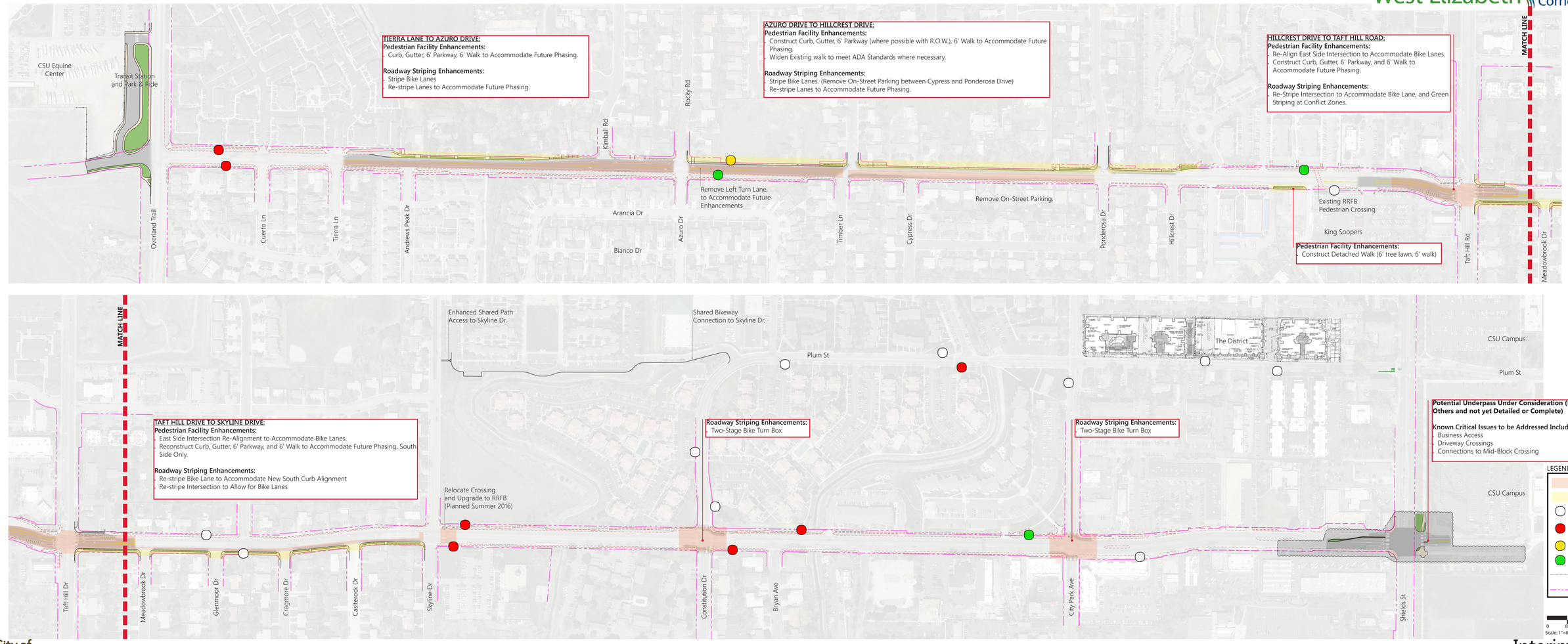
appendix: E
CONCEPTUAL DESIGNS OF RECOMMENDED DESIGN & INTERIM DESIGN

West Elizabeth Enhanced Travel Corridor Plan

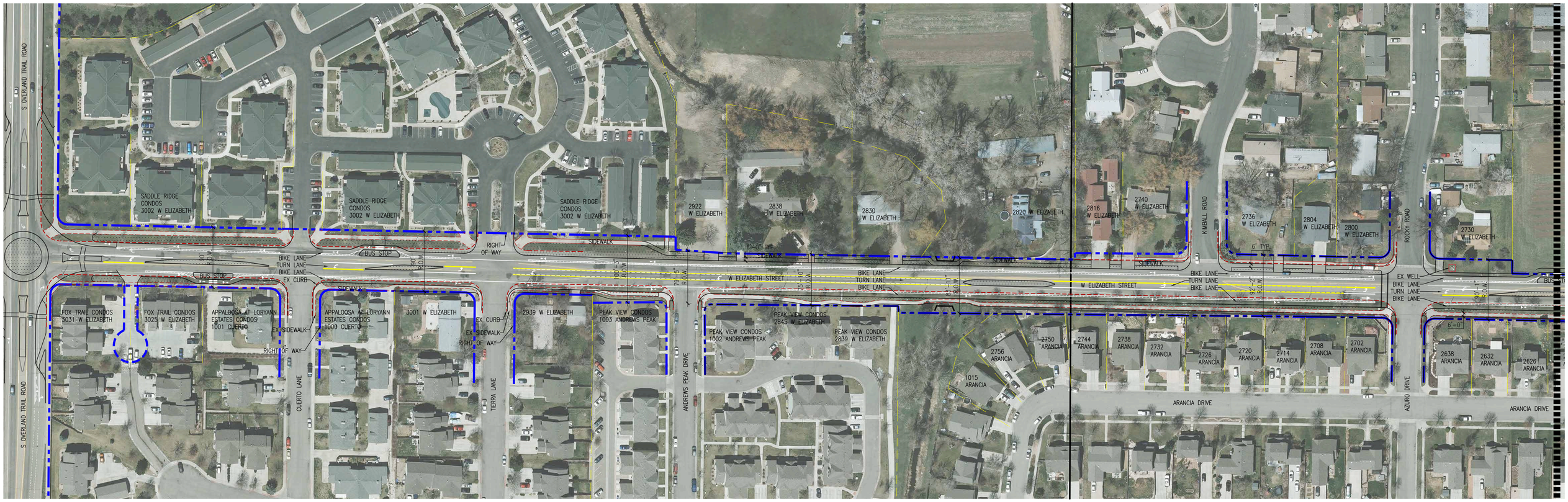
City of Fort Collins

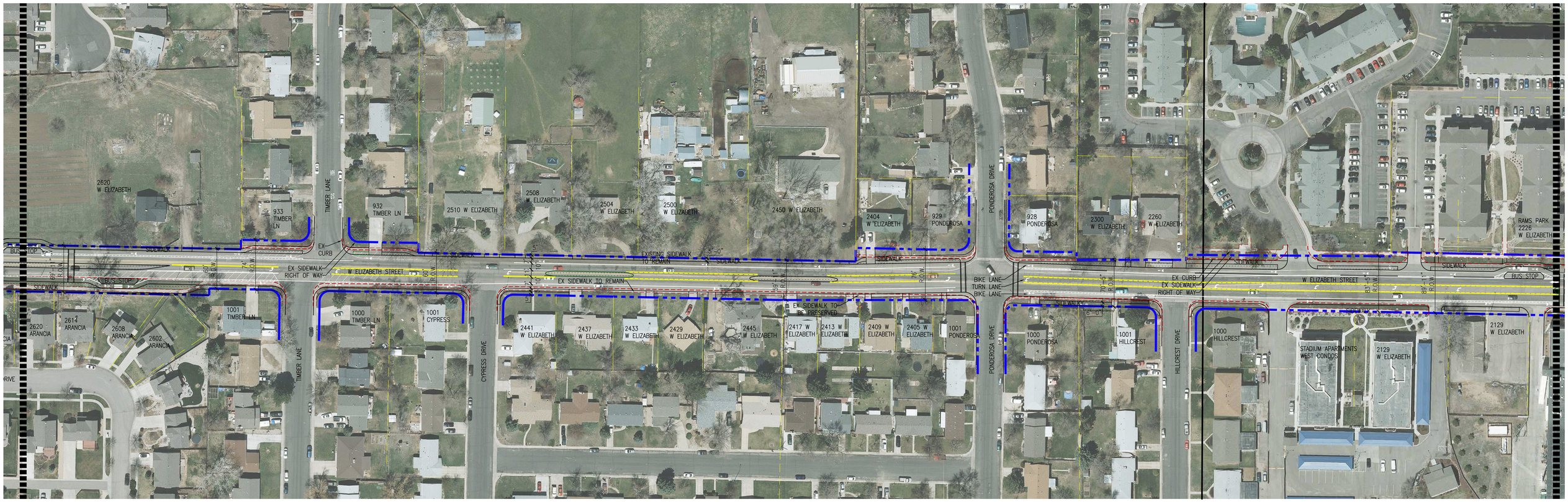
Recommended Design
West Elizabeth Enhanced Travel Corridor



City of Fort Collins

Interim Design
West Elizabeth Enhanced Travel Corridor



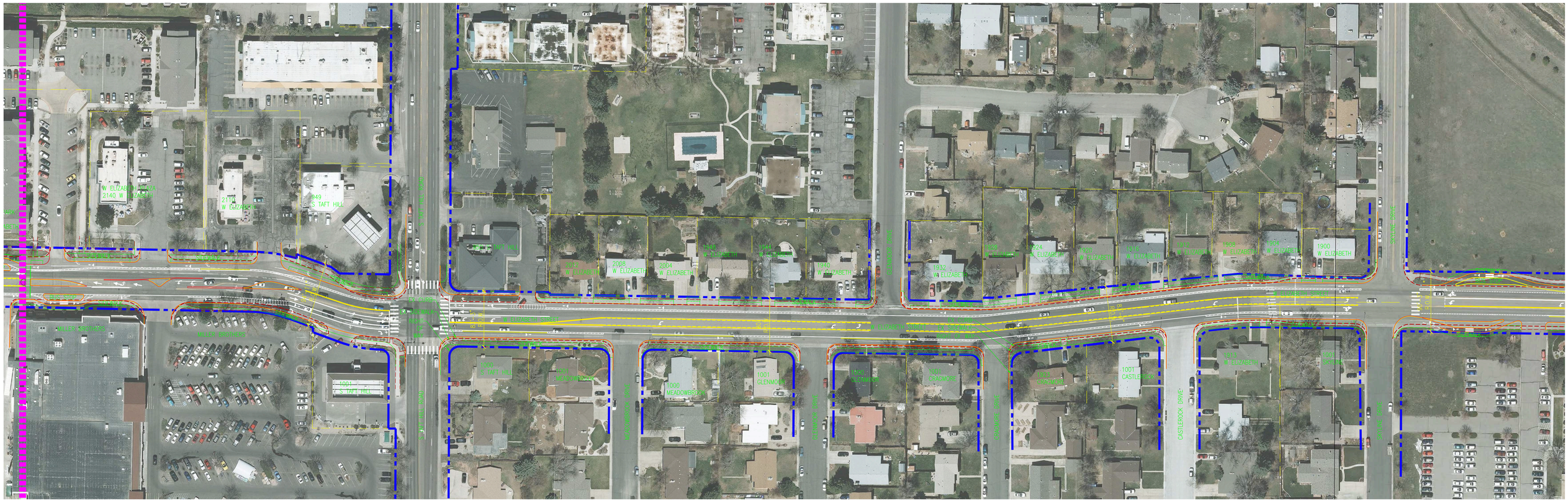


SITE LEGEND

- RIGHT OF WAY (ROW)
- EXISTING CURB
- EXISTING SIDEWALK
- PROPOSED TREE LAWN/MEDIAN
- TURN LANE
- BIKE LANE

50' 0 25' 50' 100'

NORTH



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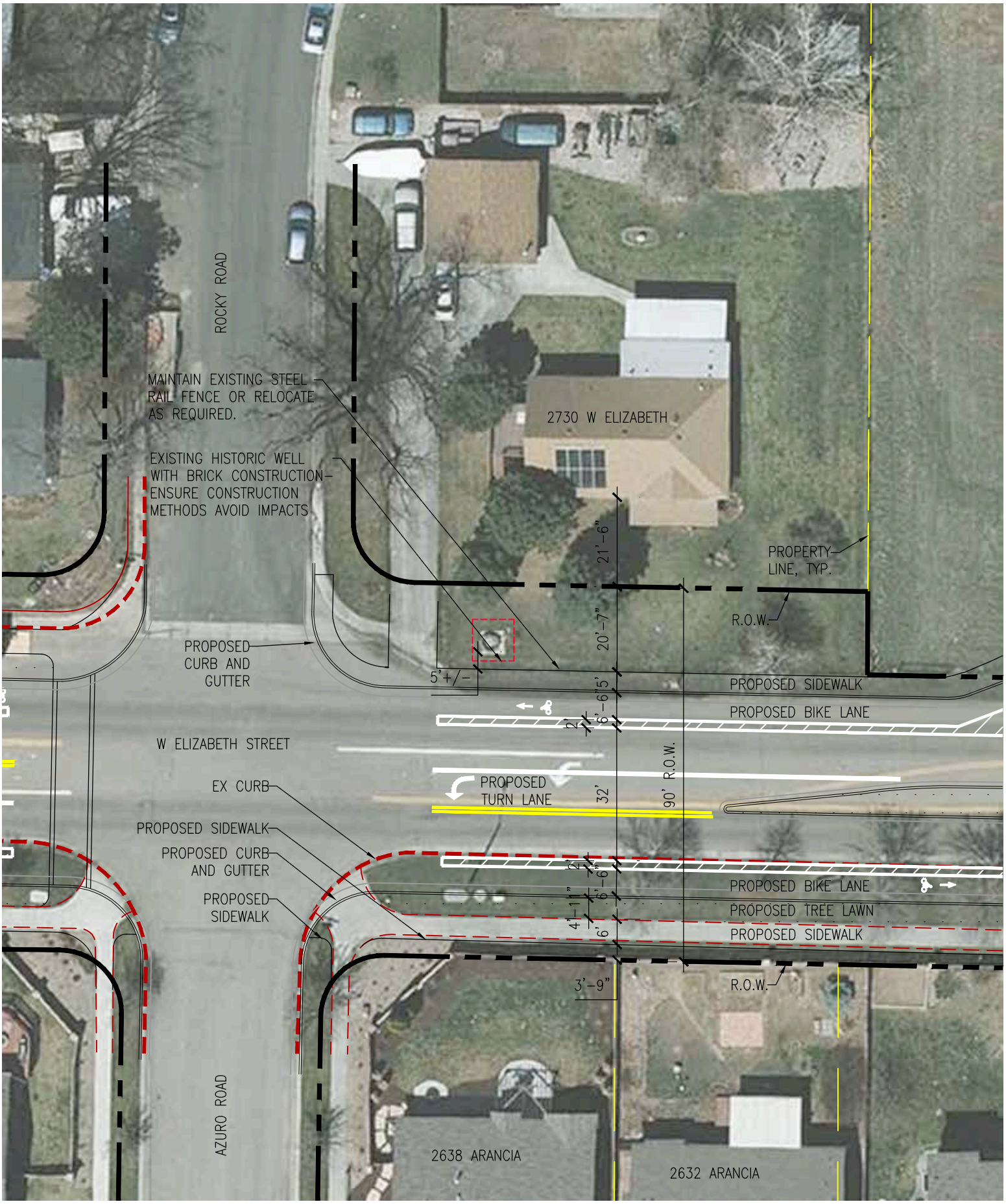
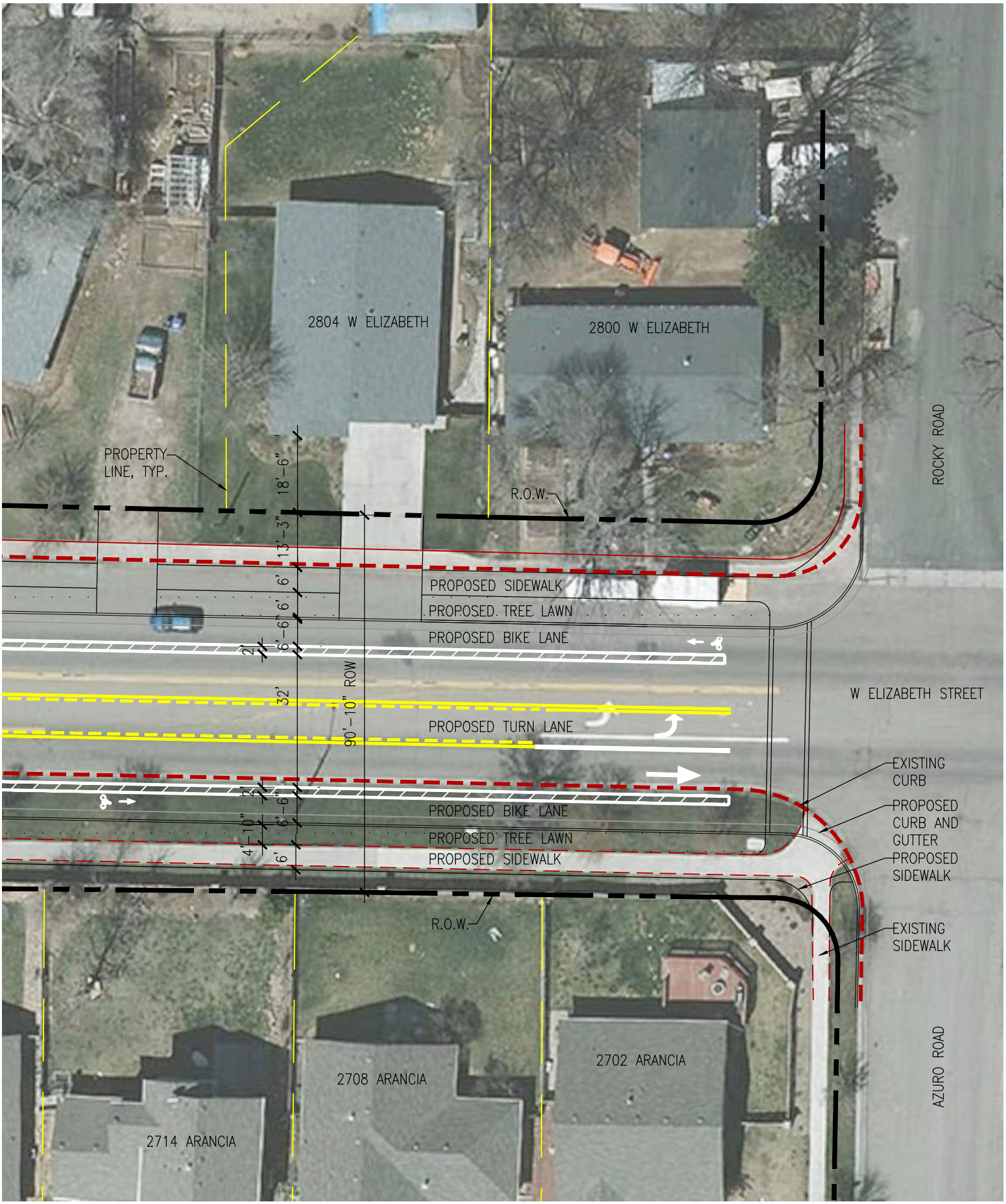


NOTE:
1. ALL DIMENSIONS ARE APPROXIMATE

30' 0 15' 30' 60'

NORTH



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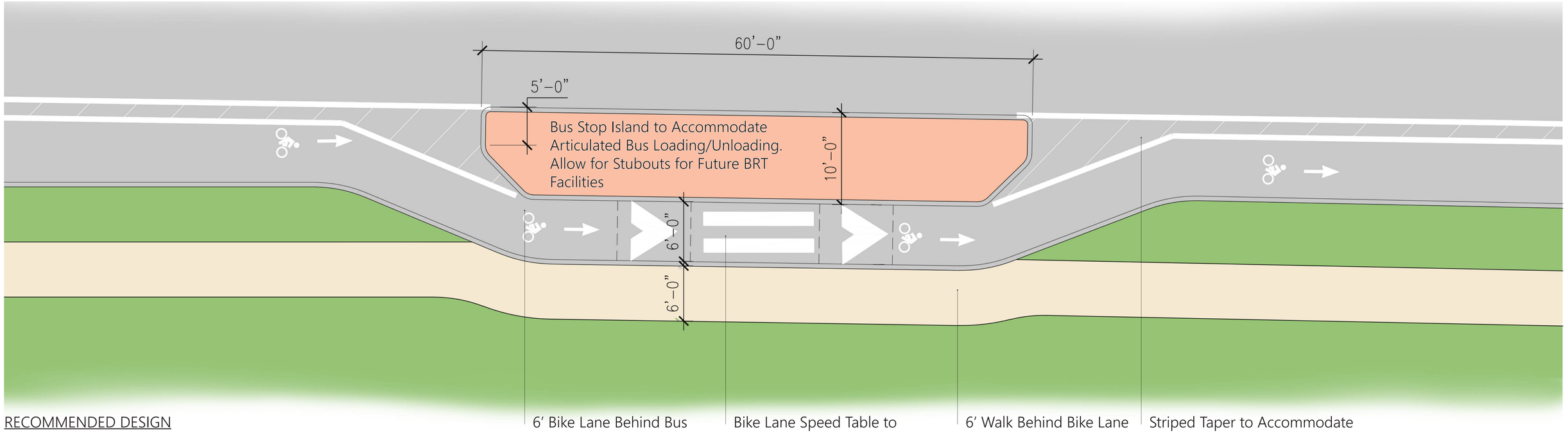


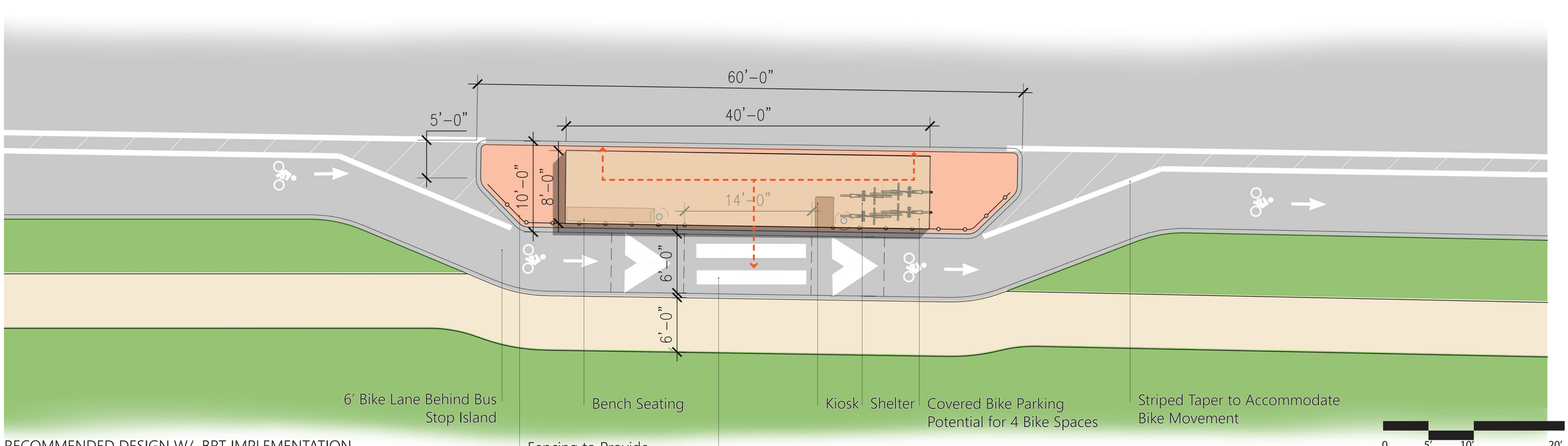
RECOMMENDED DESIGN

6’ Bike Lane Behind Bus Stop Island

Bike Lane Speed Table to Accommodate ADA Access

6’ Walk Behind Bike Lane

Striped Taper to Accommodate Bike Movement



RECOMMENDED DESIGN W/ BRT IMPLEMENTATION

6’ Bike Lane Behind Bus Stop Island

Fencing to Provide Separation From Bike Lane

Bench Seating

Bike Lane Speed Table to Accommodate ADA Access

Kiosk

Shelter

Covered Bike Parking Potential for 4 Bike Spaces

Striped Taper to Accommodate Bike Movement

0 5’ 10’ 20’

Scale: 1”=5’

City of Fort Collins

Typical Bus Stop Island Design Enlargement
West Elizabeth Enhanced Travel Corridor

0 40′ 80′ 120′

Scale: 1″=40′

City of Fort Collins

CSU Transit Center

West Elizabeth Enhanced Travel Corridor

West Elizabeth Enhanced Travel Corridor Plan

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 route
- 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

- Skyline N/S crossing relocated east of Skyline

Interim Improvements

- Completion of bike lanes
- Intersection improvements (e.g., bike lanes continue through intersections, signal timing improvements)

Recommended Design

- One-way protected, buffered bike lanes
- Intersection treatments (green paint and two-stage turn boxes)
- Pilot protected intersection at City Park/West Elizabeth
- 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 Enhanced Travel 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	Recommended Design	What if Campus West Redevelops?
▪ Skyline N/S crossing relocated east of Skyline	▪ 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	▪ 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, Ponderosa and Rocky/Azuro)	▪ Conflict points reduced as access points consolidate with redevelopment

Driving

Existing Conditions:

- Traffic varies from 4,400 in the west to over 18,000 per day in the east
- 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	Interim Improvements	Recommended Design	What if Campus West Redevelops?
▪ No proposed changes	▪ Completion of bike lanes 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	▪ Conflict points reduced as access points consolidate with redevelopment ▪ Potential shared parking district

Updated: 7/20/2016