



THE WEST ELIZABETH ETC PLAN HAS A SPECIAL FOCUS ON ADDRESSING EXISTING DEFICIENCIES, SUCH AS INADEQUATE TRANSIT SERVICE FOR THE AREA'S DEMANDS, INCOMPLETE BIKE AND PEDESTRIAN NETWORKS, AND HIGHER THAN EXPECTED NUMBERS OF CRASHES IN CERTAIN LOCATIONS.

project

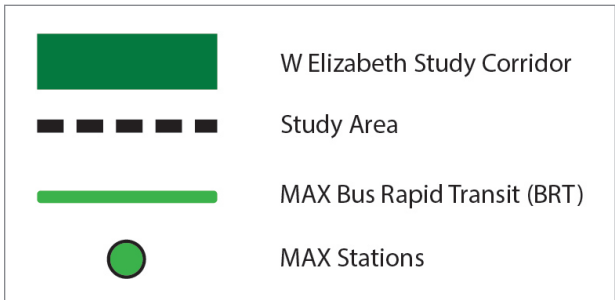
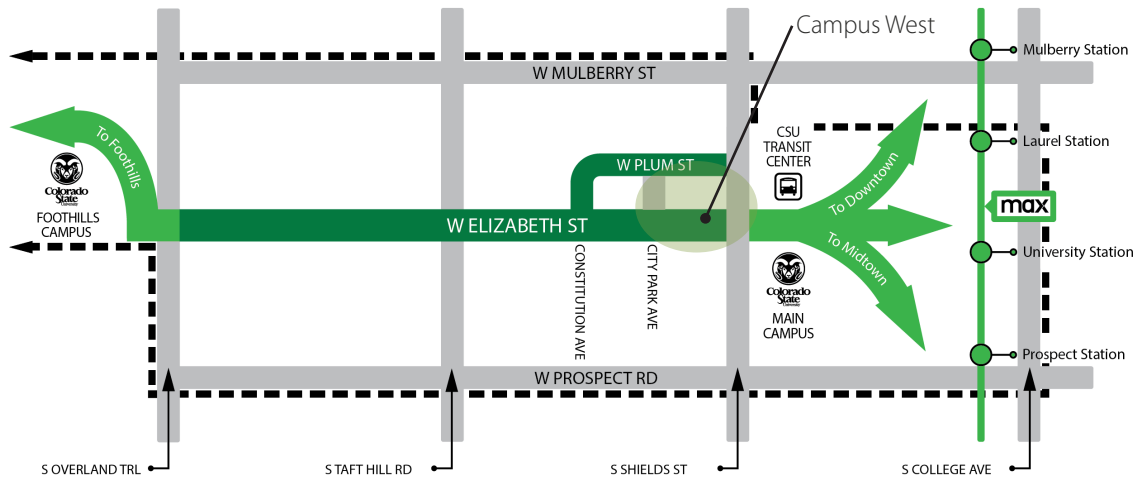
EXECUTIVE SUMMARY

The West Elizabeth corridor is identified as one of several future Enhanced Travel Corridors (ETCs) in the City's Transportation Master Plan (2011). Each ETC will have a planning document that provides a roadmap to achieve a long-term multimodal vision for the corridor. The focus of the plan is to emphasize transit, biking and walking in a way that serves existing and future transportation and land use needs of each area.

The West Elizabeth ETC plan has a special focus on addressing existing deficiencies, such as inadequate transit service for the area's demands, incomplete bike and pedestrian networks, and higher than expected numbers of crashes in certain locations.

This document details the plan to improve upon and emphasize transit, biking and walking in the West Elizabeth Corridor. The Corridor is defined as West Elizabeth Street between Overland Trail and Shields Street, as well as segments of Plum Street, Constitution Avenue, and City Park Avenue. The study area also includes the surrounding network to address connections with the CSU Foothills Campus on the west, the CSU Main Campus on the east, and the rest of the community.

STUDY AREA



PLAN DEVELOPMENT

The West Elizabeth ETC Plan was developed through a combination of community engagement and rigorous technical analysis to inform decision-making. The project was guided by a set of principles that included:

- An emphasis on high-frequency transit, biking and walking to help accommodate growth (per the ETC definition)
- Work within the existing Public Right-of-Way (ROW) as much as possible
- Incorporate potential phasing from the beginning of the design development
- Learn from the evaluation to understand the trade-offs and make further refinements to the design

The plan was developed through a community-driven, context-sensitive process that occurred in 2015 -16. The planning effort included:

- The development of a community-driven **Vision** for the West Elizabeth Corridor
- A context-sensitive **Recommended Design** designed to meet the Vision
- **Phasing of Improvements** to achieve the Recommended Design, including Interim Improvements addressing high-need issues in the near-term
- An **Implementation Strategy** that includes cost estimates and potential funding sources
- **Other Network Considerations** for the study area, such as the larger bicycle facility network and parking

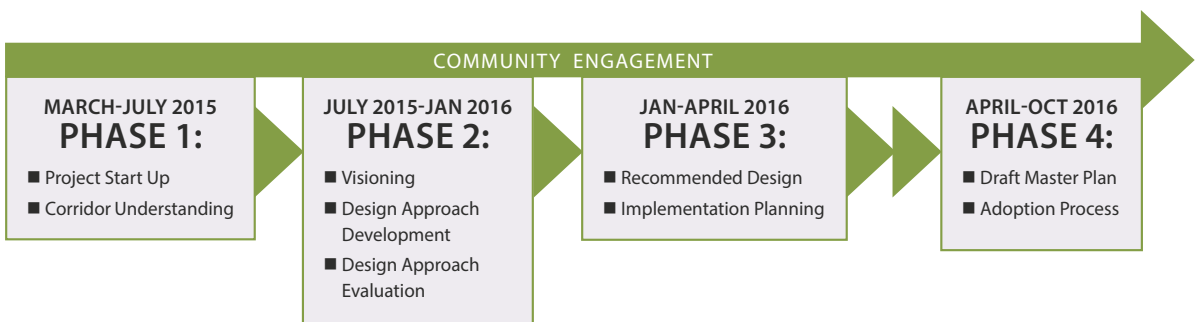
Vision

A Vision was developed for the West Elizabeth Corridor to define the long-term desired outcome from the West Elizabeth ETC Plan. The Vision for the West Elizabeth Corridor is that it shall:

- Be unique and adaptable to the distinctive characteristics of each corridor segment
- Be safe and comfortable for all users
- Encourage and prioritize public transportation and active transportation options
- Support the interconnectivity of all modes
- Be a beautiful and vibrant environment

COMMUNITY ENGAGEMENT HIGHLIGHTS:

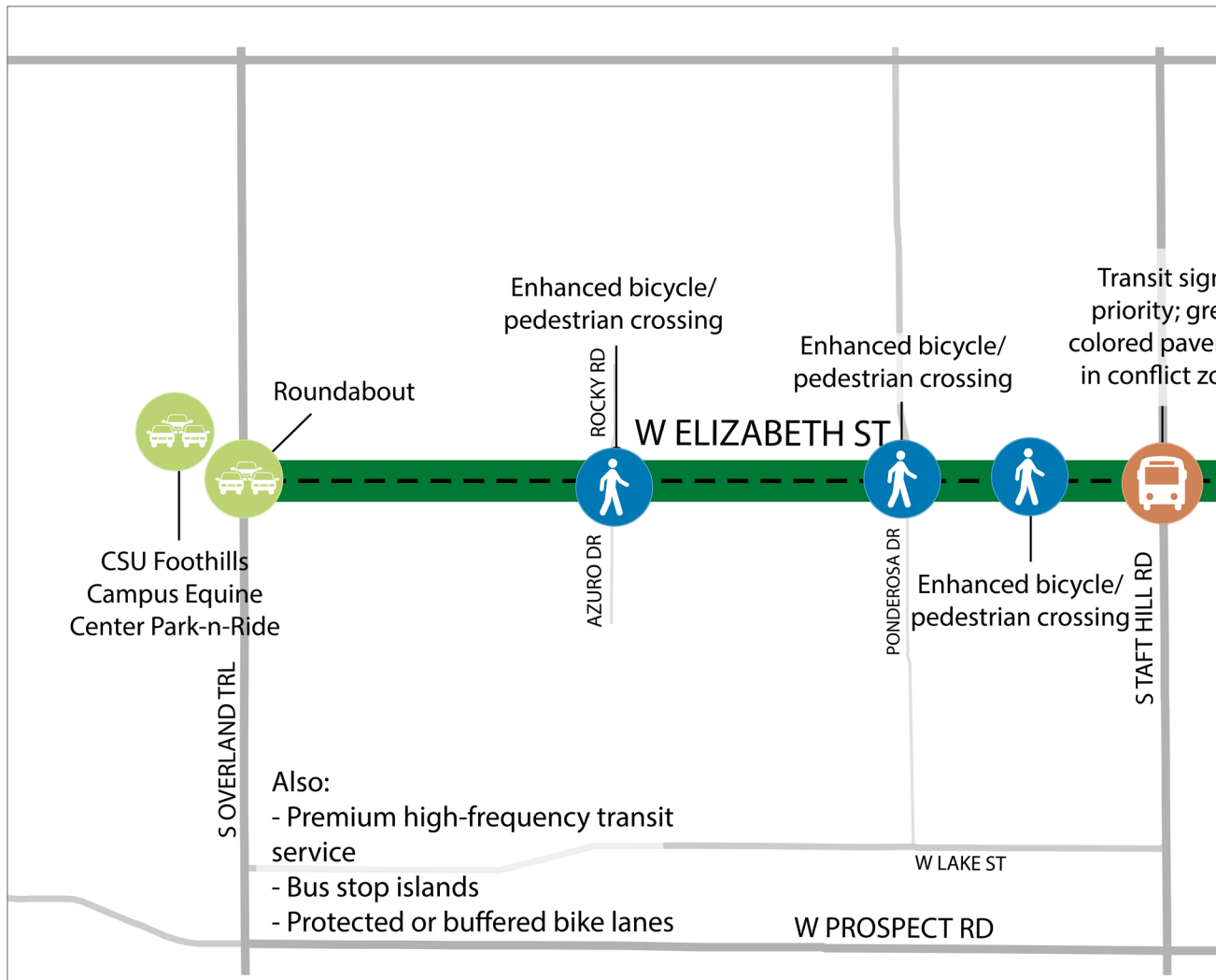
- A Stakeholder Committee made up of residents, property owners, students and other corridor stakeholders that met five times throughout the duration of the project
- Surveys (intercept, paper, text and Web-based)
- Community Open Houses in August 2015, December 2015 and June 2016
- Focus groups with business owners, multifamily property management, CSU facilities and administration, and alternative transportation advocates
- Neighborhood transit, bicycling and walking tours
- An Open Streets event in June 2015
- Listening sessions
- An online WikiMap

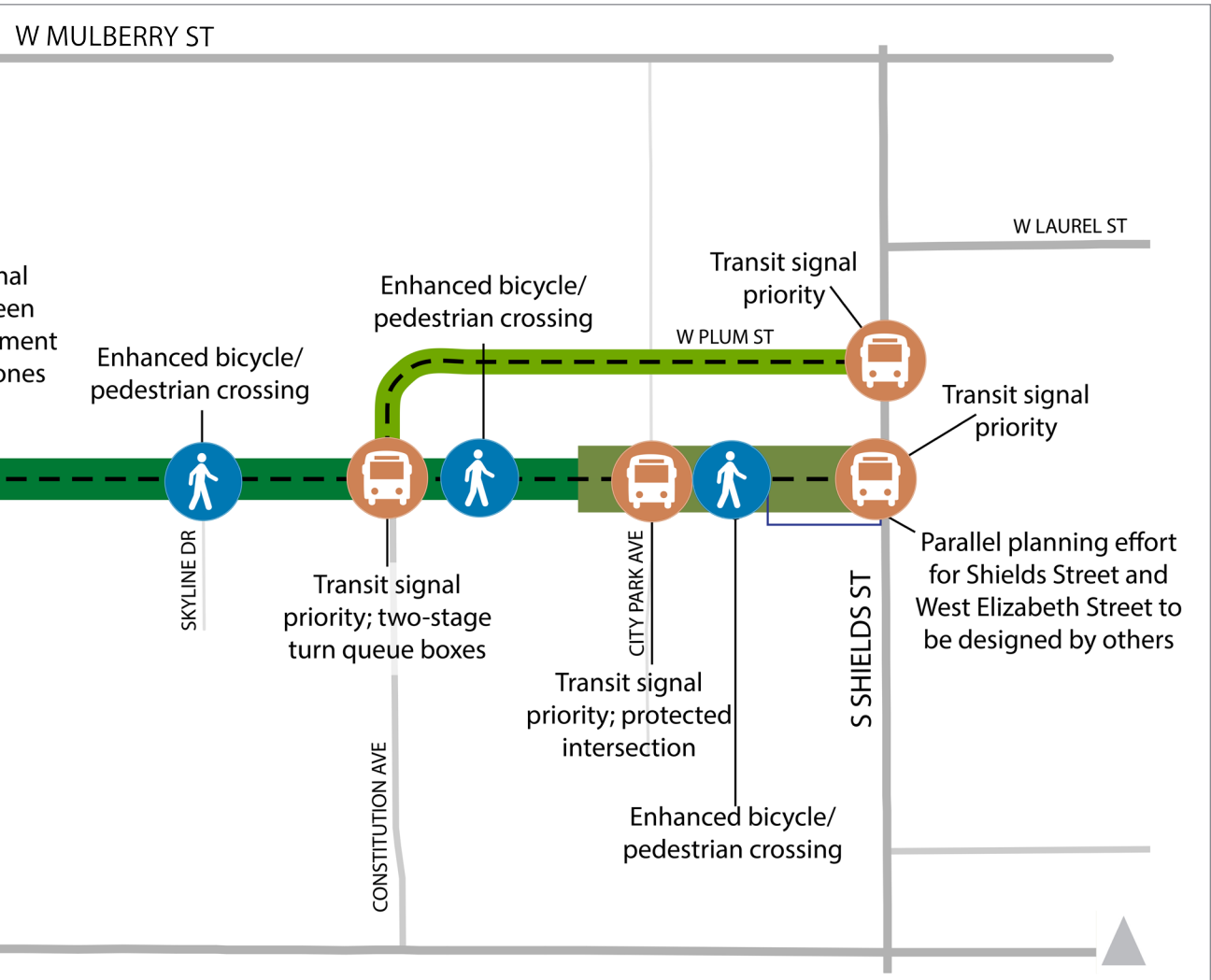




Recommended Design At-A-Glance

The Recommended Design includes enhancement for all modes. Key elements are depicted in the figure below and listed in the table on the following page.





- Four Travel Lanes with Left-Turns at Select Locations
- Two Travel Lanes
- Two Travel Lanes with Two-Way Left Turn Lane or Median
- West Elizabeth Street Study Corridor



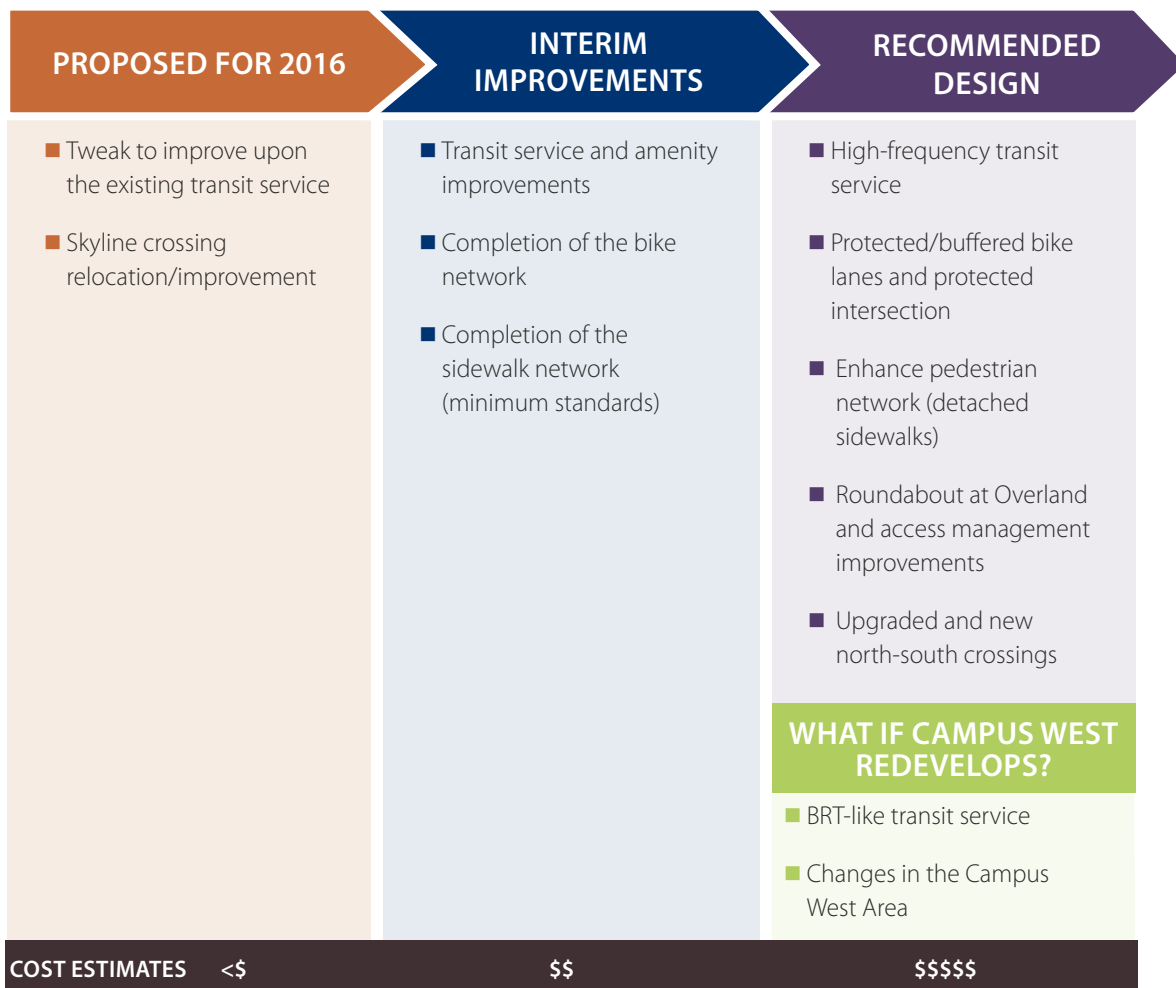
Recommended Design Key Elements

<i>For People Biking</i>	<i>For People Driving</i>
<ul style="list-style-type: none"> ■ Protected or buffered bike lanes ■ Intersection treatments including green colored paint in conflict zones, two stage turn queue boxes and the pilot of a protected intersection ■ New or upgraded north-south crossings ■ Bike lane accommodations through bus stop islands 	<ul style="list-style-type: none"> ■ Safety improvements at locations with a demonstrated crash history ■ Four travel lanes in busiest segment and center turn lanes and medians throughout the corridor ■ Traffic calming through medians, separated facilities for other modes, and management of access to businesses ■ Roundabout at West Elizabeth/Overland Trail
<i>For People Walking or Using Mobility Devices</i>	<i>For People Riding Transit</i>
<ul style="list-style-type: none"> ■ Complete, ADA-compliant sidewalks ■ New or upgraded north-south crossings 	<ul style="list-style-type: none"> ■ Premium, high-frequency transit service on West Elizabeth Street connecting to Downtown ■ Transit Signal Priority (TSP) ■ Innovative bus stop islands ■ CSU Foothills Campus Transit Station and Park-n-Ride

Phasing of Improvements

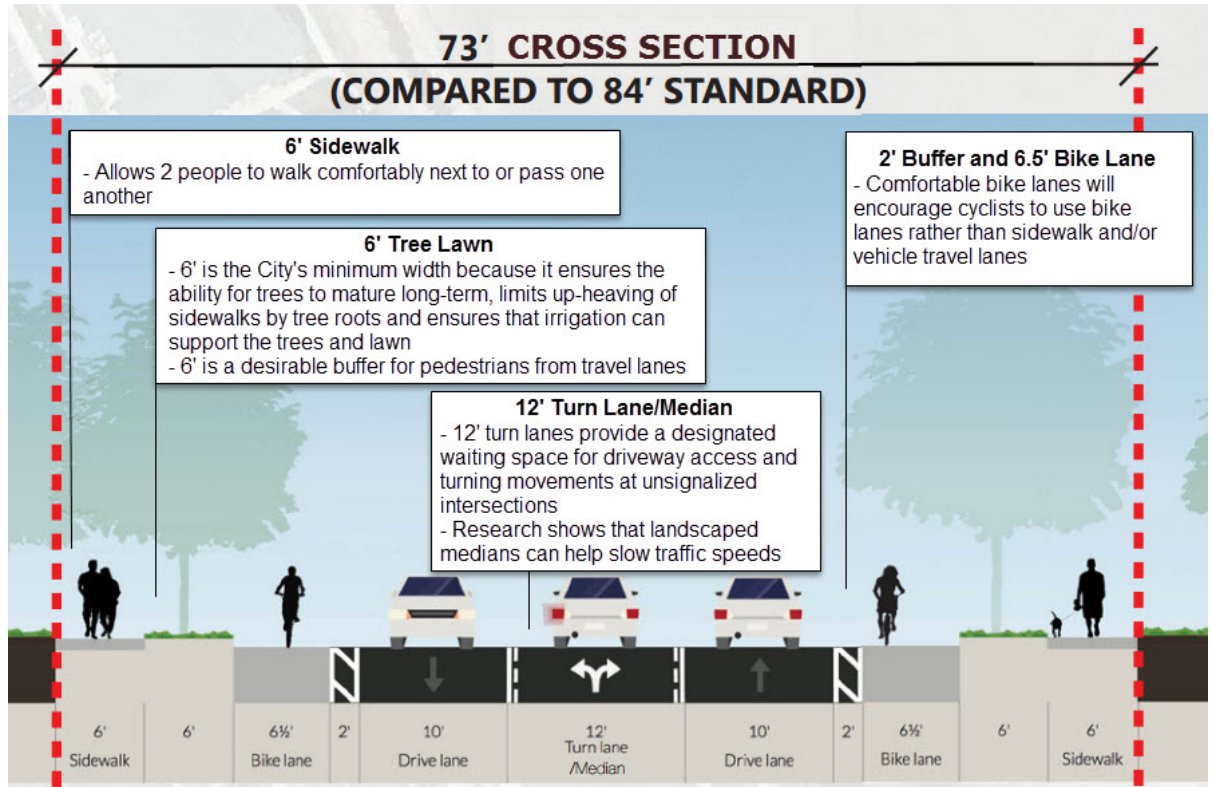
Construction of the Recommended Design improvements has been planned to take place in phases so that major deficiencies could be addressed without the need to wait for full funding to become available. This smaller set of near-term (“interim”) improvements includes providing more adequate transit service and filling in gaps in the pedestrian

and bicycle networks. The phased approach described in the Plan is designed to use public funds wisely and efficiently; specifically, the interim design was done with the longer-term Recommended Design in mind with the idea that constructing near-term improvements in the same place as future improvements would minimize potential throw-away costs.



Recommended Design Cross Section Key Elements

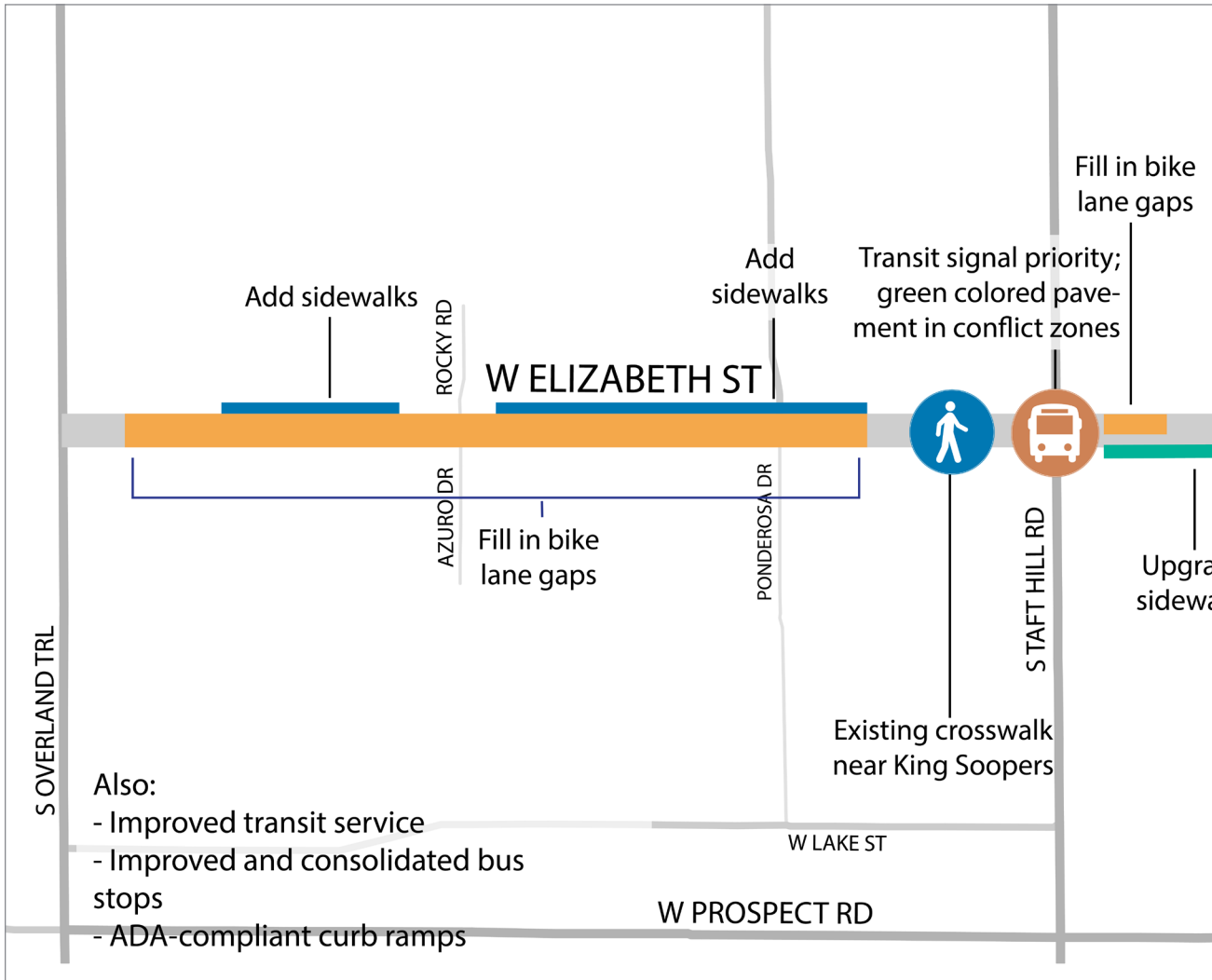
An annotated cross-section of the Recommended Design that describes key elements.



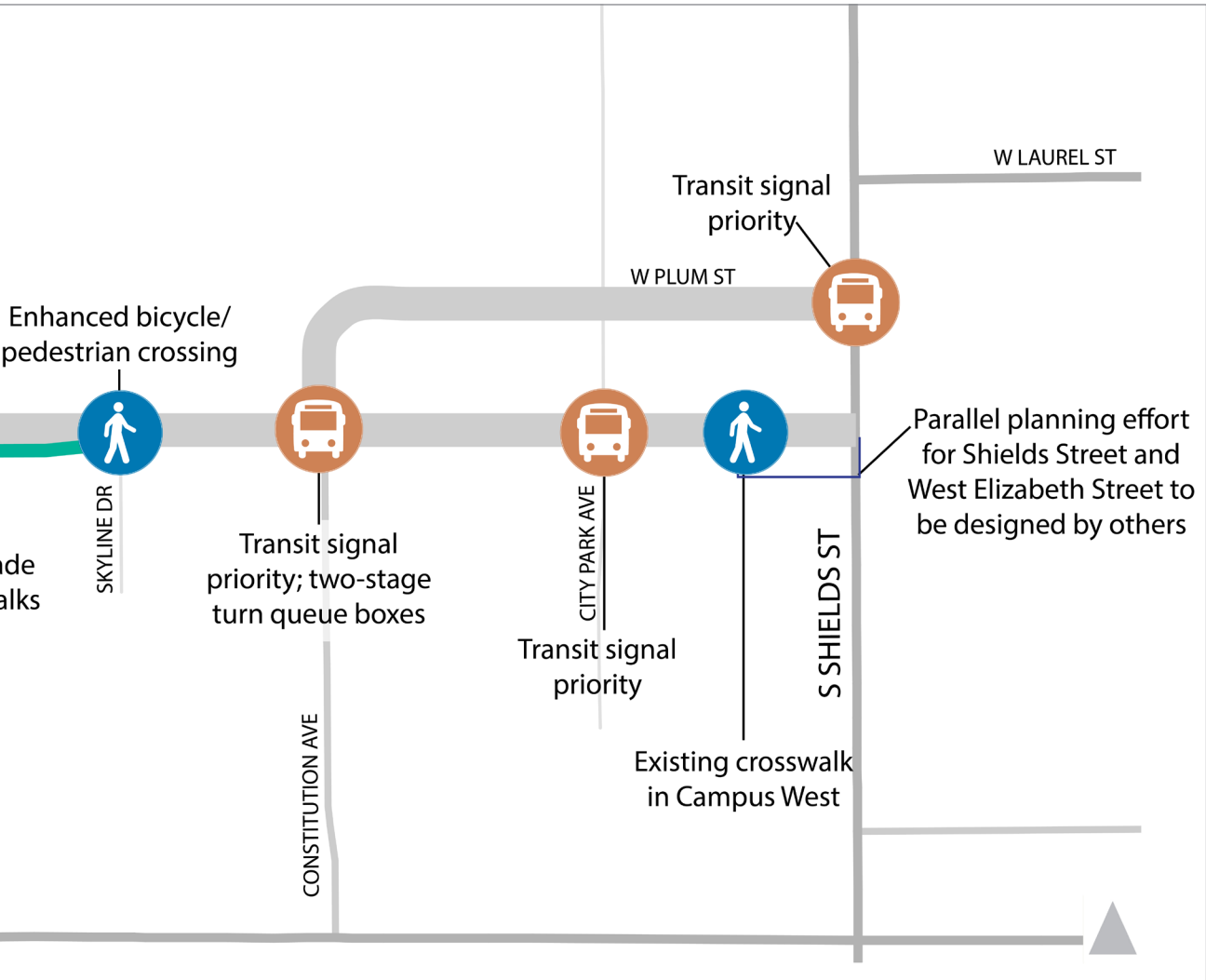


Interim Improvements At-A-Glance

The proposed interim improvements are depicted in the figure below.



West Elizabeth Street Study Corridor





Implementation Strategy

The Plan sets forth a phased strategy for implementing the recommended corridor improvements, depending upon funding availability.

- The first set of improvements will be implemented in August 2016 with tweaks to the transit routes serving the study area, some ADA-related bus stop improvements, and the relocation and upgrade of the bike/pedestrian crossing of West Elizabeth near Skyline using existing budgets.
- Interim Improvements would focus on the major deficiencies identified above. Ideally these improvements would occur within 2-5 years. To that end, the improvements were submitted to be included in the City's 2017-18 budget; the budget is developed through a competitive process and will not be finalized until Fall 2016.
- The Recommended Design is the long-term Vision for the corridor. The improvements were generally planned for a ten- to fifteen-year time-frame, though the actual timing is dependent on funding availability. If funding is secured sooner, the Recommended Design could be realized sooner.

The Recommended Design also includes planning concepts that would come into play if the Campus West area¹ redevelops. With Campus West redevelopment, additional design elements (e.g., enhanced bike and pedestrian facilities) are planned, as well as the implementation of a Bus Rapid Transit-style service on West Elizabeth connecting directly to MAX. The timing of this part of the Recommended Design will depend on private property owners' interest in redeveloping over time.

Other Network Considerations

The Plan includes other network considerations, such as:

- Parking
- Car Share
- Bicycle Network
- Bike Share

¹ Campus West is generally the area along West Elizabeth between City Park Avenue and Shields Street.

Next Steps

Key next steps to take after the adoption of this plan include:

- Complete 35 percent design of the Recommended Design, including a survey of the corridor, a drainage study and a utility study, to develop a more refined cost estimate for the corridor and any incremental projects for which the City may pursue funding.
- Inform the Federal Transit Administration (FTA) of the corridor's longterm plan by conducting a field review with FTA Region 8 staff.
- Complete a National Environmental Policy Act (NEPA) process of the Recommended Design based on FTA recommendations.
- Apply for incremental projects that are a part of the Recommended Design through appropriate funding sources, including Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Program (TAP).
- Apply for large-scale projects, possibly the entire Recommended Design, as a Transportation Investment Generating Economic Recovery (TIGER) discretionary grant. As shown by previously selected projects, it is common to submit three or more application submittals for TIGER discretionary grants before a project is selected.
- Update Master Street Plan to show segment of West Elizabeth between City Park Avenue and Taft Hill Road as Arterial 2 Lanes (instead of Arterial 4 Lanes).
- Incorporate relevant changes into CSU Master Plans.
- Explore strategies to support transit-oriented development in the Campus West area, including potential code changes, parking strategies, funding support and improvement districts that support market conditions.
- Coordinate with the Pedestrian Program and Bridge Replacement/Maintenance Program to widen the bridge on Plum Street west of City Park Avenue to complete the bike lane and sidewalk through this stretch.
- Monitor the demands at the locations for the recommended enhanced pedestrian/bike crossings. Evaluation will be done using the criteria for implementing enhanced crossings found in the City's Pedestrian Plan to determine if and when installation of the crossings are appropriate.

