

West Elizabeth Enhanced Travel Corridor Plan



STAKEHOLDER COMMITTEE WORKBOOKS

West Elizabeth Enhanced Travel Corridor Plan



Stakeholder Committee

Meeting #1
July 8, 2015

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Introduction

First, thank you again for volunteering and dedicating your time and energy to the West Elizabeth Enhanced Travel Corridor Plan. This is the first in a series of Stakeholder Committee workbooks that will serve as a resource, guide and “how-to” manual throughout the planning process. It will include general information relevant to the Plan, as well as specific activities and information on how the plan will be created with the help of this committee.

At the beginning of each committee meeting, you will receive a new workbook. This information will include exercises that explore the issues, opportunities, vision, policies and action plan for the West Elizabeth corridor. The work completed by this committee will ultimately inform the content of the draft and final plan.

These packets will also be made available online so people that you know and work with can also participate in the process and provide input. We highly encourage you to talk with your neighbors, friends, family, and colleagues about their ideas for the future of West Elizabeth.

Overview

What is the Stakeholder Committee?

This Stakeholder Committee was formed to explore the issues and opportunities facing West Elizabeth and help develop a plan to achieve the community's long-range vision for the area's future. The committee will help establish a vision for the West Elizabeth corridor, identify areas of focus, and contribute to the development of the plan.

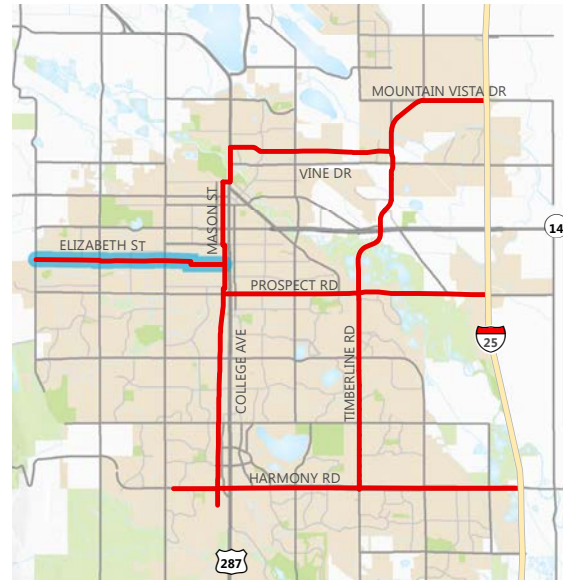
It is the responsibility of the Stakeholder Committee to not only attend regular meetings and discuss, debate, and work through the topics that will be included in the plan, but also to continually reach out to others in the community for broad-based public input. Word of mouth is a great promotional mechanism, and we are relying on you, the Stakeholder Committee members, to talk about the West Elizabeth Enhanced Travel Corridor Plan with members of your social, educational, neighborhood, religious, and employment circles. Ask for feedback, have others complete the workbook exercises, and invite them to visit the plan website and attend the community events.

With your help, we will be able to develop the vision and guiding plan for the West Elizabeth corridor that we can all be proud of and work toward in a unified manner.

Overview

What is an Enhanced Travel Corridor (ETC)?

Enhanced Travel Corridors (ETCs) are uniquely designed corridors that are planned to incorporate high-frequency transit, bicycling, and walking as part of the corridor. ETCs are intended to support high-quality economic development opportunities for mixed-use, transit-oriented development, and support Fort Collins's active lifestyles and environmental stewardship goals.



Why West Elizabeth?

West Elizabeth was first identified as an ETC in the 2011 *Transportation Master Plan* as an important connection between the CSU Foothills and Main Campuses, shopping centers, and other destinations. This ETC was recently recommended for further evaluation in the *West Central Area Plan*. The corridor has high transit, bicycling, and walking demand, and an ETC is a comprehensive tool that can help address some of the challenges West Elizabeth faces, such as:

- Overcrowded buses
- A higher number of bike crashes than expected
- Sidewalks in some locations that do not meet ADA standards and are not comfortable for walking

Who Will be Included in the Planning Effort?

The engagement of residents, business owners, students, employees, and other community members will be essential to the success of the plan. There will be numerous opportunities for members of the public to join the conversation, including listening sessions, workshops, open houses, online surveys, and other activities. In addition to the Stakeholder Committee, a Technical Advisory Committee will also contribute to the development of the plan.

Process

Planning Phase	Date	Stakeholder Committee Activities	Public Activities & Events
Phase 1: Project Startup & Corridor Understanding	Mar - July 2015	Stakeholder Committee Selection; Stakeholder Committee Meeting #1 (<i>July</i>)	Listening Sessions; Walking Tours; WikiMap; Online Survey
Phase 2: Visioning, Alternatives Development & Alternatives Evaluation	July - Dec 2015	Stakeholder Committee Meeting #1 (<i>July</i>)	Visioning Events; Alternatives Development Workshops; Online Survey
Phase 3: Preferred Alternative & Implementation Planning	Dec - Feb 2016	Stakeholder Committee Meeting #2 (<i>September</i>)	Preferred Alternatives Workshops; Online Survey
		Stakeholder Committee Meeting #3 (<i>November</i>)	Community Presentations / Listening Sessions
Phase 4: Draft Master Plan & Adoption Process	Feb - July 2016	Stakeholder Committee Meeting #4 (<i>February</i>)	Draft Plan Open Houses; Online Survey
		Stakeholder Committee Meeting #5 (<i>April</i>)	Community Presentations / Listening Sessions

Roles & Expectations

Purpose

This Statement of Expectations is intended to avoid miscommunication about the plan, foster collaboration and help garner support of the process and the plan. It is also intended to provide the basis for operating during the drafting and adoption process.

Statement of Expectations:

1. I acknowledge that our community is changing and that we must plan for future change.
2. I agree that the planning process is founded on respect for community residents, our neighborhoods, our natural resources, private property rights and future generations.
3. I expect that all members of the planning process will treat each other respectfully at all times and will value the work and effort of others.
4. I am committed to working together for the best interests of the West Elizabeth corridor as a whole, not our own personal agendas.
5. I understand that we may disagree about details, but will continue to keep the larger goals and core concepts of the plan, as well as our shared values, in mind as we move forward.
6. I am committed to searching for creative solutions that will move our community forward and will not criticize any part of the process without also offering a solution.
7. I understand that there are many factors including, but not limited to, the work and efforts of this committee that City Council will consider before they make a final motion of approval.
8. I understand that if we are not able to work corroboratively, it will have a direct cost to the City.

Signature

Printed Name

Date

Meeting Guidelines

Creating a forward-looking plan requires a commitment to the process and respect for other participants. Please keep in mind the following “ground rules” during meetings:

This is about what you collectively want for your community

City staff and consultants are here to listen

*These meetings should be less about the past
and more about the future*

Focus on being proactive, not reactive

There are some ‘givens’ that we must work within

**We must show respect for private property, present
& future neighbors & West Elizabeth as a whole**

Listen to understand

Allow everyone an opportunity to participate

Existing Conditions

What We've Heard

Biking



Inconsistent facilities in west segment



Lots of driveway conflicts in Campus West



Challenging intersections (e.g., West Elizabeth at Taft Hill, City Park, Shields)



High number of cyclist crashes



“While I bike daily, I think bike safety could be improved by providing more space between bikes and cars. In addition, it would be nice to have the bike lanes continue along the whole route.”

Existing Conditions

What We've Heard

Transit



Overcrowded buses, people left behind



Not enough amenities



Not enough service (e.g. late-night, weekend, summer)



“We need more buses to run up and down West Elizabeth to and from Campus.... Sometimes they just don’t have room and skip people at the bus stop.”

“I would use public transportation more often if the buses were more frequent and more direct and if they went to a MAX stop rather than the Transit Center at the University.”

Existing Conditions

What We've Heard

Walking



Inconsistent facilities, lack of sidewalks



Not comfortable



Largely not ADA compliant



Hard to cross West Elizabeth Street



“The sidewalks in the neighborhoods bordered by Elizabeth, Mulberry, Taft and City Park Avenue are too narrow to walk a dog, child or stroller. To stroll through the neighborhood, one must be in the street!”

Existing Conditions

What We've Heard

Driving



Challenging to make left turns at driveways



Conflicts with pedestrians and bicyclists



Speeding



Sight distance issues



“Traffic (including cars, cyclists, skateboarders and pedestrians) is too crazy and scary. {I} worry that I will be hit or hit someone else.”

“There is a lot of traffic...cars/bike/peds and I don't feel that people are paying attention to all the moving parts.”

Activity: Corridor Preference Polling

What should the future of West Elizabeth look like?

Now it's time to look forward -- to envision the future of the West Elizabeth corridor. This interactive polling activity will help the group organize the desired outcomes for the West Elizabeth corridor, as well as prioritize the goals that should be addressed through the planning process.

Tradeoff Polling

You will be asked a series of questions regarding your preferred vision for travel in the corridor and for potential improvements for all users. These questions will help illuminate what tradeoffs we should consider when developing the preferred vision for travel in the corridor. The group's aggregate responses will be recorded automatically and displayed after each question for the committee to see.

Case Studies

You will be presented with examples of 5 corridors from across the nation and outside the US. These corridors represent a wide array of corridor design, function, and features. The facilitator will introduce the noteworthy elements of each corridor after which you will be asked to respond to questions regarding your impression and preferences for elements within the corridors. (See pg 12 for elements descriptions)

Activity: Corridor Preference Polling

Case Study Element Descriptions

Street scale: The width of the roadway and the elements located within, such as: travel lanes, transit lanes, bikeways, and walkways.

Bicyclist experience: Comfort, safety, and ease of using bicycling facilities such as: bike lanes, intersection crossings, and bicycle parking.

Pedestrian experience: Comfort, safety, and ease of using pedestrian facilities such as: sidewalks, crosswalks, ramps and steps.

Landscaping: Arrangement of trees, shrubs, flowers, grass, and other non-living materials and/or the altering of the contours of the ground for improved aesthetics.

Theming & amenities: The ambiance of the space and the provision of features such as: street lights, benches, trash cans, etc.

Land use character: The qualities distinctive to different land uses such as: residential, civic, industrial, commercial, etc.

Vehicular convenience & access: Comfort, safety, and ease of driving and reaching destinations.

Transit service & facilities: Comfort, safety, and ease of accessing transit facilities.

Activity: Cross-Section Building

Instructions

1. Divide into four groups, each focused on a different transportation mode: **Bicycling**, **Walking**, **Transit**, and **Multi-Modal**.
2. You will develop cross-sections for three different segments along the corridor.
3. You will be provided with an assortment of pieces for all the elements that could make up a travel corridor in a variety of sizes. (See list of pieces on page 14.).
4. Using the pieces provided, build “preferred” cross-sections that emphasize your transportation mode, expressing your vision of ***how West Elizabeth should look and function.***
5. As a group, choose one person to present one of your cross-sections and to share any lessons learned or key takeaways with the committee. (See page 15 for a sheet on which to record any thoughts and ideas.)

Activity: Cross-Section Building

Cross-Section Pieces

Median (w/ trees)

- 4'
- 6'
- 8'
- 10'
- 12'

Center turn lane

- 10'
- 11'

Travel lane

- 9' (must be next to curb and gutter)
- 10'
- 11'

Bike lane

- 4' (must be next to curb and gutter)
- 6'
- 7'

Buffer (3')

- Painted
- Raised

On-street parking

- 5' (must be next to curb and gutter)
- 6' (must be next to curb and gutter)
- 7'
- 8'
- 18' (45 degree angled)

Curb and gutter (2')

Sidewalk amenity zone

- 4'
- 6'

Landscape buffer

- 4'
- 6'

Sidewalk

- 6'
- 8'
- 10'
- 12'

Transit lanes

- Bus-only lane 11'
- Streetcar lane 11'
- Grade-separated transit 24'

Activity: Cross-Section Building

Lessons or Takeaways from the Cross-Section Building activity?

[illegible]

Next Steps

Visioning Open House

Date: Wednesday, August 5

Time: 6:00 - 8:00 p.m.

Location: St. Paul's Episcopal Church

1208 W. Elizabeth St.

Visioning Online Survey

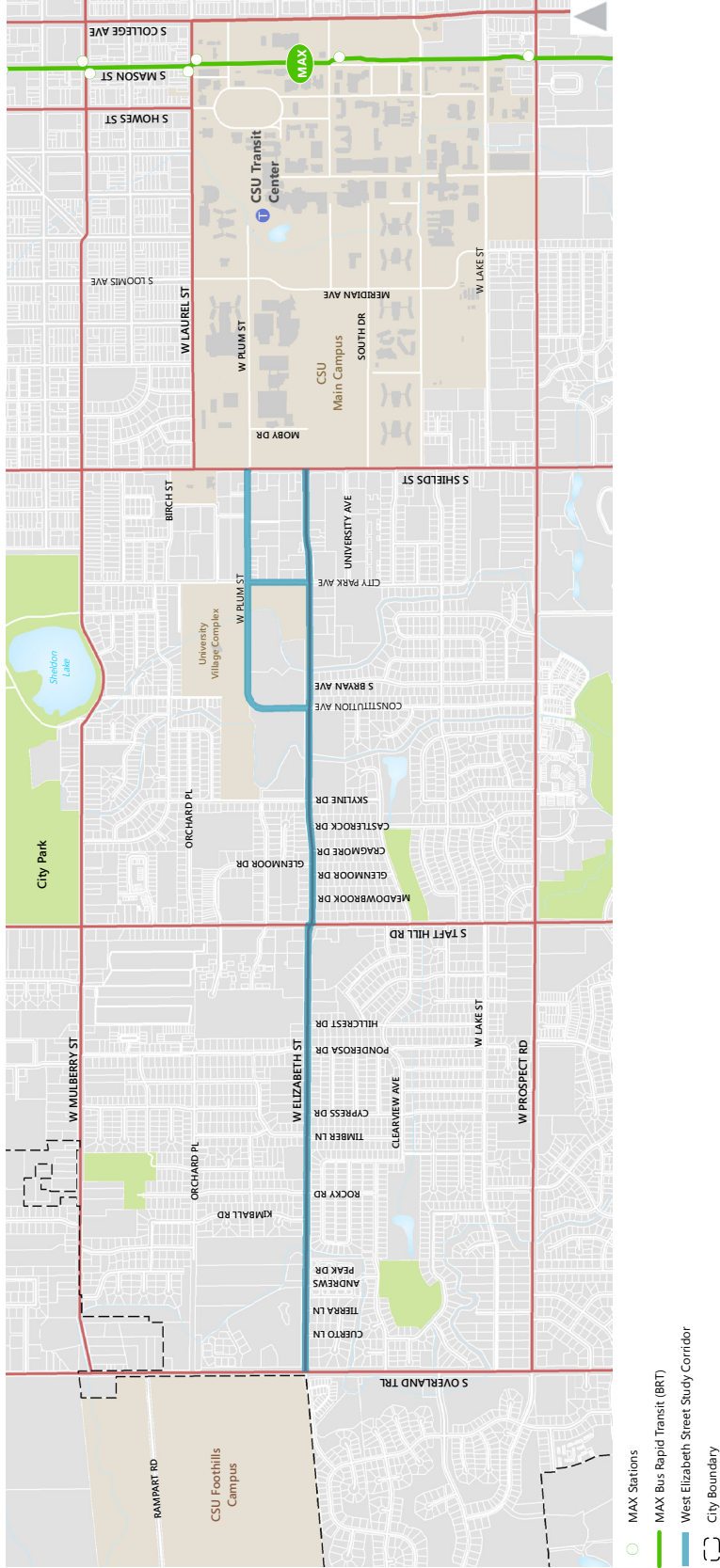
Opens late July/early August, TBD

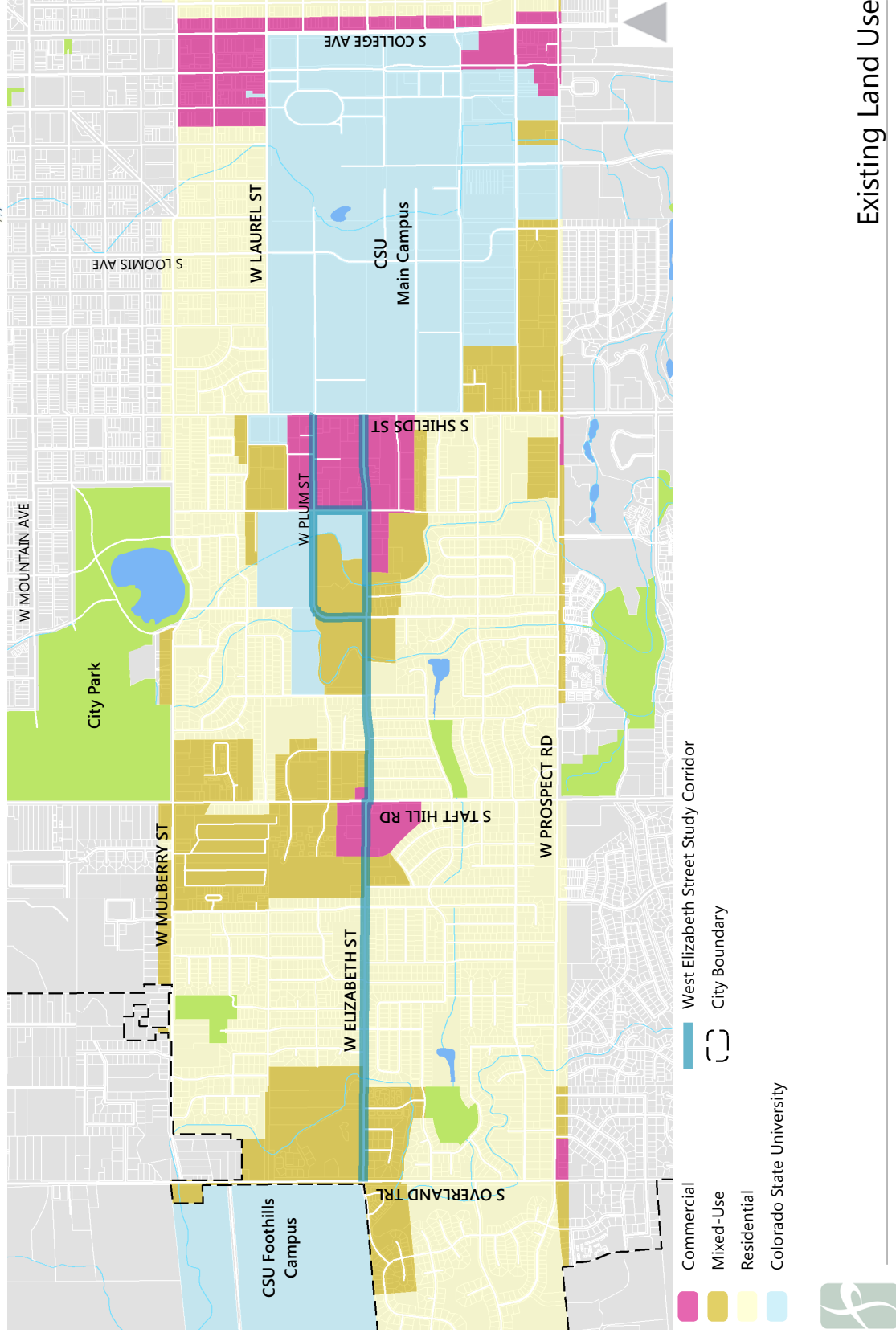
Visit fcgov.com/westelizabeth

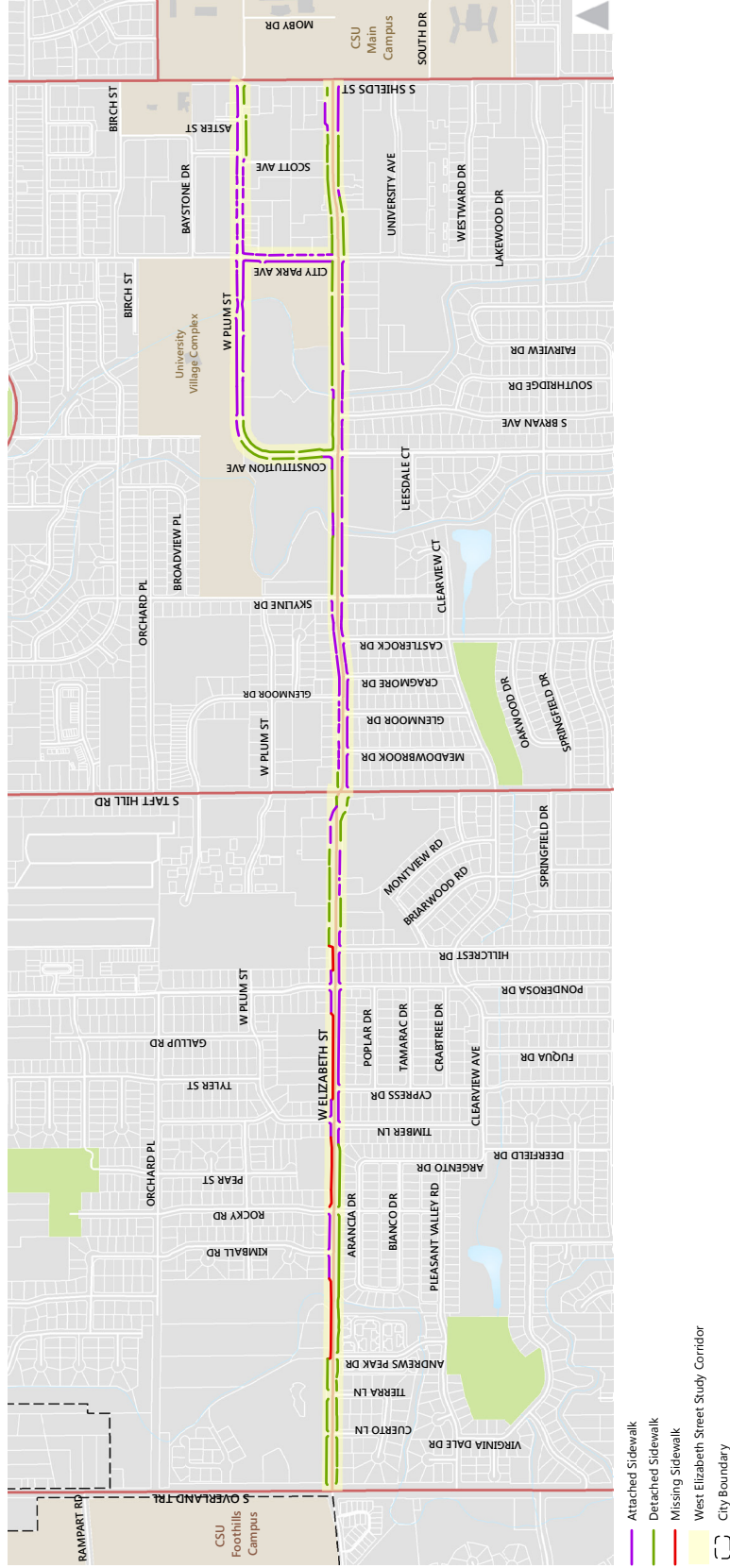
Next Stakeholder Meeting

September 2015

Appendix



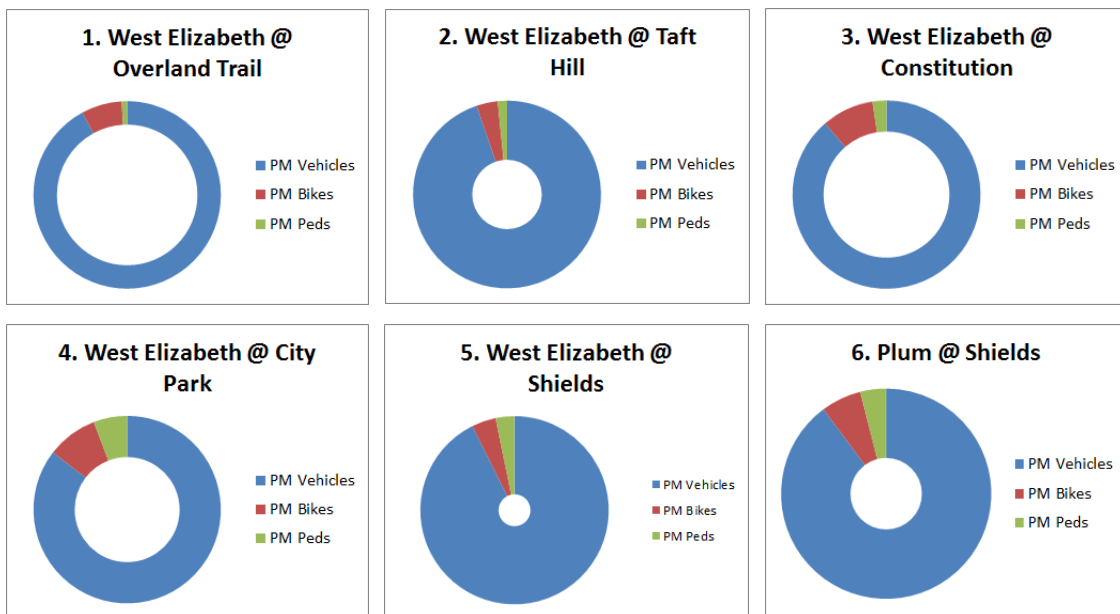
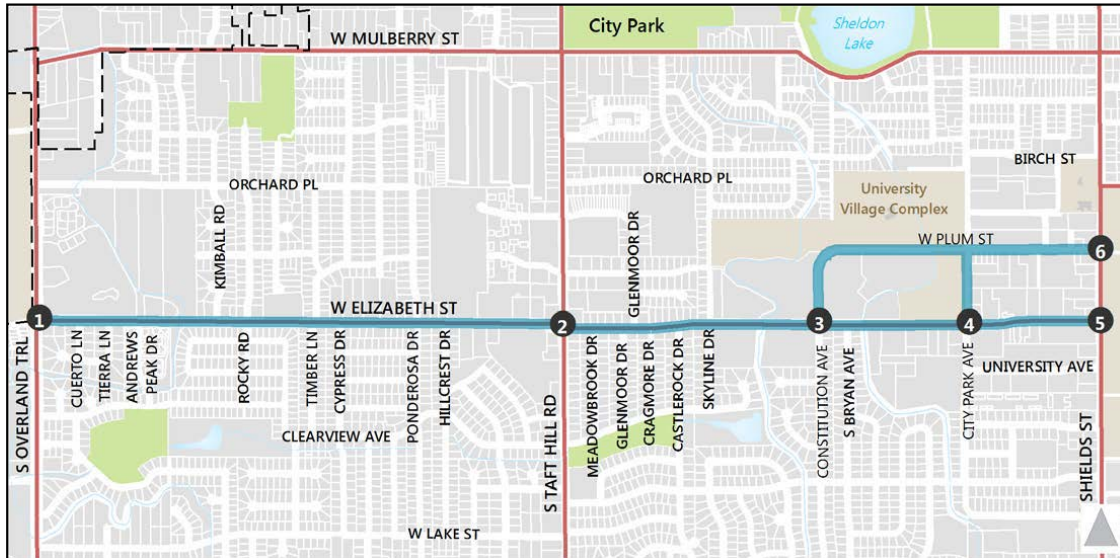




Existing Sidewalk Network

Draft

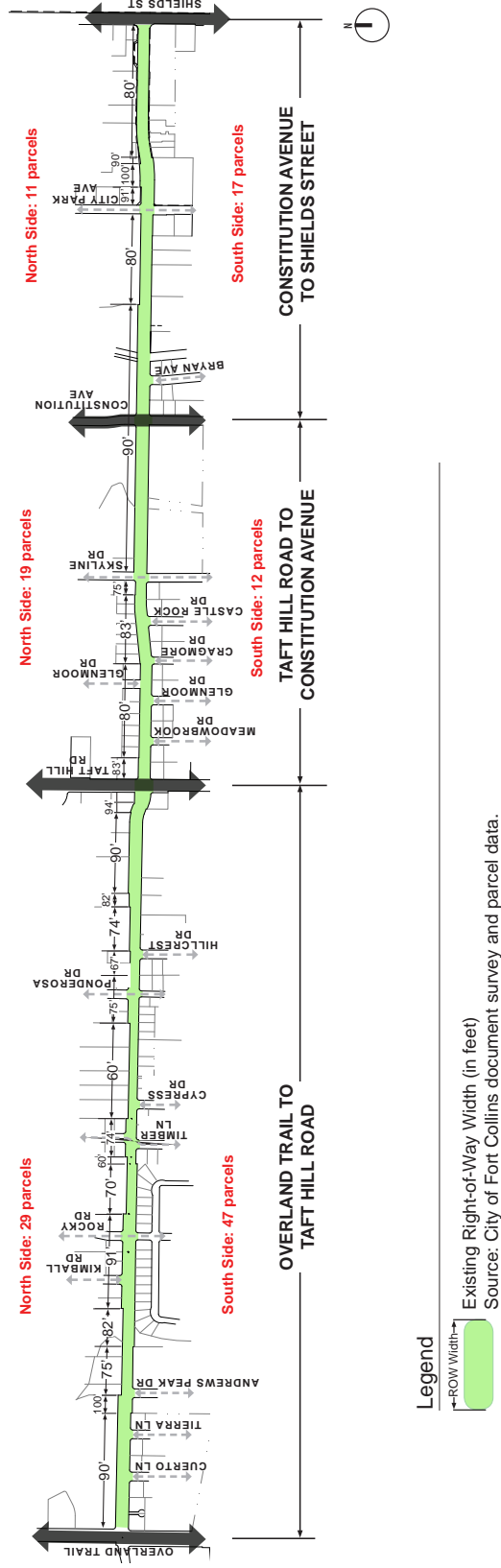
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PM Peak Hour (4:30-5:30 PM) Volumes by Mode -
Existing Conditions
Based on 2014 traffic counts

Draft

Draft



Draft

Case Studies: 5th Street Davis, CA



Key Attributes

Pedestrian – suburban sidewalk with landscape buffer with canopy trees

Bike – on-street bike lanes

Auto – shares travel lanes with transit

Transit – University “peak” schedules, shares travel lanes with autos

Parking – off street only

Case Studies: Beacon Street Brookline, MA



Key Attributes

Pedestrian – urban sidewalk with tree grates and landscape buffers

Bike – share travel lanes with vehicles

Auto – does not share travel lanes with transit

Transit – Green Line streetcar/light-rail in center median

Parking – on-street provided in some locations

Case Studies: Broadway Boulder, CO



Key Attributes:

Pedestrian - urban sidewalk with tree grate separation

Bike - off street, designation to separate from pedestrian space

Auto - shares travel lanes with transit



Transit - high frequency, shares travel lanes with autos

Parking - off street only

Case Studies: Carrall Street Vancouver, BC



Key Attributes:

Pedestrian – urban sidewalk with tree grate separation

Bike – one way raised cycle track with landscape buffer from travel lanes

Auto – shared lanes with transit



Transit – electric bus in mixed flow travel lanes

Parking – on-street provided in some locations



Case Studies: Euclid Street Cleveland, OH



Key Attributes

Pedestrian – sidewalk with landscape buffer in some locations

Bike – on-street bike lane

Auto – does not share travel lanes with transit

Transit – “Healthline” BRT has center-running bus-only lanes

Parking – off-street only

Notes

