

Listening Session Summary

BACKGROUND

Two listening sessions were held on April 29 and May 4, 2015 to gain insights from the community about the existing conditions and issues surrounding the West Elizabeth Corridor and to help identify potential areas of improvements.

Date	Session	Location	Participants
April 29	6:00 – 8:00 pm	Westminster Presbyterian Church	30
May 4	6:00 – 8:00 pm	Polaris/Lab School	21
		Total	51

The listening sessions began with an introduction to the West Elizabeth Enhanced Corridor Plan, a description of the community engagement activities conducted thus far, and an overview of the community engagement process moving forward.

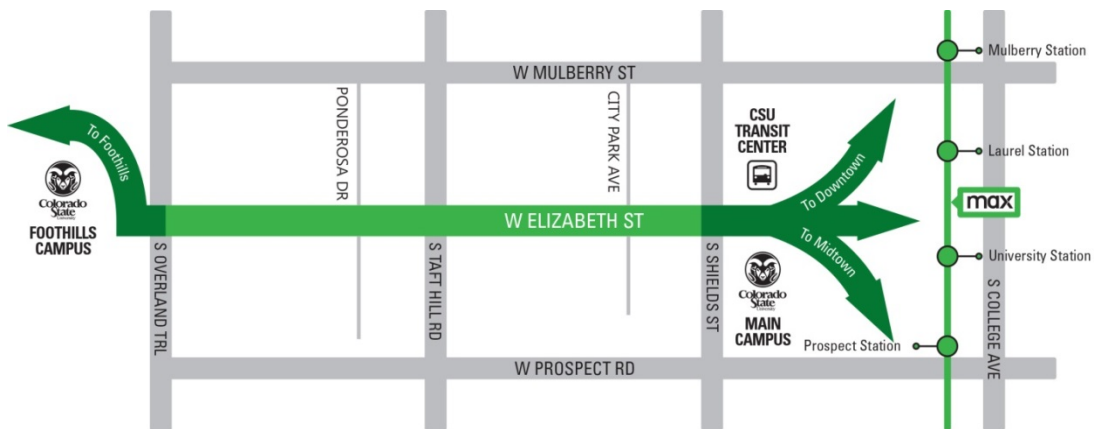
Participants were asked to break into groups to discuss different transportation modes in the corridor, including: vehicular, transit, pedestrian, and bicycle. Each group had maps associated with the topic areas and was encouraged to share thoughts, concerns, or questions they had related to the topic. Participants were encouraged to discuss their thoughts with the group and write notes on the maps. Each group had approximately 30 minutes to discuss the topic before moving to one of the other topic areas.



WHAT WE HEARD – KEY THEMES

The project team heard a number of concerns, opportunities, and comments during the discussions and on the comment forms. The following list of key themes summarizes the ideas and comments shared by participants at both listening sessions. Comments are organized by corridor segments according to the map below:

- CSU Foothills Campus/Overland Trail to Ponderosa Drive
- Ponderosa Drive to Taft Hill Road
- Taft Hill Road to City Park Avenue
- City Park Avenue to Shields/CSU Main Campus



Overland Trail to Ponderosa Drive

- Bicycle infrastructure is discontinuous and less prevalent in this western portion of the corridor.
- Pedestrian crossing (across Elizabeth) is difficult and dangerous; we need dedicated crossings.
- I would ride the bus more if there were service on Mulberry Street west of Taft Hill Road.
- Elizabeth Street is bottlenecked beyond Ponderosa Drive; remove the on-street parking.
- Property owners are concerned how they might be affected by changes to the corridor.

Ponderosa Drive to Taft Hill Road

- The intersection at Taft Hill Road and Elizabeth is busy, dangerous, and confusing; there are conflicts between all modes there.
- It is difficult and to cross Elizabeth west of Taft Hill Road. We need a pedestrian crossing near King Soopers (*heard many times*).
- Access conflicts at King Soopers entrance west of Taft Hill Road (also south of Elizabeth Street) – (*this was mentioned several times and is probably the biggest theme of the night*)

Taft Hill Road to City Park Avenue

- City Park Avenue north of Elizabeth is dangerous for bicyclists despite being a major connection to Old Town. Need a low-stress bike network on City Park Avenue.
- The bike lane (westbound) on Elizabeth Street past City Park Avenue is too narrow.
- There is a lot of congestion on City Park Avenue and Plum Street. Too much activity; on-street parking, buses, bicyclists, and pedestrians (*heard several times*).
- There is a lot of cut through traffic on Springfield Drive and City Park Avenue.

City Park Avenue to Shields

- Intersection improvements are needed at Plum Street and Shields for all modes.
- Bike facilities need improvements on Plum Street; this is a high conflict area between buses and bicyclists (*heard several times*).
- Improved bicycle crossings needed at the Shields and Elizabeth Street intersection, currently feels unsafe.
- Although people appreciate the activated crosswalk on Elizabeth Street drivers don't necessarily yield to pedestrians.
- Would like to see detached bicycle and pedestrian facilities; possibly a shared use path.
- There is a lot of congestion in Campus West.
- Students use the neighborhood between City Park Avenue and Constitution Avenue south of Elizabeth Street as a park-n-ride.

Other/General Comments

VEHICULAR

- Lots of access points (driveways) that result in high number of bicycle/vehicular conflicts.
- “Right-sizing” Elizabeth Street and using a vehicular lane for dedicated transit or improved bicycle and pedestrian facilities might be a good option (*heard several times*).
- Better traffic enforcement is needed (*heard several times*).
- Would like to see traffic diverted to adjacent arterials (Mulberry & Prospect) to relieve congestion.
- Speeding is big issue, traffic calming is needed.
- Improved street lighting is needed.

TRANSIT

- Bus stop amenities need improvements (*mentioned several times*).
- Need higher frequency bus service; full buses discourage transit use.
- Students use the study area neighborhoods as a park-n-ride.
- Buses speed in the corridor (*mentioned several times*)
- Need Sunday, weekend, and late evening service.
- Would like the buses to connect to the MAX.
- Buses only cater to students.

PEDESTRIAN

- Sidewalk infrastructure is inconsistent; need continuous walkability along all of West Elizabeth Street and better cohesiveness in the level of infrastructure.
- Sidewalks are narrow, uncomfortable, and challenging for mobility-challenged individuals.
- Infrastructure needs to be better maintained including snow removal.
- Detached sidewalks are preferred.
- Need more pedestrian refuge islands to protect pedestrians when crossing Elizabeth Street.
- Residents are concerned about light pollution from adding additional pedestrian crossings.

BIKING

- Biking behavior in the corridor is impulsive and unpredictable, such as riding the wrong direction in bike lanes and on the sidewalks. There needs to be more education to improve travel behavior.
 - Bike lanes are not obvious /intuitive on Elizabeth Street. In some sections it unsure if there is a dedicated bike lane or if it is just the road shoulder (*heard several times*).
 - Bike lanes need better snow removal.
 - Bikes and buses go the same speed, leapfrog down corridor, this creates multiple conflict points between the two.
 - North-south connectivity across the corridor needs improvement.
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