

Stakeholder Committee Meeting #2

West Elizabeth Enhanced Travel Corridor Plan
September 23, 2015 – 6:00-8:00 pm

Present:

Alison Anson
Madi Book
Rick Callan
Laurel Grimm
Jay Henke
Edward Kendall
Gail McKee
Bonnie Michael
Justie Nicol
Troy Ocheltree
Jean Robbins
Gene Schoonveld
Jordan Sowell
Dave Thompson
Michael Werner

Absent:

Aaron Buckley
Peter Rhoades

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 update/review
- 6:40-7:00 – Review Draft Vision, Purpose & Need
- 7:10-7:20 – Review Alternatives Evaluation Criteria
- 7:20-7:40 – Alternatives Development Activity
- 7:40-7:50 – Present Concepts for Alternatives
- 7:50-8:00 – Wrap-up, Next steps

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.

Meeting Notes

Stakeholder Committee comments in blue
Project team comments/responses in regular font

- Next meeting tentatively in November
- Public Outreach To Date
 - Project Start-up
 - Walking Tours
 - Listening sessions
 - Online tools- surveys and Wikimap
 - Open Streets- on West Elizabeth in June
 - Visioning
 - Focus Groups
 - Open House
 - Online survey
 - Textizen survey
- Corridor Understanding Review
 - Number of people by mode
 - A little more than 25% using transit, walking or biking
 - Anticipated growth
 - Likely to be growth from infill and redevelopment
 - If we don't do anything on the corridor, the PM peak hour volume will increase to over 1,500 vehicles/hour on West Elizabeth and over 20,000/hour on Plum Street and West Elizabeth combined
 - Transit
 - 8,000-10,000 riders a day
 - 3,700 riders left behind between January to April (mostly on Plum Street) due to buses being over capacity
 - Walking
 - 1/5 of sidewalks not ADA compliant
 - 7% of frontage has no sidewalk
 - Almost a minute delay to cross West Elizabeth and Shields Street
 - Driving
 - Many driveway conflicts
 - Queueing spilling back at intersections
 - Travel time along corridor
 - Biking
 - Only half the corridor has a high level of comfort
 - Safety
 - 460 total collisions between 2010-2014
 - ¼ of those resulted in an injury, no fatalities
- Visioning
 - Heard from nearly 700 people and over 2,000 pieces of input
 - ~15 hours of discussion
 - Mailings, online survey, Textizen survey

- Key themes:
 - Transit should be prioritized, biking and walking are very important also
 - Reliability for all modes is important
 - Safety and comfort is important
- Survey highlights:
 - Online survey – most use vehicle
 - Textizen – fairly even mode split
 - Online survey – bikes should be the priority for the future
 - Textizen – transit should be the priority for the future
- Key words heard to describe the existing conditions and desire for future conditions
 - Existing experience: crowded, congested, unsafe and busy
 - Desired future experience: safe, easy, fast and efficient
- Vision, Purpose and Need Review
 - Make sure that all alternatives meet the Vision, Purpose and Need
 - Vision – easily accessible; reliable; multimodal; well integrated and well connected; foster existing businesses; beautiful and vibrant; unique; prioritize and encourage active transportation; safe and comfortable
 - Is the Vision missing anything?
 - Think about speed and efficiency- captured in data but not here
 - Parking- such as park-n-ride
 - How does diverting traffic off of West Elizabeth onto Mulberry and Prospect fit into this?
 - The city would need to provide a signals from side streets (e.g. Constitution and Prospect) to provide access to alternative routes
 - What is the difference between ‘prioritize’ for transit and ‘emphasize’ for biking and walking and what are the implications?
 - Purpose (how are we going to meet the Vision) – Support anticipated growth to meet travel demands; foster economic vitality; remain fiscally responsible; increase transit capacity, reliability and stop amenities; improve transit connectivity (limit transfers); improve biking and walking infrastructure; maintain vehicular mobility; improve interconnectivity of modes
 - Are there any purposes that aren’t identified?
 - What plans does CSU have to connect modes between the CSU Main and Foothills Campus?
 - Assume there won’t be a lot of activity between campuses
 - Need (the data supporting what is needed in the corridor) – Growth is expected; transit service is inadequate; pedestrian and bike facilities are unsafe, incomplete and uncomfortable; vehicular mobility, safety and access is concerning; there is a lack of interconnectivity of modes
- Evaluation Criteria – metrics by which we will score proposed alternatives
- Discrete Options Activity – ideas for things you’d like to see considered on the corridor
- Next steps
 - Finalize Vision, Purpose, and Need
 - Rate alternatives based on criteria and bundle various discrete options

Alternatives Brainstorming Activity Results

	Cross Section Option
People Driving	3 travel lanes (example provided)
	On-street parallel parking (example provided)
	One way (Between Shields and City Park)
	2 lanes with median and turn pockets
	Reversible lane during peak periods
	Split phase (Plum/Shields)
	Make on-street parking consistent/better marked
	Striping for turns (Shields/Elizabeth)
	Roundabout/traffic circles (Skyline, City Park, Timber, Azuro)
	Parking structures (park and ride, shared parking, off street lots)
People Taking Transit	Bus Rapid Transit (example provided)
	Mixed traffic bus (example provided)
	One seat ride to MAX/ downtown
	Trolley
	Bus pullouts
	Bus stop amenities
	More connectivity
	Higher frequency
	More consistent headways
	Route that goes straight down Elizabeth (bypasses Plum)
	Service that only goes down Plum
	Center bus lane
Bus only lanes during peak hour (HOV lanes)	
People Biking	Buffered bike lane (example provided)
	Protected bike lane (one way) (example provided)
	Close street to vehicles between Shields and City Park
	Bike share
	Consistent/wider bike lanes
	Grade separated bike lane
	Single pour concrete bike lane and gutter
People Walking	Detached sidewalks with tree lawn (example provided)
	More north/south pedestrian crossings
	Curvy, detached sidewalk that might be shared with bikes
	Urban feel, amenities
	Plazas/ social spaces
Shields Street	Crossing improvements
	Raised bike lane
	Underpass at Shields and Elizabeth
Corridor Identity and Beautification	Street trees (example provided)
	Pedestrian-scale lighting
	Character-specific treatments and signs
	Wayfinding
	Planted median
Other	Education regarding use of center turn lane
	Residential driveway solutions
	Address speeding (west segment)
	Traffic signal to help move traffic off Elizabeth to Prospect via Constitution
	Speed bumps

Group 1 (Emma Belmont facilitator)

- ***Vehicular***
 - One lane each direction with medians limiting turns
 - No on-street parking
- ***Transit***
 - Bus stop amenities
 - Connectivity to regional routes
 - Mixed traffic bus
 - Transit only lanes during peak hours
 - Center boarding transit
- ***Biking***
 - Cycletrack
 - Don't count gutter as width of bike facility
 - Single pour concrete gutter and bike lane
 - Wider bike lanes so bikes can pass each other
- ***Pedestrian***
 - More social spaces
 - Campus West version of Downtown- mini plazas
 - Curvy sidewalks that are shared bike/pedestrian space

Group 2 (Rachel Prelog facilitator)

- ***Vehicular***
 - Parking structure- either Park-n-Ride at Foothills campus or at the church (shared parking)
 - Round-a-bout- Skyline Drive or City Park Avenue
 - Median- like the one currently present but reconfigured to be more efficient and provide better access
- ***Transit***
 - Bus pull out at stops
 - Reconfigure route to have shorter more frequent routes- one on Plum Street and one on West Elizabeth
- ***Biking***
 - Buffered bike lanes as opposed to protected bike lanes so bikes can pass one another
 - Close street completely to vehicular traffic
- ***Pedestrian***
 - Detached sidewalks
- ***Shields***
 - Underpass at Shields Street and West Elizabeth
- ***Corridor identification***
 - Well planted medians
 - Enhanced lighting (with character)
 - Wayfinding
 - Public art

Group 3 (Amy Lewin facilitator)

- **Vehicular**
 - One-way segment on West Elizabeth between City Park Avenue and Shields Street
 - Reversible lane to help with peak hour traffic
 - Education on the center turn lane
 - Address residential driveways and access
 - Traffic circle on Constitution Avenue or Timberline/Azuro
 - Clarify right turning vehicle and pedestrian conflicts
- **Transit**
 - More consistent headways
 - One seat ride between West Elizabeth and MAX or downtown
 - Park-n-Ride for transit
- **Biking**
 - Explore buffered bike lanes and protected bike lanes
- **Pedestrian**
 - Lighting
- **Other**
 - Parking impacts on the neighborhoods
 - Traffic calming – anything to slow vehicles

Other Questions

- How many vehicles are just passing through versus going to destinations on the corridor?
 - We are working on trying to get that data.
- Do you have boarding data west of Constitution Avenue?
 - Yes, that data is in our Corridor Understanding Report but for the sake of the infographic it wasn't highlighted.
- What is the capacity on standard Transfort bus?
 - Roughly 65 people, standing
- Collisions for Plum and Laurel area?
- Are the pedestrian related collisions at intersections or segments?
 - Both
- Do you have night time multimodal data? It's busy then also.
 - Bike and pedestrians counts are only obtained during the day time
- Do you have data capturing delay caused by people trying to make left turns into a business?
 - Bluetooth data doesn't capture this but it's important anecdotal evidence
- In the infographic are the collisions circles subsets of each other?
 - No, we will consider revising the infographic to make that clear.