

Design Approach Comparison Chart: Segments

Design Approach	Mode	Segment								
		CSU Foothills Campus	Overland Trail to Hillcrest Dr.	Hillcrest Dr. to Taft Hill Rd.	Taft Hill Rd. to Constitution Ave.	Constitution Ave. to City Park Ave.	City Park Ave. to Shields St.	Plum Street	CSU Main Campus	
Transportation System Management	<i>Bike</i>		<ul style="list-style-type: none"> Complete bike lanes Add buffer where feasible 	<ul style="list-style-type: none"> Complete bike lanes Add buffer where feasible 	<ul style="list-style-type: none"> Complete bike lanes Add buffer where feasible 	<ul style="list-style-type: none"> Complete bike lanes Add buffer where feasible 	<ul style="list-style-type: none"> Complete bike lanes Add buffer where feasible 	<ul style="list-style-type: none"> Complete bike lanes Add buffer where feasible 	Shared bikeway connection to Skyline Dr	
	<i>Drive</i>	Potential Park & Ride		<ul style="list-style-type: none"> Access control Restriping of continuous WB right turn lane 				Access control		
	<i>Transit</i>	Transit stop/station	Lower frequency transit	<ul style="list-style-type: none"> Higher frequency transit Bus turnaround or roundabout 	Higher frequency transit				Higher frequency transit	Connect to MAX at Laurel Station or transfer at CSU Transit Center
	<i>Walk</i>		Complete sidewalk network to ADA standards if ROW available	Complete sidewalk network to ADA standards, if ROW available	Complete sidewalk network to ADA standards	Complete sidewalk network to ADA standards	Complete sidewalk network to ADA standards	Complete sidewalk network to ADA standards		
Traffic Calming	<i>Bike</i>		Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	<ul style="list-style-type: none"> Buffered bike lane Shared bikeway connection to Skyline Dr 	
	<i>Drive</i>	Potential Park & Ride	<ul style="list-style-type: none"> Center turn lane/ median 1 travel lane each dir. 	<ul style="list-style-type: none"> Center turn lane/ median 1 travel lane each dir. Access control 	<ul style="list-style-type: none"> Center turn lane/ median 1 travel lane each dir. 	<ul style="list-style-type: none"> Center turn lane/ median 1 travel lane each dir. 	<ul style="list-style-type: none"> 2 travel lanes each dir. Landscaped median Access control 			
	<i>Transit</i>	Transit stop/station	Lower frequency transit	Higher frequency transit	Higher frequency transit				Higher frequency transit	Connect to MAX at Laurel Station or transfer at CSU Transit Center
	<i>Walk</i>		<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	Wide sidewalk		
MAX on West Elizabeth	<i>Bike</i>		Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	Enhanced bike facility	<ul style="list-style-type: none"> Buffered bike lane Shared bikeway connection to Skyline Dr 	
	<i>Drive</i>	Potential Park & Ride	<ul style="list-style-type: none"> Center turn lane/ median 1 travel lane each dir. 	<ul style="list-style-type: none"> Center turn lane 1 travel lane each dir. Access control 	<ul style="list-style-type: none"> Center turn lane 1 travel lane each dir. 	<ul style="list-style-type: none"> Center turn lane 1 travel lane each dir. 	<ul style="list-style-type: none"> Center turn lane 1 travel lane each dir. Access control 			
	<i>Transit</i>	Transit stop/station	<ul style="list-style-type: none"> BRT in shared lane BRT station 	<ul style="list-style-type: none"> BRT in shared lane BRT station 	<ul style="list-style-type: none"> BRT in shared lane BRT station 	<ul style="list-style-type: none"> BRT in dedicated lane BRT station 	<ul style="list-style-type: none"> BRT in dedicated lane BRT station 		Higher frequency transit	Connect to MAX at Laurel Station or transfer at CSU Transit Center
	<i>Walk</i>		<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	<ul style="list-style-type: none"> Complete sidewalk network to ADA standards Tree lawn (Interim condition*: attached walk) 	Complete sidewalk network to ADA standards	Complete sidewalk network to ADA standards		

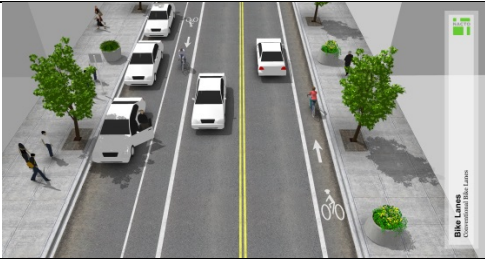
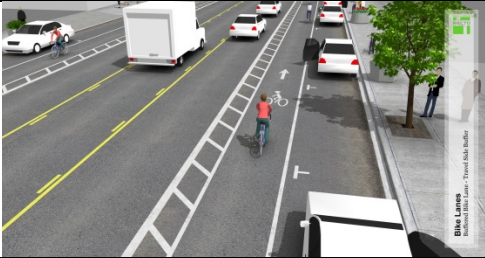



Design Approach Comparison Chart: Intersections

Design Approach	Mode	Intersection										
		W. Elizabeth & Overland	W. Elizabeth & Ponderosa	W. Elizabeth & Hillcrest	W. Elizabeth & Taft Hill	W. Elizabeth & Constitution	W. Elizabeth & City Park	W. Elizabeth & Shields	Plum & City Park	Plum & Shields	Meldrum & Laurel	Howes & Laurel
Transportation System Management	<i>Bike</i>				Green bike lanes through int.	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	Green bike lanes through int.		Green bike lanes through int.		
	<i>Drive</i>		Roundabout or bus turnaround just east of Ponderosa Dr.	Traffic signal for bus turnaround				Two-way stop, N/S direction				
	<i>Transit</i>				<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	Transit signal priority				<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	Transit signal priority
	<i>Walk</i>							Leading pedestrian interval		Leading pedestrian interval		
Traffic Calming	<i>Bike</i>				<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box Investigate as Protected Intersection 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 		Green bike lanes through int.		
	<i>Drive</i>	Roundabout	Roundabout					Potential protected EB right phase	Two-way stop, N/S direction			
	<i>Transit</i>				<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	Transit signal priority				<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	Transit signal priority
	<i>Walk</i>						Leading pedestrian interval	Leading pedestrian interval		Leading pedestrian interval		
MAX on West Elizabeth	<i>Bike</i>				<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	Green bike lanes through int.		Green bike lanes through int.		
	<i>Drive</i>	Roundabout		Traffic signal for bus turnaround					Two-way stop, N/S direction			
	<i>Transit</i>				<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	Transit signal priority	Transit signal priority	<ul style="list-style-type: none"> Transit signal priority Bus queue jump 		<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	<ul style="list-style-type: none"> Transit signal priority Bus queue jump 	Transit signal priority
	<i>Walk</i>							Leading pedestrian interval		Leading pedestrian interval		

Design Approach Comparison Chart: Campus West

Approach	Mode	Segment		Intersection		
		Constitution Ave. to City Park Ave.	City Park Ave. to Shields St.	W. Elizabeth St. & Constitution Ave.	W. Elizabeth St. & City Park Ave.	W. Elizabeth St. & Shields St.
What if Campus West Redevelops? Option A	<i>Bike</i>	Enhanced bike facility	Enhanced bike facility	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box
	<i>Drive</i>	<ul style="list-style-type: none"> Center turn lane EB: 1 travel lane, 1 parking lane WB: 2 travel lanes 	<ul style="list-style-type: none"> Center turn lane 2 travel lanes each dir. 1 parking lane each dir. Access control 			
	<i>Transit</i>		<ul style="list-style-type: none"> BRT in shared lane BRT station 	Transit signal priority	Transit signal priority	
	<i>Walk</i>	Complete sidewalk network to ADA standards	Complete sidewalk network to ADA standards			Leading pedestrian interval
What if Campus West Redevelops? Option B	<i>Bike</i>	Enhanced bike facility	Enhanced bike facility	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box 	<ul style="list-style-type: none"> Green bike lanes through int. Two stage turn queue box
	<i>Drive</i>	<ul style="list-style-type: none"> Center turn lane 1 travel lane each dir. 	<ul style="list-style-type: none"> 2 travel lanes each dir. Access control 			
	<i>Transit</i>	<ul style="list-style-type: none"> Side running BRT in dedicated lane BRT station 	<ul style="list-style-type: none"> Center running bidirectional BRT BRT station 	Transit signal priority	Transit signal priority	
	<i>Walk</i>	Complete sidewalk network to ADA standards	Wide sidewalk			Leading pedestrian interval

Which bike treatments do you think are appropriate for the West Elizabeth Corridor?

Facility		Image
Conventional Bike Lane		
Buffered Bike Lane		
Protected Bike Lane	Vertical separation	
	Concrete curb and/or parking	
	Planters and/or parking	
	Raised with a mountable curb	