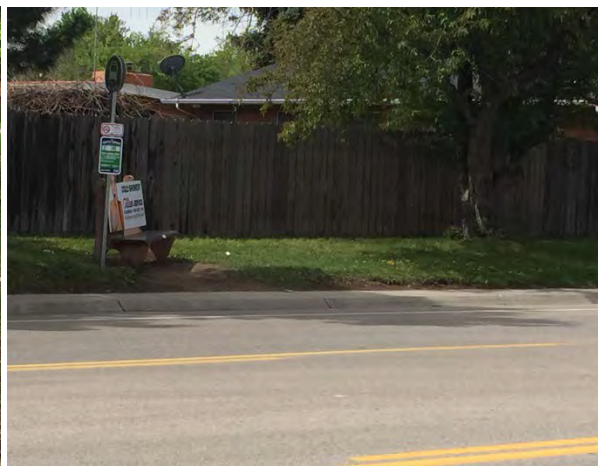
Tour 4: East Segment Walking and Transit Tour (between City Park and Taft Hill)



Accessibility issues exist throughout this corridor – some sidewalks are too narrow and are not compliant with ADA regulations.



Taft Hill and West Elizabeth Intersection – the crosswalk pushbuttons aren't accessible for someone in a mobility device to use. Also, bikes and vehicles extend into the crosswalk and make it challenging to cross.



Many bus stops are inaccessible, have limited or no passenger amenities, or amenities are located in a dirt patch.



There is a lot of transit service in this corridor (Route 2 plus Route 2 trailer bus).



Bike and bus conflict as buses stop in the bike lane to drop off passengers.



Bike traveling on the sidewalk, against traffic.

Tour 5: West Segment Walking Tour (between City Park and Taft Hill)



Ram's Crossing at Ram's Point - this location has a heavily used bus stop, but the sidewalk ends less than 100' west of the stop, making it challenging for residents from the western neighborhoods to access the stop.



West of Ram's Crossing at Ram's Point the north side of West Elizabeth Street has inconsistent sidewalk facilities.



Properties on the north side of West Elizabeth have drainage issues; many have a ditch and wells very close to the southern edge of their properties. Muddy conditions often occur.

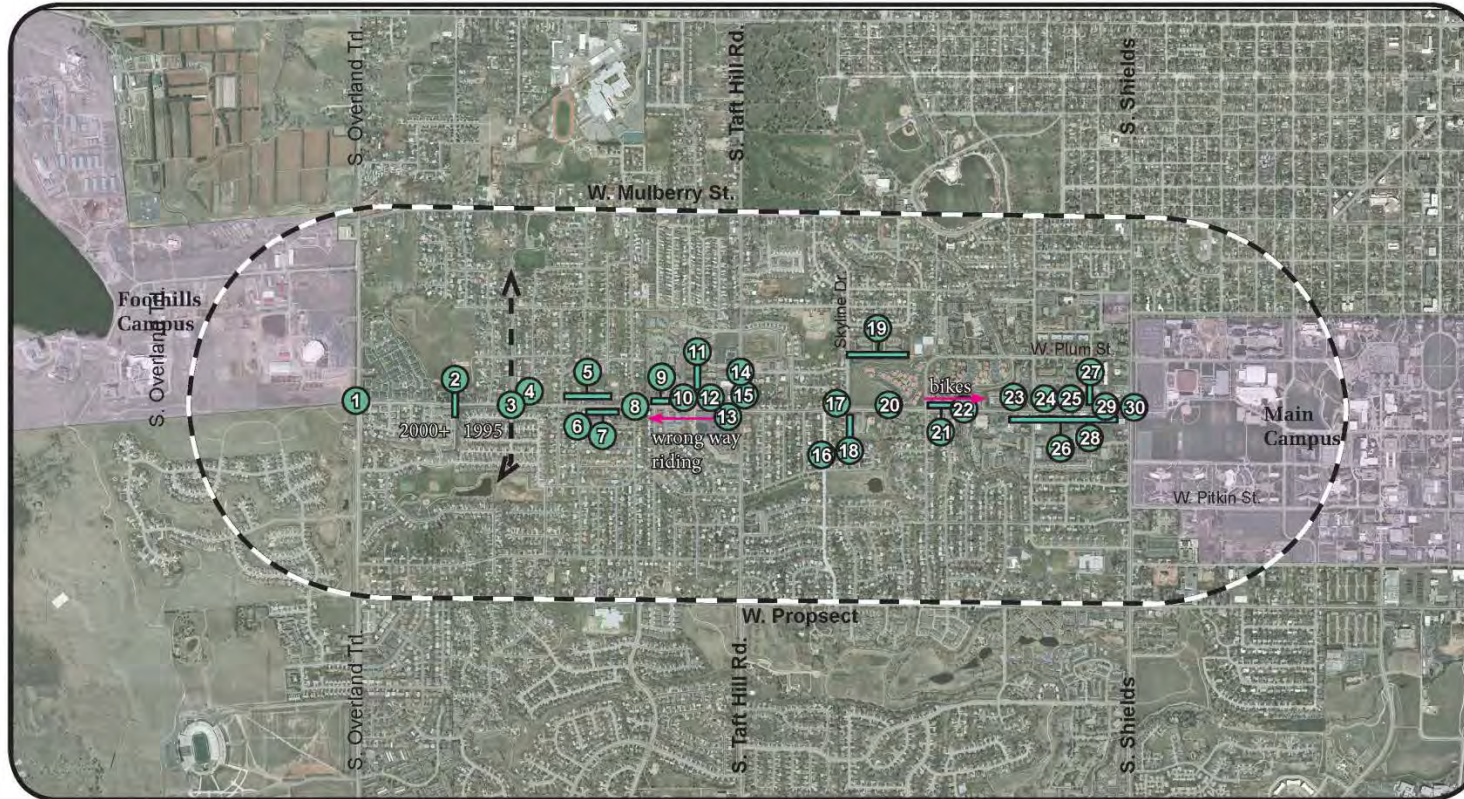


Bus stop on the north side of West Elizabeth Street – a drainage ditch runs directly behind the stop, residents observe littering and noise especially from late-night bus riders getting dropped off.






South side of West Elizabeth Street – sidewalk facilities are better than the north side of the street, but are still inconsistent.

DETAILED RESULTS



Legend

-  Notes
-  CSU Campus
-  Study Area Boundary



Marked Notes:

- 1 Difficulty getting onto Overland from Elizabeth because of traffic
- 2 Ditch maintenance
- 3 Potential walk
- 4 New owners
- 5 Ditch
- 6 Plowing challenge
- 7 Used to be parking prohibited
- 8 Sight distance issues
- 9 Parking on turn lane
- 10 Irrigation ditch
- 11 Path through private development used to avoid crossing at Taft and Elizabeth
- 12 No bike rack at bus stop
- 13 Congestion – lots of conflict due to heavy left turns into King Soopers
- 14 Crossing to get to Lab and Polaris schools
- 15 8:30 - 11:00 and at night – lots of crossings
- 16 Bike lanes? Or shared bike parking
- 17 Ramp not accessible
- 18 Missing sidewalk
- 19 Ditch corner?
- 20 Bridge bump and slope
- 21 Rough sidewalk
- 22 Bump on bridge
- 23 Zipcar
- 24 Didn't shovel
- 25 Poor shoveling
- 26 Parking challenges, driveway access challenges. Delivery trucks use center turn lane.
- 27 Potential for alley improvements
- 28 Landscape maintenance issues
- 29 Cars don't always yield at crosswalks
- 30 Congested with pedestrians in small space

Other Unmarked Notes:

- Ok with prohibiting parking
- Water rights off Pleasant Valley
- Trash is an issue
- Support of rd. abt.
- Leave shopping carts in front of house/bus stops
- Muddy next to shoulder
- Trash collects in ditches
- D-way sloped high
- Need space between shelter and bus for ramp
- Narrow attached sidewalk not good for wheelchairs, 28"
- 4-way stops, traffic doesn't repair

Open Streets Summary

BACKGROUND

The project team hosted a booth at June’s Open Streets event, where they engaged residents in conversation about West Elizabeth Enhanced Travel Corridor Plan.

City staff introduced the project to several citizens and asked if they would like to provide feedback as to the main issues in the corridor and improvements desired for the future. Three posters were presented for input, a “What We’ve Heard” poster, a “What’s Your Big Idea?” poster, and a transit route map of the corridor. Citizens were encouraged to provide their “big vision” for the corridor and write ideas directly on the “What’s Your Big Idea?” poster. They were also asked to provide information on origin-destination routes taken in the corridor in order to glean travel behavior and routes.

During these conversations many residents provided additional comments and concerns which were documented on sticky notes and added to the transit map in order to provide spatial reference. Three main themes emerged from these conversations:

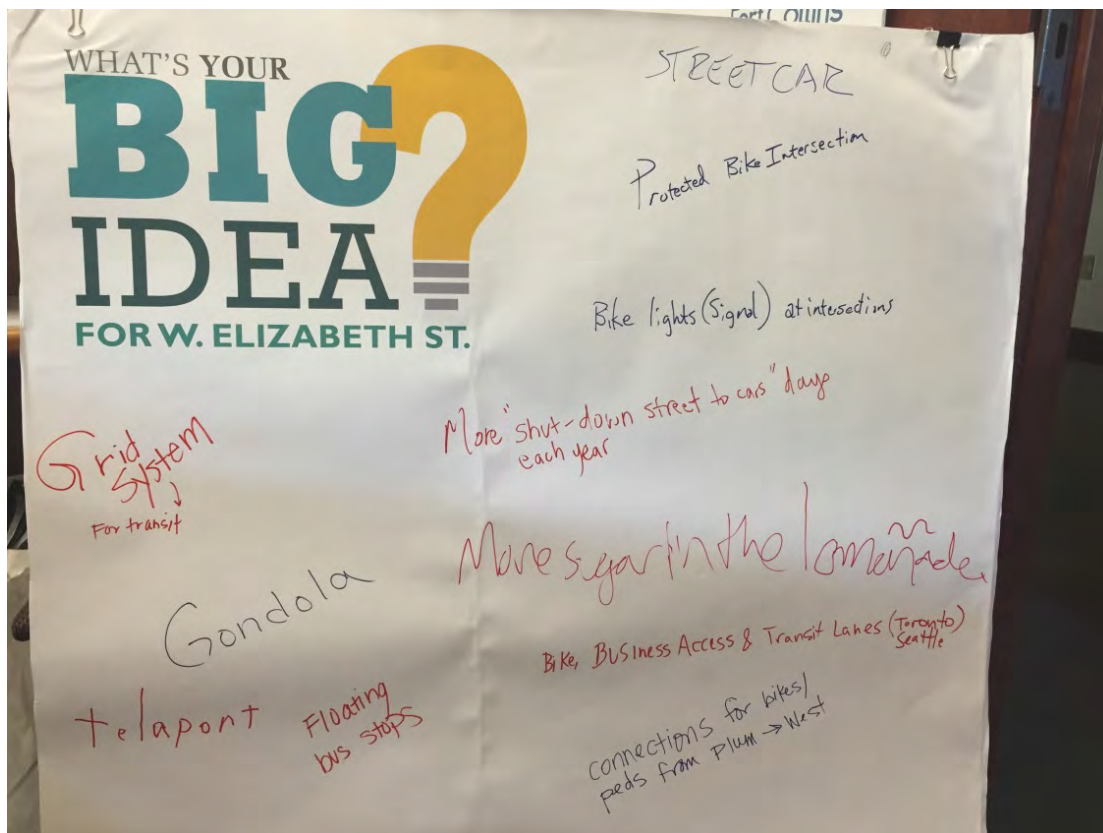
1. Desire for a MAX-type bus service (referring to MAX’s frequency and modern feel) on West Elizabeth Street.
2. Desire for Sunday bus service.
3. Desire for buffered or protected bike lanes in the corridor.



WHAT WE HEARD – KEY THEMES

What's Your Big Idea?

- Grid system for transit
- Protected bike intersection
- Streetcar
- Teleport
- Floating bus stops
- Connections for bikes/pedestrians from Plum heading west
- Bike light (signal) at intersection
- Bike business access & transit lanes (like Toronto & Seattle)
- Gondola
- More sugar in the lemonade



Transit Route Map Comments:

TRANSIT

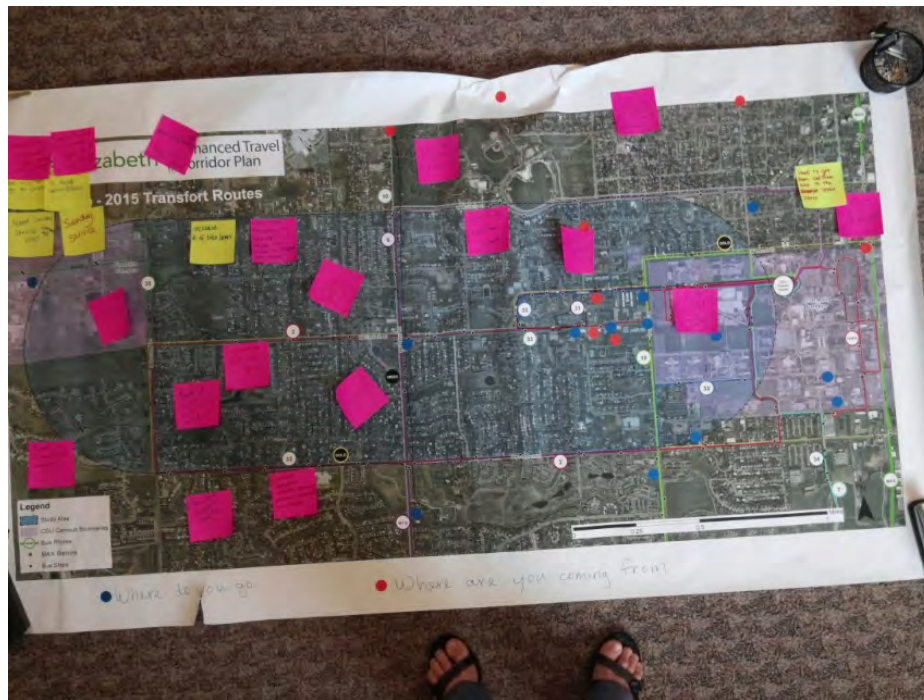
- I ride to MAX through campus
- Route 31- more frequent and on the weekend
- Straight Prospect route (bus)
- Need at least 15 min service on West Elizabeth Street
- Need 10-ride pack of transit passes back again!
- Express route for further West
- Jitney Coop Model: smaller vehicle, more drivers, more frequency, and independent contractor
 - City sponsored indirect costs: training, insurance, and healthcare
- Route west on Mulberry to Overland Trail. Maybe loop around Elizabeth Street eastbound
- Need later MAX route
 - Through bars closing
- Sunday service
- Need Sunday service MAX- January especially
- MAX would be nice to go to Loveland
- MAX to 81 is tight sometimes
- Hard to get from the Old Town area to the Senior Center

PEDESTRIAN

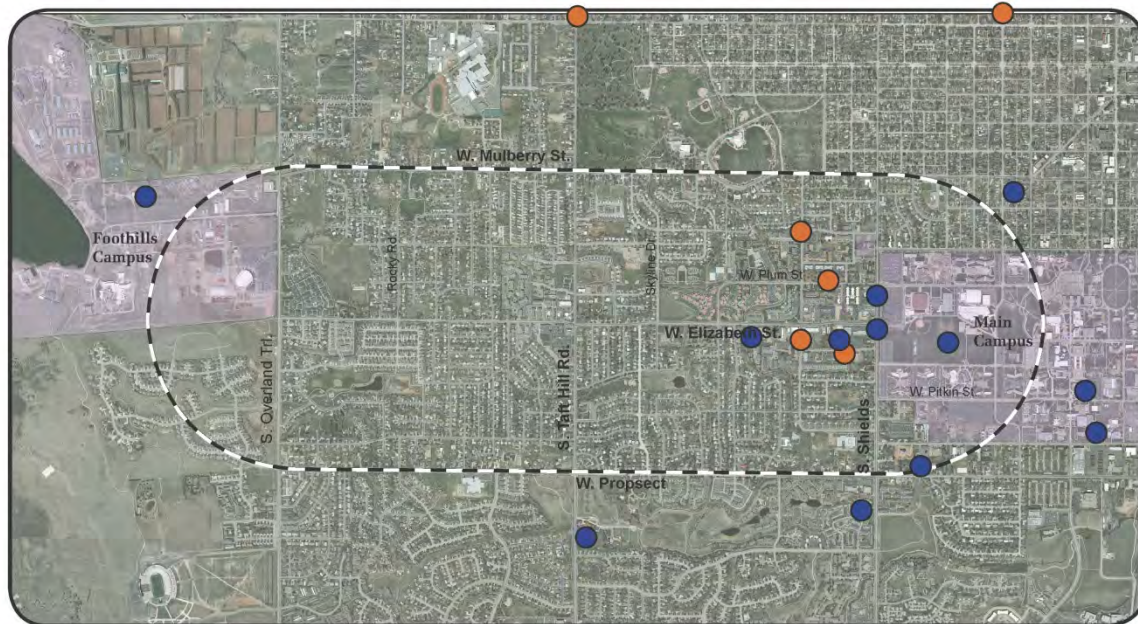
- Pedestrian signal at Shields and Atkins - Concerns for cars not stopping here; seems ambiguous. Install pedestrian signals like what's at Laurel Streets or on West Elizabeth Street.
- Current sidewalks: narrow, missing, broken, misaligned, frost heave
- Safe Routes to School needs to focus on Laporte Avenue

BIKING

- Afraid to bike on West Mulberry Street
- Separated bike lanes (heard comment from several people)
- Increased number of bike lanes
- Laporte Avenue & Overland Trail- bike issues at intersection



West Elizabeth Enhanced Travel Corridor Plan Open Streets: Origin-Destination Comments



Legend

CSU Campus	Where are you coming from?
Study Area Boundary	Where do you go?

