

Project Summary Handout

Transit Existing Conditions:

Highest ridership corridor – about 5,000 riders a day Overcrowded buses, people left behind

Not enough amenities

- Not enough service (late-night, weekend, summer)

Identified Needs:

- Inability to support existing travel demands and anticipated growth
- Inadequate transit service
- Challenge connecting between modes

How the Vision is Addressed:

- Unique and adaptable transit service is customized to demand, implemented in stages
- Safe and comfortable convenient, easily accessed stops with enhanced amenities
- Prioritize public transportation premium transit that minimizes delay

Proposed Phasing:

Proposed for 2016

- Tweaks to existing routes
- Makes routes easier to understand
- Adds service to high demand locations

Interim Improvements

- New connection from West Elizabeth to Downtown/MAX
- Transit stop improvements
- Transit Signal Priority (TSP) improves transit reliability
- Foothills Campus transit turnaround and Park-n-Ride

Recommended Design

- High-frequency transit service on West Elizabeth and Plum
- Enhanced transit stops and amenities
- New Foothills Campus internal shuttle
- Connection to MAX via Prospect Road Route

What if Campus West Redevelops?

- Bus Rapid Transit (BRT) like transit service (or future technology)
 - High-frequency service focused on West Elizabeth through Campus West
 - Branded service/vehicles (MAX-like)
 - Off-board fare payment
- Direct connection to MAX

Biking

Existing Conditions:

■ High number of cyclists – over 2,000 per day in Campus West High number of crashes

- Challenging intersections
- Lots of driveway conflicts in Campus West
- Inconsistent facilities in west segment

Identified Needs:

- Inability to support existing travel demands and anticipated growth
- Uncomfortable and inconsistent bicycle facilities and safety concerns
- Challenge connecting between modes

How the Vision is Addressed:

- Unique and adaptable bike facilities are phased in over time
- Safe and comfortable, encourage active transportation -protected/buffered lanes, protected intersection, intersection treatments
- Interconnectivity bike racks at stops, bike share

Proposed Phasing:

Proposed for 2016 Interim Improvements Recommended Design

- No proposed changes
- Completion of bike lanes
- Intersection improvements (e.g., bike lanes continue through intersections, signal timing improvements)
- One-way protected, buffered bike lanes
- Intersection treatments (green paint and two-stage turn boxes)
- Pilot protected intersection at City Park/West
- N/S crossing improvements at Rocky/Azuro, Ponderosa, Constitution, and Skyline
- Bus stop islands with bike passing lane

What if Campus West Redevelops?

- Protected bike lanes are extended through **Campus West**
- Conflict points are reduced as access points consolidate with redevelopment

Project Summary Handout

West Elizabeth Corridor Plan

Walking

Existing Conditions:



- High numbers of pedestrians over 100 crossing during peak hours at signalized intersections in Campus West
- Inconsistent facilities, lack of sidewalks
- Not comfortable
- Many segments not ADA compliant (~36%)
- Hard to cross Elizabeth north/south

Identified Needs:

- Inability to support existing travel demands and anticipated growth
- Uncomfortable and incomplete pedestrian facilities and safety concerns
- Challenge connecting between modes

How the Vision is Addressed:

- Unique and adaptable sidewalks vary depending on the context of corridor
- Safe and comfortable new N/S crossings are planned throughout corridor
- Interconnectivity amenities are provided at bus stops for pedestrians
- Beautiful and vibrant complete sidewalk network and tree lawns

Proposed Phasing:

Proposed for 2016 > Interim Improvements

- Completion of sidewalk network on West Elizabeth to comply with ADA guidance
- Intersection treatments to address access to signal push buttons and upgraded curb ramps

Recommended Design

- Enhanced sidewalk network with detached sidewalks and landscaped parkways (where feasible)
- New and/or enhanced crossings (upgrades to Campus West mid-block crossing, new crossing at Woodbridge Senior Housing, Skyline, Ponderosa and Rocky/Azuro)

What if Campus West Redevelops?

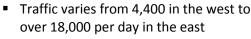
 Conflict points reduced as access points consolidate with redevelopment

Driving

No proposed

changes

Existing Conditions:



- Perceived speeding, especially in the western segments
- Challenging to make left turns
- Conflicts with pedestrians and bicyclists
- Sight distance issues

Identified Needs:

- Inability to support existing travel demands and anticipated growth
- Vehicular mobility, safety and access concerns
- Challenge connecting between modes

How the Vision is Addressed:

- Unique and adaptable street design varies depending on traffic volumes
- Safe and comfortable medians, parkways, pedestrian crossings, and roundabout calm traffic and reduce conflict points
- Interconnectivity park-n-ride and potential future parking district increases motorist options

Proposed Phasing:

Proposed for 2016

changes

Interim Improvements

Recommended Design

- Completion of bike lanes No proposed
 - throughout the corridor will help reduce conflicts between cyclists and motorists
- Four travel lanes in busiest segments of corridor
- Center turn lanes through majority of corridor Medians in select locations to help calm traffic
- Access management around Campus West, at Taft Hill
- Roundabout at Overland Trail eases turning movements and calms traffic

What if Campus West Redevelops?

- Conflict points reduced as access points consolidate with redevelopment
- Potential shared parking district





Feedback Form

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Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Why?				
2. The Recommend	ded Design's biking im	nprovements meet the	e corridor's Vision, Pu	rpose & Need?
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Whv?				
Why?			he corridor's Vision, F	Purpose & Need?
	ded Design's walking		he corridor's Vision, F	Purpose & Need?
			he corridor's Vision, F O Agree	Purpose & Need? Strongly Agree
3. The Recommend Strongly Disagree	ded Design's walking	improvements meet tl O Neutral	 O	Strongly
3. The Recommend Strongly Disagree Why?	ded Design's walking Disagree	improvements meet ti O Neutral	Agree	Strongly Agree
3. The Recommend Strongly Disagree Why? 4. The Recommend	ded Design's walking Disagree	improvements meet ti O Neutral	Agree	Strongly Agree
3. The Recommend Strongly Disagree Why? 4. The Recommend	ded Design's walking Disagree	improvements meet ti O Neutral	Agree	Strongly Agree

Other Comments:					
Contact Information					
Name:					
Address:					
Email:					