

## Stakeholder Committee Meeting #1

West Elizabeth Enhanced Travel Corridor Plan

July 8, 2015 – 6:00-8:00 pm

***Present:***

Alison Anson  
Aaron Buckley  
Rick Callan  
Laurel Grimm  
Kay Henke  
Edward Kendall  
Gail McKee  
Bonnie Michael  
Kathy Nicol  
Troy Ocheltree  
Peter Rhoades  
Gene Schoonveld  
Dave Thompson  
Michael Werner

***Absent:***

Madi Book  
Jean Robbins  
Jordan Sowell

***Staff & Consultants:***

Charles Alexander, Fehr & Peers Associate  
Emma Belmont, Transfort Transit Planner  
Amy Lewin, FC Moves Senior Transportation Planner  
Rachel Prelog, FC Moves Intern  
Carly Sieff, Fehr & Peers Transportation Planner

**Agenda**

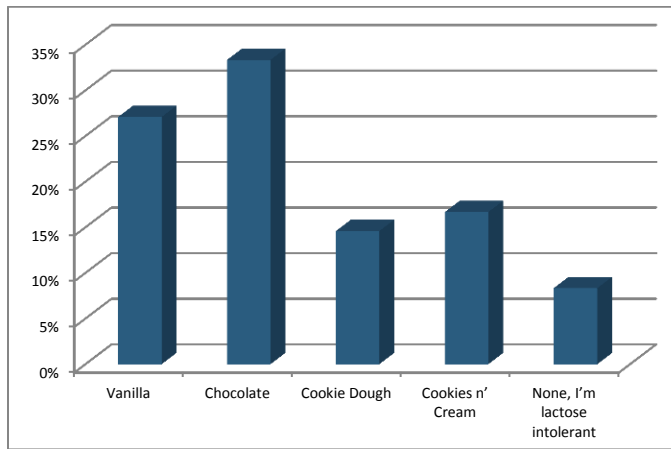
- 6:00-6:10 – Dinner, settle-in
- 6:10-6:20 – Introductions
- 6:20-6:40 – Project background
- 6:40-7:05 – Tradeoff and case study keypad polling
- 7:05-7:35 – Cross-section building exercise\*
- 7:35-7:50 – Present cross-section building concepts\*
- 7:50-8:00 – Wrap-up, next steps

\*Due to other activities running over on time committee members were able to participate in these activities after the meeting

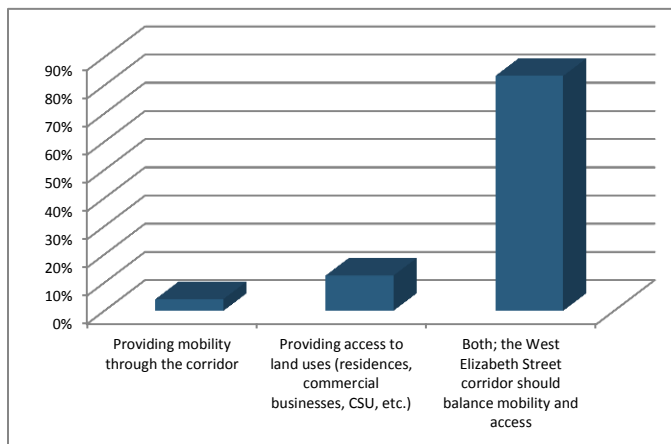
Stakeholder committee members were provided workbooks which served as a tool to help guide participants through the information presented in the agenda above. This included general information relevant to the plan as well as specific activities and information pertinent to the current planning activities.

## Keypad Polling Results

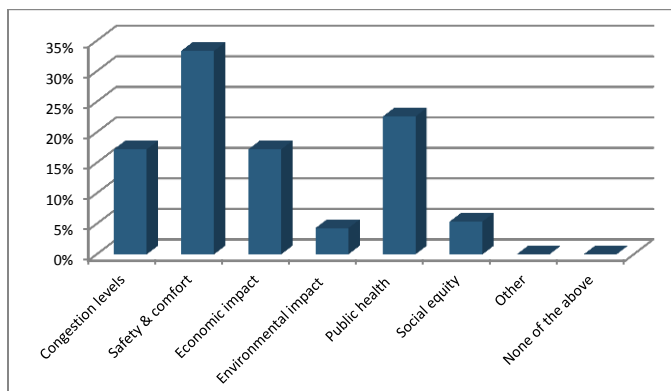
1. What is your favorite flavor of ice cream? (Test question)



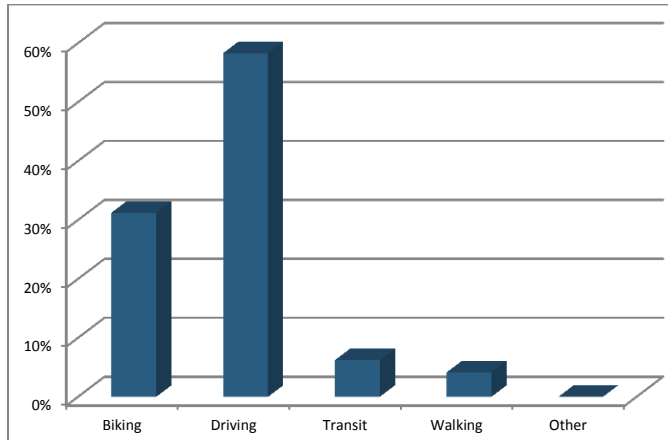
2. The West Elizabeth Street corridor's primary function should be?



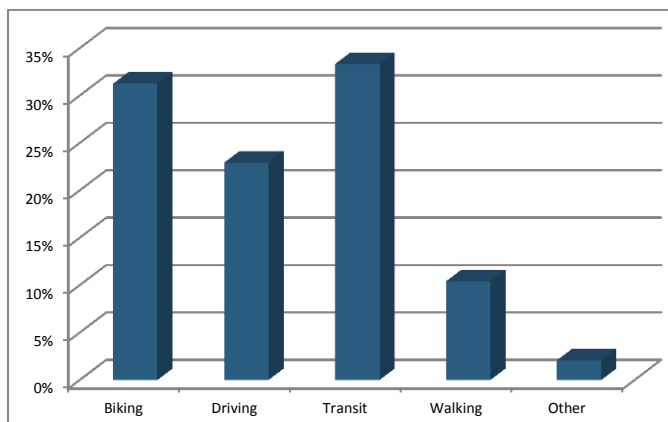
3. Success on the West Elizabeth Street corridor should be defined by? (Select 2)



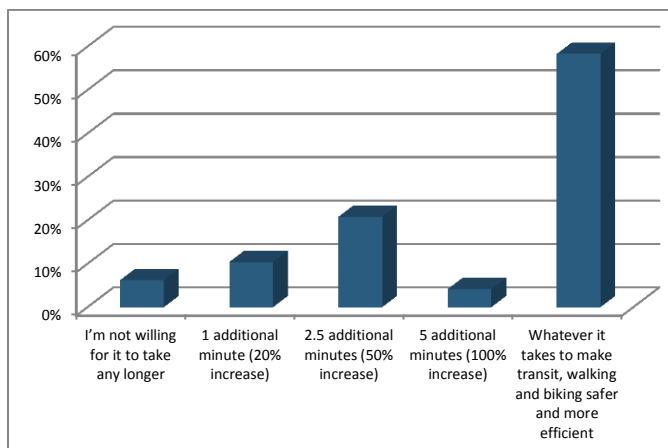
4. What mode of travel do you most often use in this corridor?



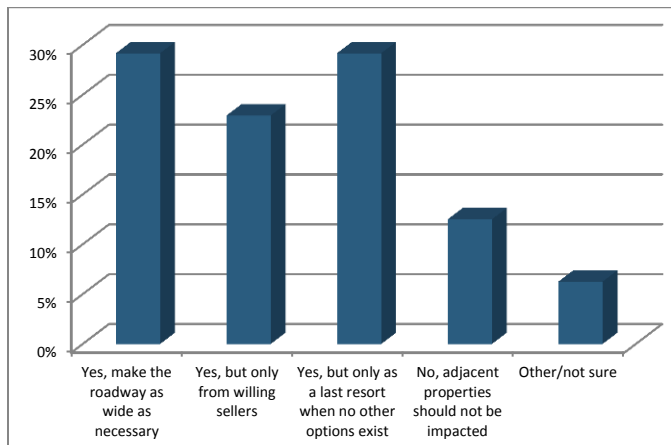
5. What is the most important mode of transportation on the West Elizabeth Street corridor?



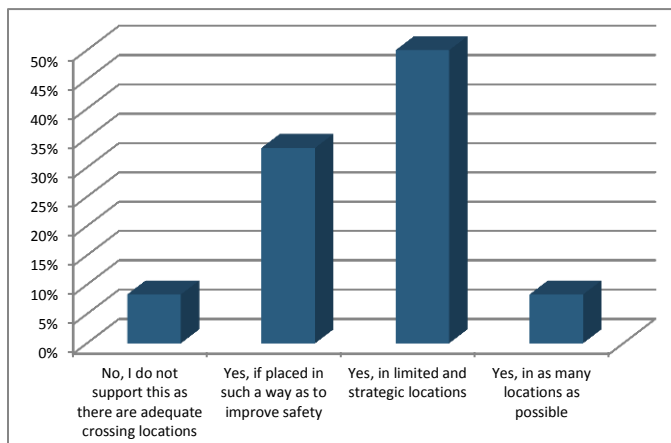
6. Are you willing to spend additional time driving on West Elizabeth Street to make transit, walking, and biking safer and more efficient? The trip from Shields Street to Overland Trail is currently about 5 minutes.



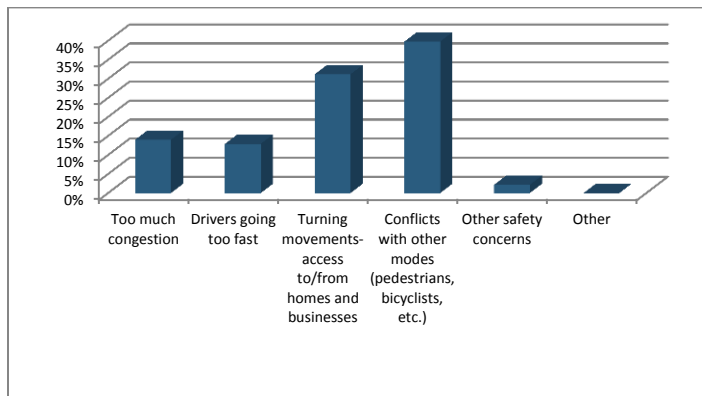
7. Should the City consider purchasing slivers of adjacent properties to make the corridor safer and more efficient for all modes?



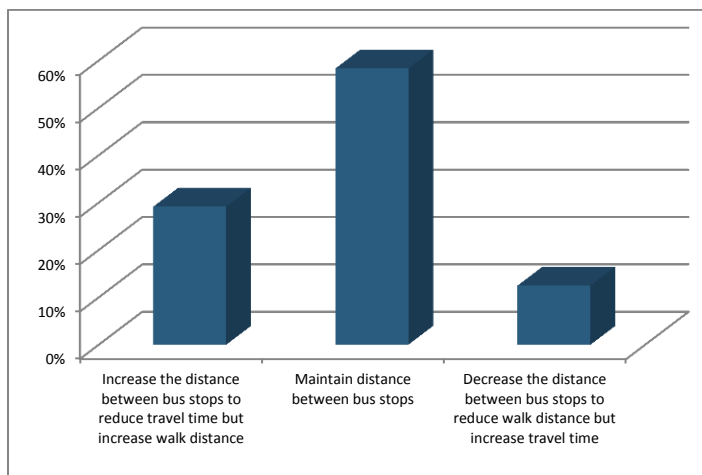
8. West Elizabeth Street currently has 2 midblock crossings. Adding more crossing can improve pedestrian convenience, but can also increase vehicle congestion and transit travel times. Do you support adding additional pedestrian crossing at high-use and priority locations?



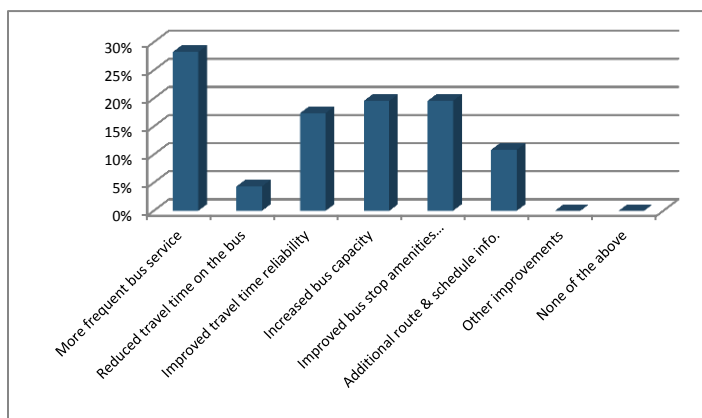
9. What is your biggest concern when driving on West Elizabeth Street? (Select 2)



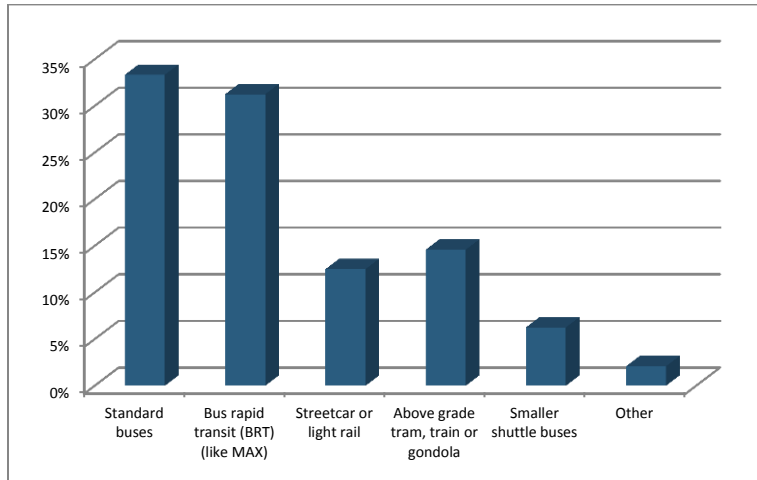
10. I would rather:



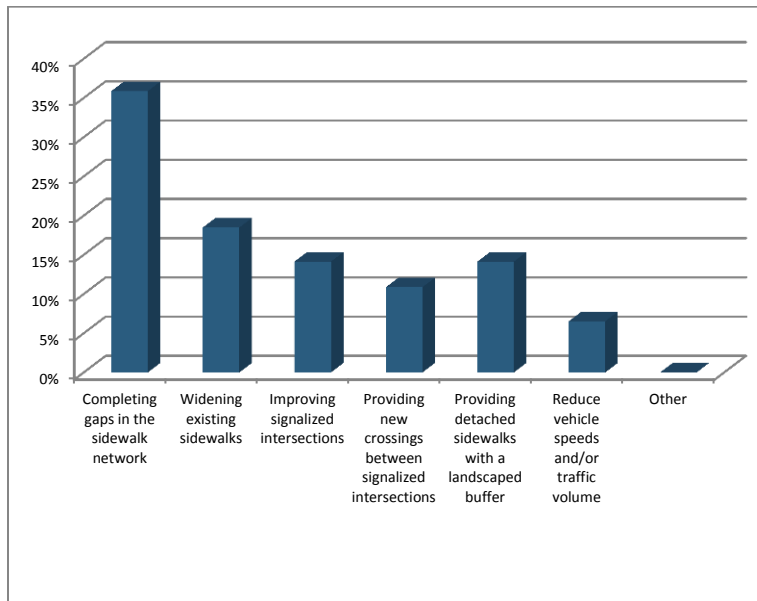
11. What improvements are most needed for transit within this study area (West Elizabeth Street & Plum Street)? (Select 2)



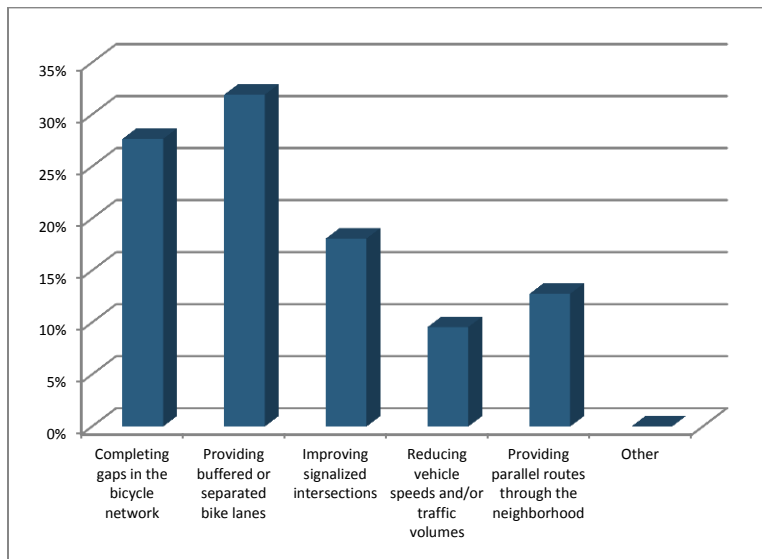
12. The right type of transit service for the study area is:



13. Pedestrians' comfort on West Elizabeth can be best increased by? (Select 2)



14. Bicyclists' comfort can be best increased by? (Select 2)



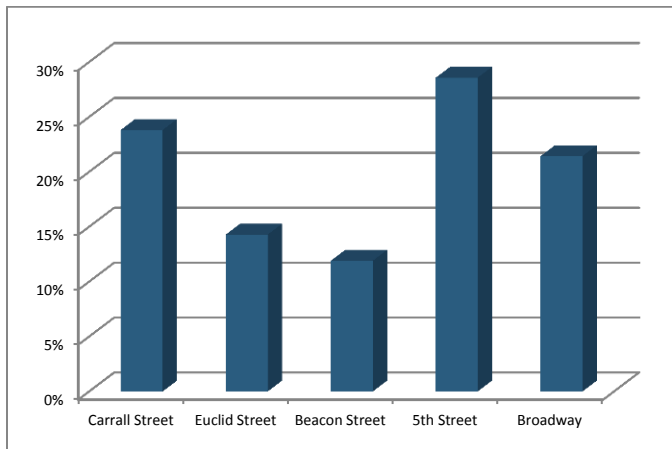
## Keypad Polling Discussion

- Public Health
  - Encompassed by the fact that if you head west on Elizabeth you get to nature
  - Providing opportunities for walking and biking promotes a greater sense of community
  - There seems to be a large focus on walking and biking in the corridor
    - High use of alternative modes
- Safety
  - Correlated with the number of collisions
    - Seen and have been involved in pedestrian/bicycle/car conflicts
  - One solution is increased education
  - Safety and congestion are highly correlated, especially on (CSU) event days
- Economic Impact
  - People avoid businesses in the area because of transportation-related issues
  - People go Downtown rather than Campus West because it is safer to bike Downtown
  - Need to maintain access to businesses
- Mode Prioritization
  - Transit- not a desirable mode if it's at capacity
    - It is an important issue if so many people are being left behind
    - Vital resource for student; provides main access to CSU
    - Could free up space for other modes if it was able to take cars off the road
    - Weather conditions make transit necessary, provides mobility in winter months
    - One Stakeholder Committee Member - takes bus to CSU a lot, but only takes the bus to other places about once a month
  - Driving- has become the default solution. If you improve biking, walking, and transit it will reduce the need for driving
    - Driving is necessary for longer commutes
    - People avoid driving on Elizabeth because of bike congestion
- Access vs Mobility- Elizabeth should balance the two

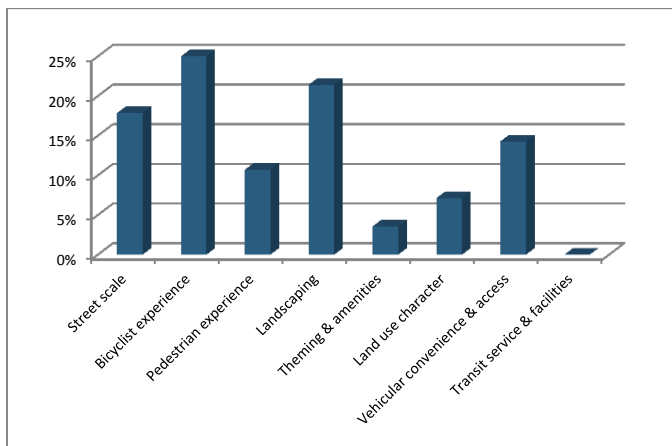


## Case Study Polling Results

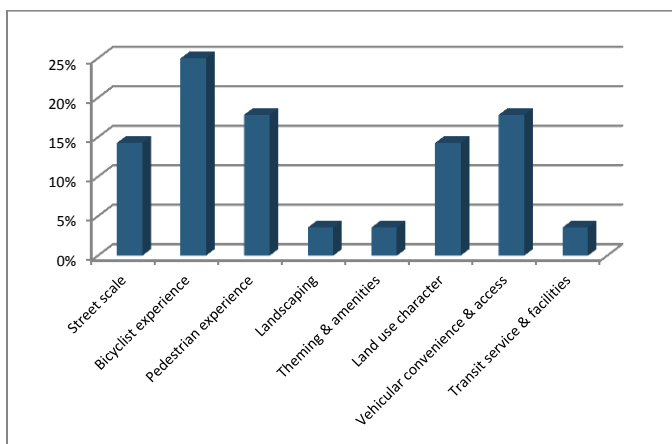
1. Which corridors did you find the most memorable? (Select 3)



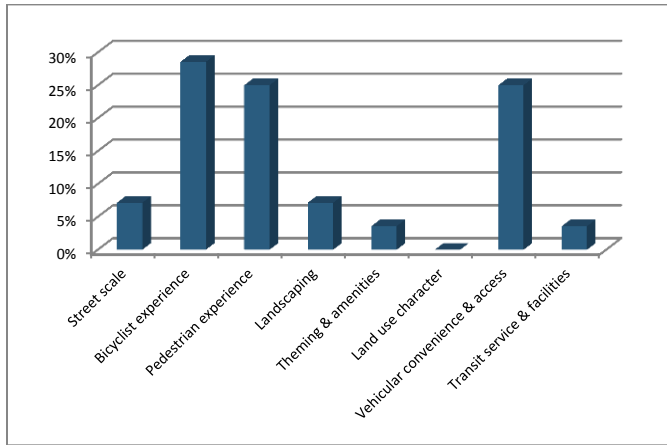
2. Choice 1: Which elements made you choose this corridor? (Select 2)



3. Choice 2: Which elements made you choose this corridor? (Select 2)



4. Choice 3: Which elements made you choose this corridor? (Select 2)



## Case Study Discussion

### Carrall Street



- People naturally slowdown in this type of environment
- Human scale increases the pedestrian experience; things were built to accommodate the pedestrian
- Liked the separated bike lane (like on Shields south of Drake)

### Euclid Street



- People were deterred form the transit option because the center running would increase conflicts with access to transit stops
  - With that transit layout, a lot of pedestrians would be crossing the street and slowing down traffic
  - It is also difficult to turn across transit to access businesses
- Others liked the center running transit because it would take up less space than two-lane bus options
  - May also increase safety because vehicles would expect people to cross the roadway more often

### Beacon Street



- Desirable because of the dominant sense of place
- People liked that this transit option seemed to take up less space

## 5<sup>th</sup> Street



- People slowdown in places with lots going on, such as areas with greater amounts of landscaping
- They want to spend more time and not just pass through
- This option seems to match Fort Collins character the best

## Broadway Street



- People liked that all the modes had their own space
  - Separated bicycle facilities makes driving less stressful when you know where the bicyclists are going to be
- There was a good balance between modes
- People felt like it was corridor you just wanted to pass through
  - Not Memorable
  - Bad for business

## Common Case Study Discussion Themes

- Placemaking
- Landscape
- Separation
- Defining modes