

Welcome!

West Elizabeth Enhanced Travel Corridor Plan

RECOMMENDED DESIGN OPEN HOUSE

Stations to Explore:

- Corridor Understanding Review
- **Recommended Design**  Look for red balloons!
- **Proposed 2016 Improvements**  Look for orange balloons!
- **Interim Improvements**  Look for blue balloons!
- **What if Campus West Redevelops?**  Look for green balloons!
- Network Considerations
- City-CSU IGA Agreement

Please help yourself to refreshments and feel free to explore the Recommended Design Open House as you like. Project Team members are here to help with activities, answer questions, and *hear your ideas!*

fcgov.com/westelizabeth **West Elizabeth**  Enhanced Travel Corridor Plan



CORRIDOR UNDERSTANDING: WHAT WE'VE HEARD



Highest ridership in the city: ~5,000 riders a day!

- Overcrowded buses, people left behind
- Not enough amenities at bus stops (e.g., shelters, benches, bike parking)
- Not enough service (e.g., late-night, weekend, summer)



4,400 cars per day near Overland – over 18,000 near Shields

- Perceived speeding, especially in western segments
- Challenges making left turns at driveways
- Sight distance issues
- Conflicts between pedestrians and bicyclists



About 100 crossings during peak hours at signalized intersections in Campus West

- Inconsistent facilities, lack of sidewalks
- Many segments (36%) not ADA compliant
- Many sidewalks not comfortable
- Hard to cross north-south across Elizabeth

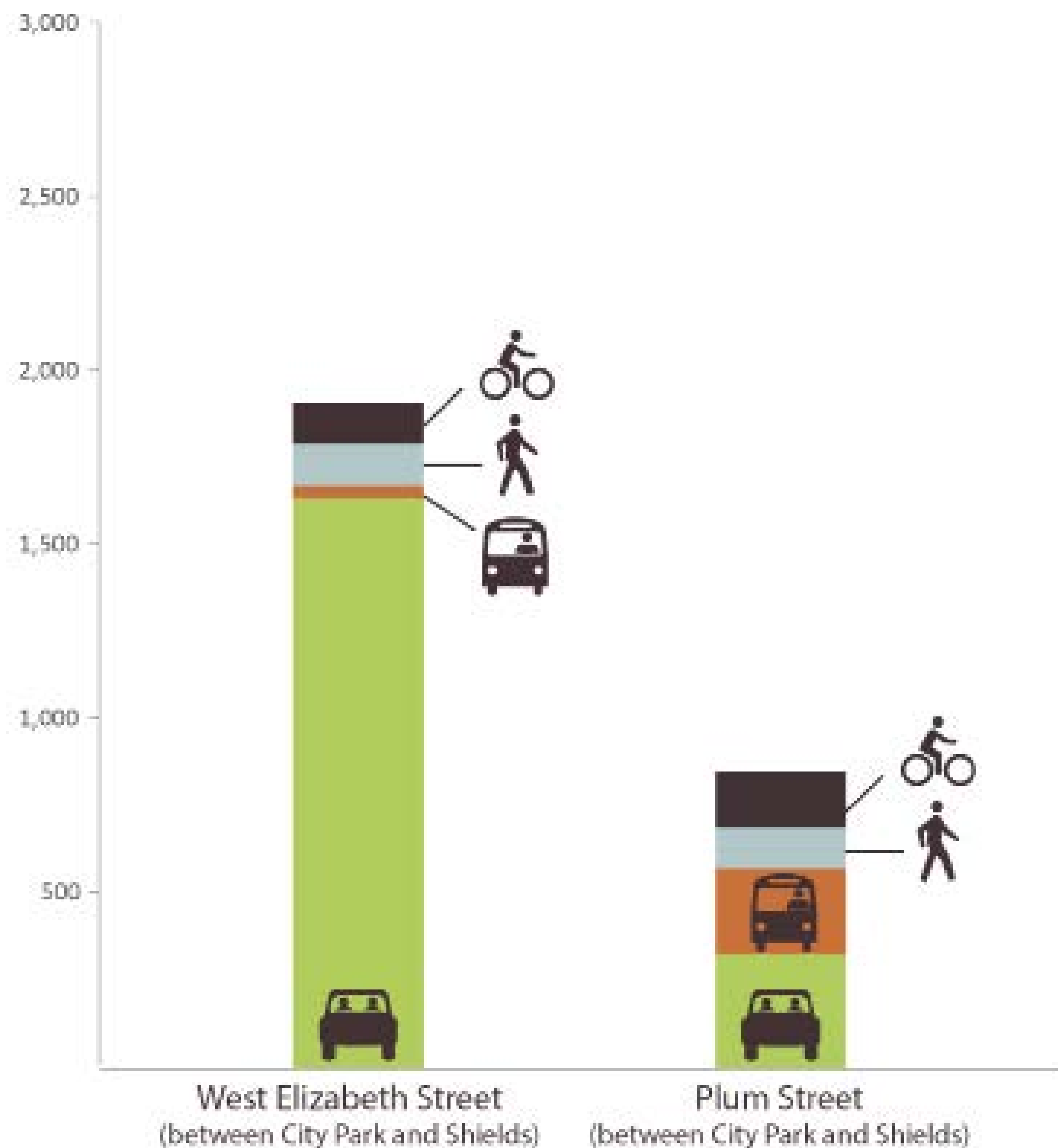


Over 2,000 cyclists per day in Campus West!

- Higher than expected number of crashes
- Challenging intersections
- Inconsistent facilities
- Lots of driveway conflicts in Campus West

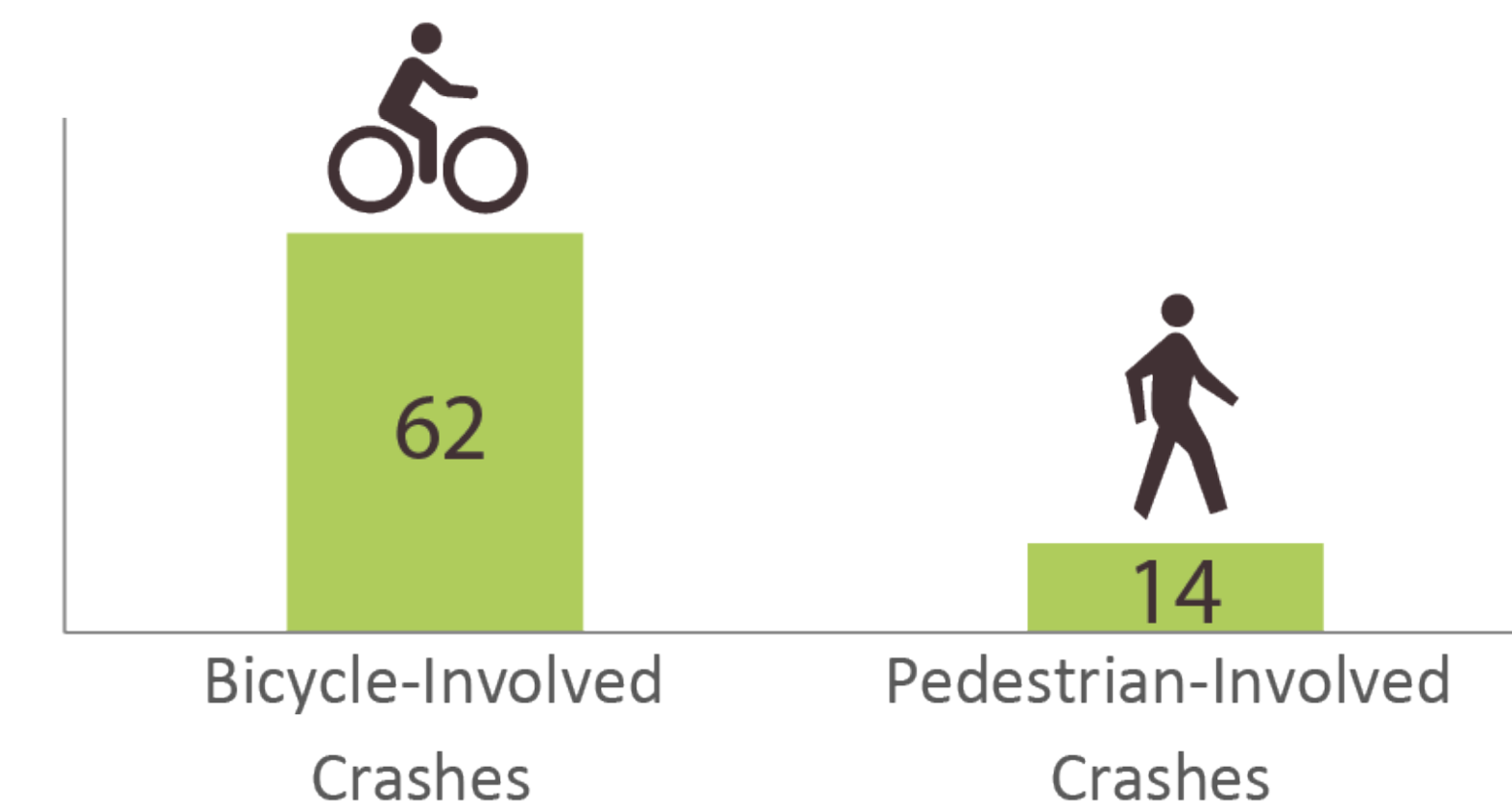
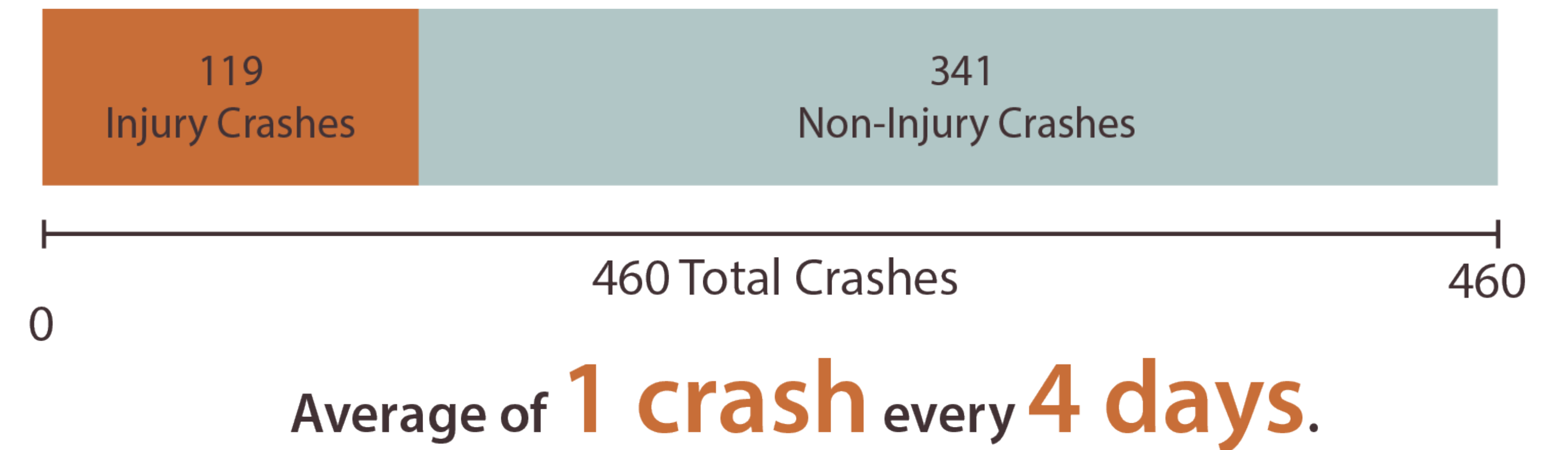
CORRIDOR UNDERSTANDING: DATA

NUMBER OF PEOPLE BY MODE PM PEAK HOUR WEST ELIZABETH STREET & PLUM STREET



SAFETY

CRASHES ON WEST ELIZABETH STREET BETWEEN 2010 & 2014



- ★ Indicates more crashes than expected compared to similar **intersections** within the city
- ↔ Indicates more crashes than expected compared to similar **segments** within the city

CORRIDOR UNDERSTANDING: DATA

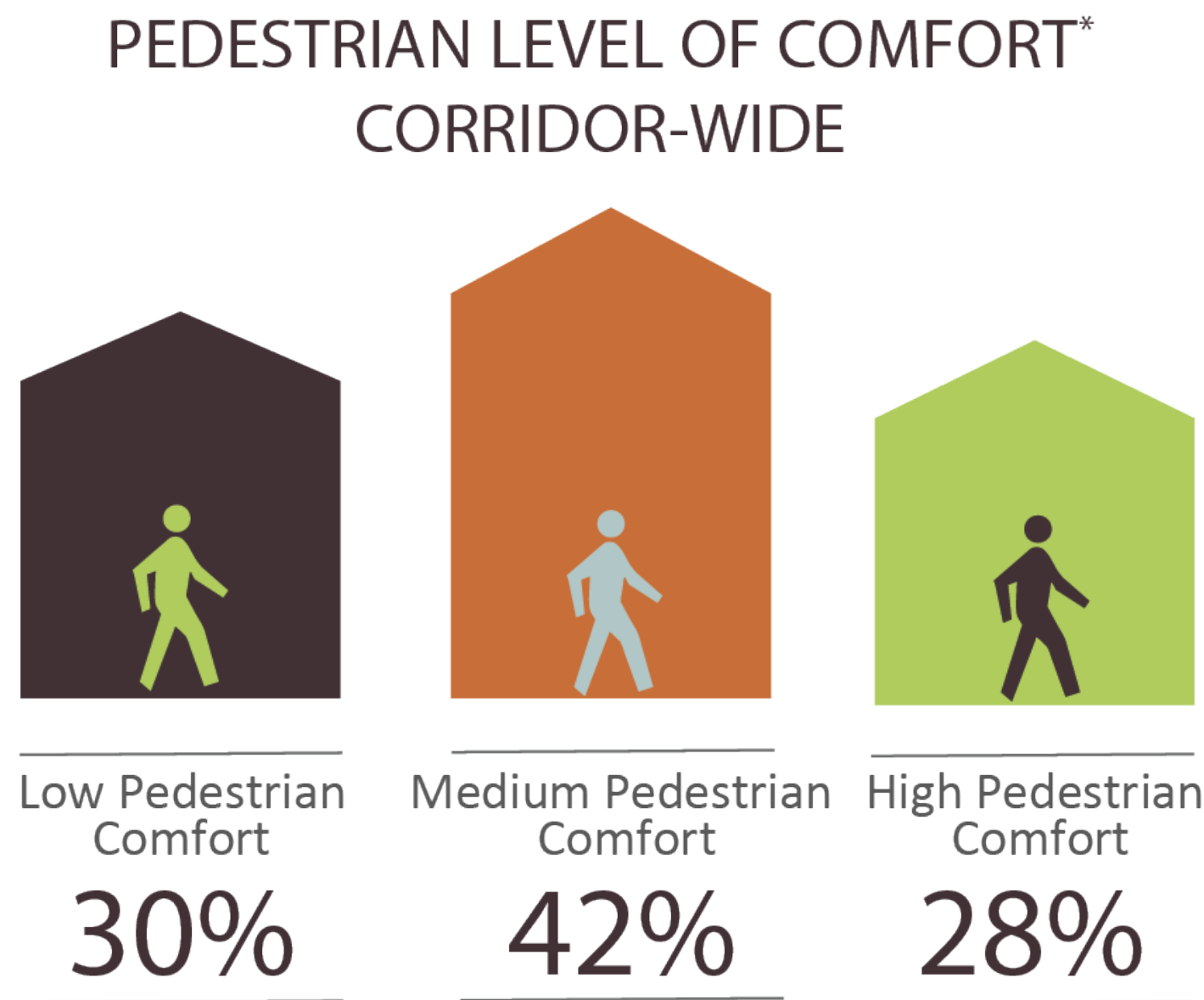
WALKING

36%

of sidewalks in the corridor are non-ADA compliant, of which:

7%

are missing sidewalks.



*Pedestrian Level of Comfort is based on a technical analysis of existing data

AVERAGE PM PEAK HOUR PEDESTRIAN DELAY



West Elizabeth Street & City Park Avenue

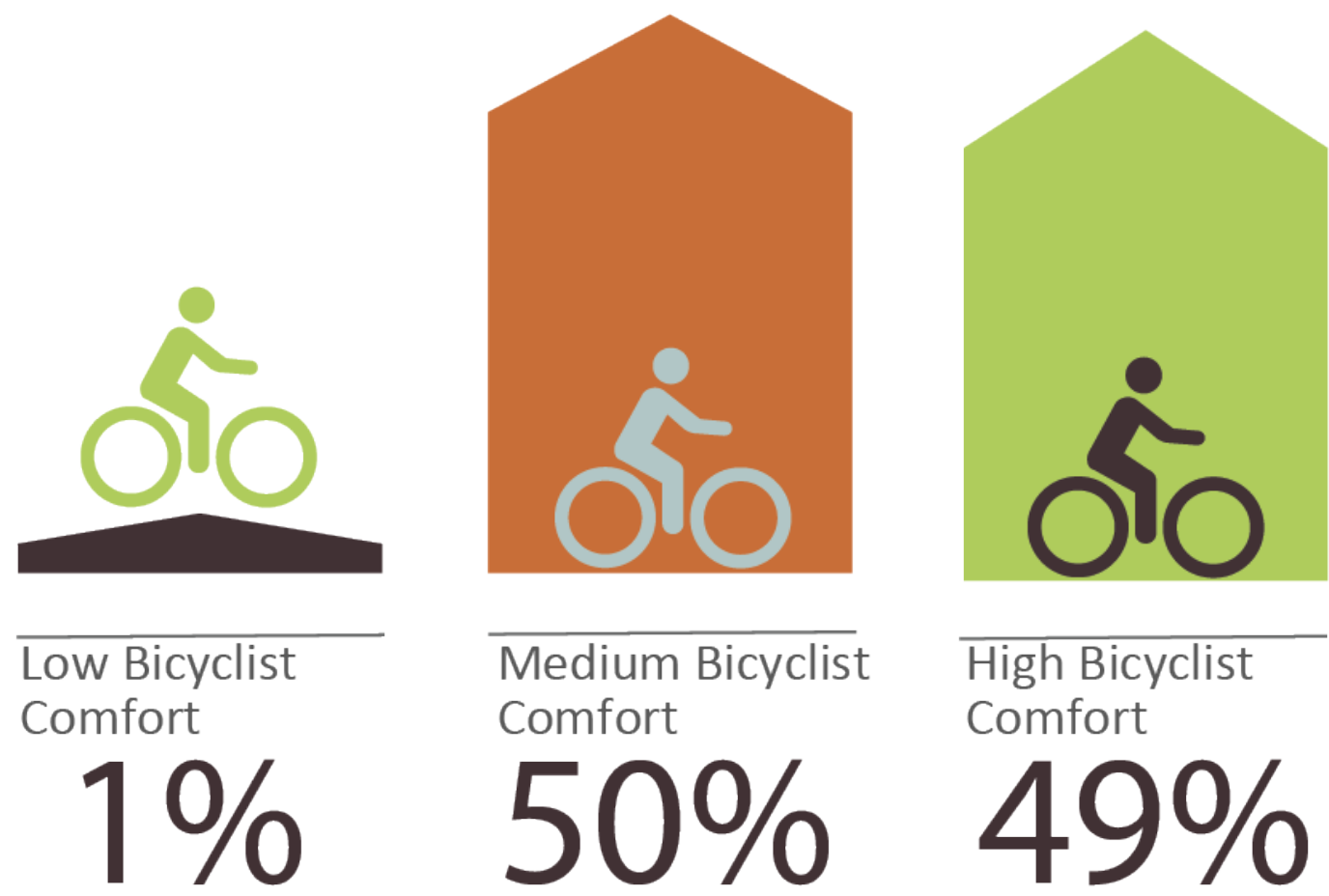
After 30 seconds, research has indicated that pedestrians partake in more risk-taking behavior.



West Elizabeth Street & Shields Street

BICYCLING

BICYCLIST LEVEL OF COMFORT | CORRIDOR-WIDE



*Bicyclist Level of Comfort is based on a Level of Traffic Stress (LTS) technical analysis of existing data sources

TRANSIT

Almost **5,000** riders a day within the study area (9 routes):
Highest ridership in the city

Over **3,700** passengers left behind on Route 31 from January to April 2015. That's equivalent to over **37** MAX buses or **75** standard Transfort buses.



TRANSIT BOARDINGS

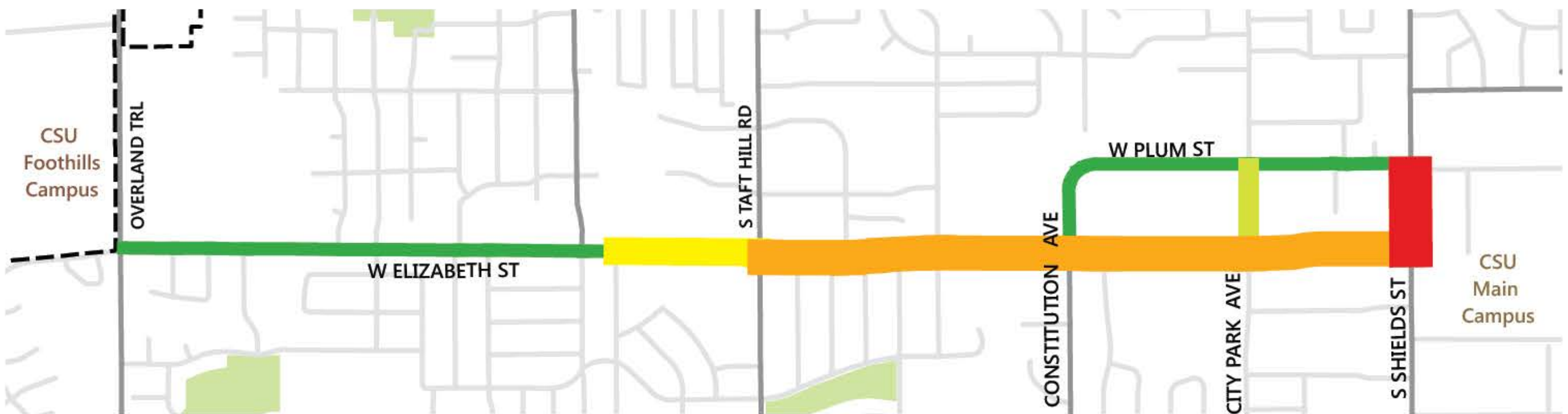


Transit boardings from January - April 2015 APC Data

• < 100 • 100 - 200 • > 200

DRIVING

AVERAGE DAILY TRAFFIC



Average Daily Traffic (ADT)

ADT Range	Color
< 5,000	Green
5,001 - 10,000	Light Green
10,001 - 15,000	Yellow
15,001 - 20,000	Orange
> 20,000	Red

VISION

The vision for the West Elizabeth Enhanced Travel Corridor is to be an easily accessible and reliable multimodal corridor with an emphasis on connectivity to CSU's Foothills Campus on the west and CSU's Main Campus (including MAX stations) on the east.

The corridor will be well-integrated and well-connected within the city, with a focus on improving transit, walking and biking. The corridor will foster existing business and future infill and redevelopment to accommodate the growing number and diversity of users in the corridor, which include: students, families and seniors.

The network 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.



PHASING SUMMARY

PROJECT GUIDING PRINCIPLES

Design is based on the following:

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

PROPOSED PROJECT PHASING

Project is proposed to be implemented in phases. The intent of this is to:

- Address major deficiencies in the near-term (e.g., gaps in the sidewalk and biking networks)
- Use public funds wisely and efficiently
- Ensure phased improvements minimize throw-away costs (e.g., a near-term sidewalk improvement won't be removed once the longer-term vision is realized)

Proposed for 2016	Interim Improvements	Recommended Design	What if Campus West Redevelops?
<ul style="list-style-type: none">• Tweaks to improve upon the existing transit service	<ul style="list-style-type: none">• Transit service and amenity improvements• Completion of the bike network• Completion of the sidewalk network (minimum standards)	<ul style="list-style-type: none">• High-frequency transit service• Protected/ buffered bike lanes and protected intersection• Enhance pedestrian network (detached sidewalks)• Roundabout at Overland and access management improvements	<ul style="list-style-type: none">• BRT-like transit service• Changes in the Campus West area
Cost Estimates			
<\$	\$ \$	\$ \$ \$ \$ \$	TBD

Thank you for visiting the West Elizabeth Enhanced Travel Corridor Recommended Design Open House. *Your input is very important to us!*

Open House materials will be posted online with further opportunity to provide input at the West Elizabeth ETC website:
www.fcgov/westelizabeth.

NEXT STEPS:

- Incorporate feedback from Open House and other outreach
- Develop Draft Plan
- Public review of Draft Plan (June - July)
- Finalize Plan
- City Council Adoption Hearing (August 16, 2016)



Visioning Open House August 2015



Alternatives Open House December 2015