

Welcome!

West Elizabeth Enhanced Travel Corridor Plan

ALTERNATIVES OPEN HOUSE

Stations to Explore:

- Corridor Understanding Review
- Vision
- Draft Design Approaches

Please help yourself to refreshments and feel free to explore the Alternatives 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



WHAT IS AN ENHANCED TRAVEL CORRIDOR?

An Enhanced Travel Corridor (ETC) is a roadway or set of roadways that emphasizes biking, walking, and transit. The intent is to provide active and sustainable travel options that improve the quality of life for the community.

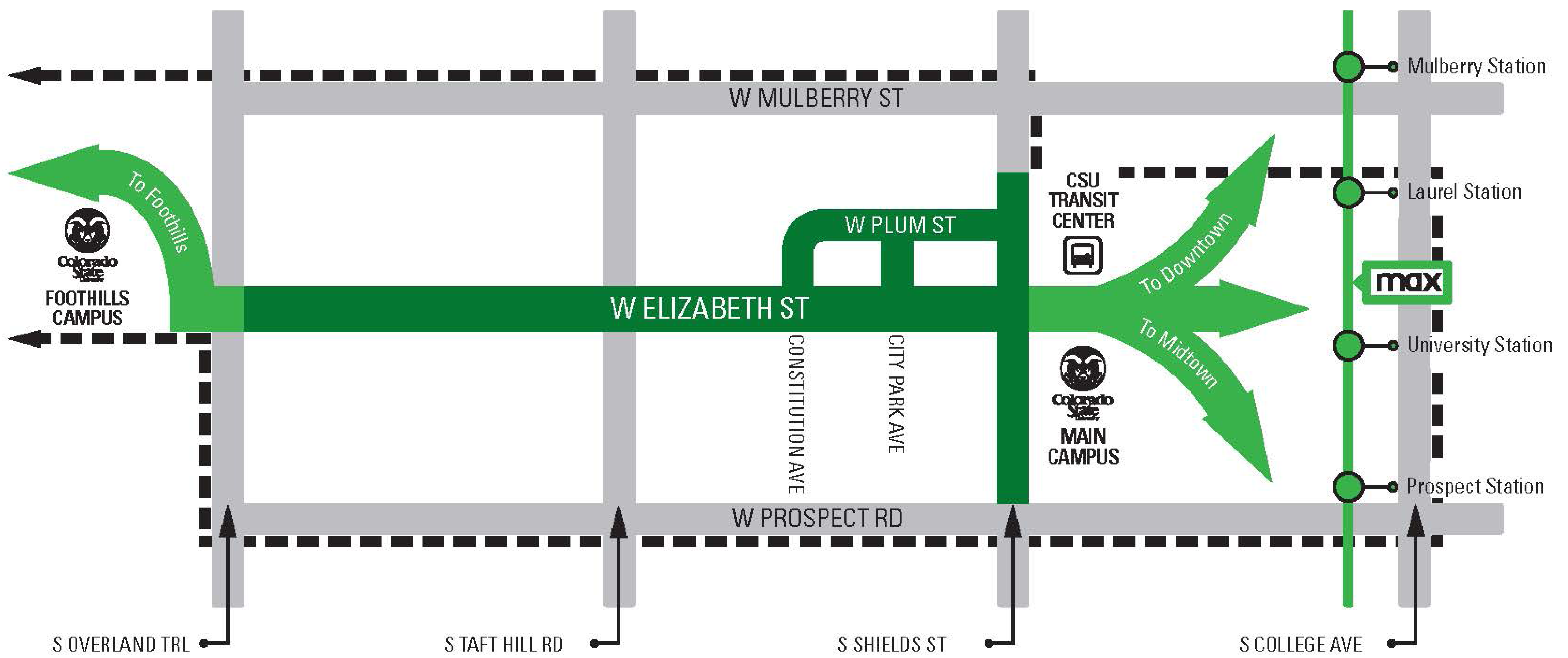
The Transportation Master Plan (2011) lays out a network of ETCs, including the West Elizabeth corridor. The first ETC was the Mason Corridor, which now features MAX Bus Rapid Transit and the Mason Trail. The Harmony Road ETC Plan was completed in 2013.



WHY ARE WE STUDYING WEST ELIZABETH?

West Elizabeth is an important connection between the CSU Foothills and Main Campuses, as well as shopping centers and other destinations. The corridor already has high transit, bicycling, and walking demand, and an ETC is a comprehensive tool that can help address challenges West Elizabeth faces such as:

- Overcrowded buses
- Sidewalks in some locations that do not meet standards and are not comfortable for walking



March – July 2015

July – Dec 2015

Dec 2015 – Feb 2016

Feb – Jul 2016

Phase 1

- Project Startup
- Corridor Understanding

Phase 2

- Visioning
- Alternatives Development
- Alternatives Evaluation

Phase 3

- Recommended Design
- Implementation Planning

Phase 4

- Draft Master Plan
- Adoption Process



CORRIDOR UNDERSTANDING: WHAT WE'VE HEARD



Highest ridership in the city: ~10,000 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



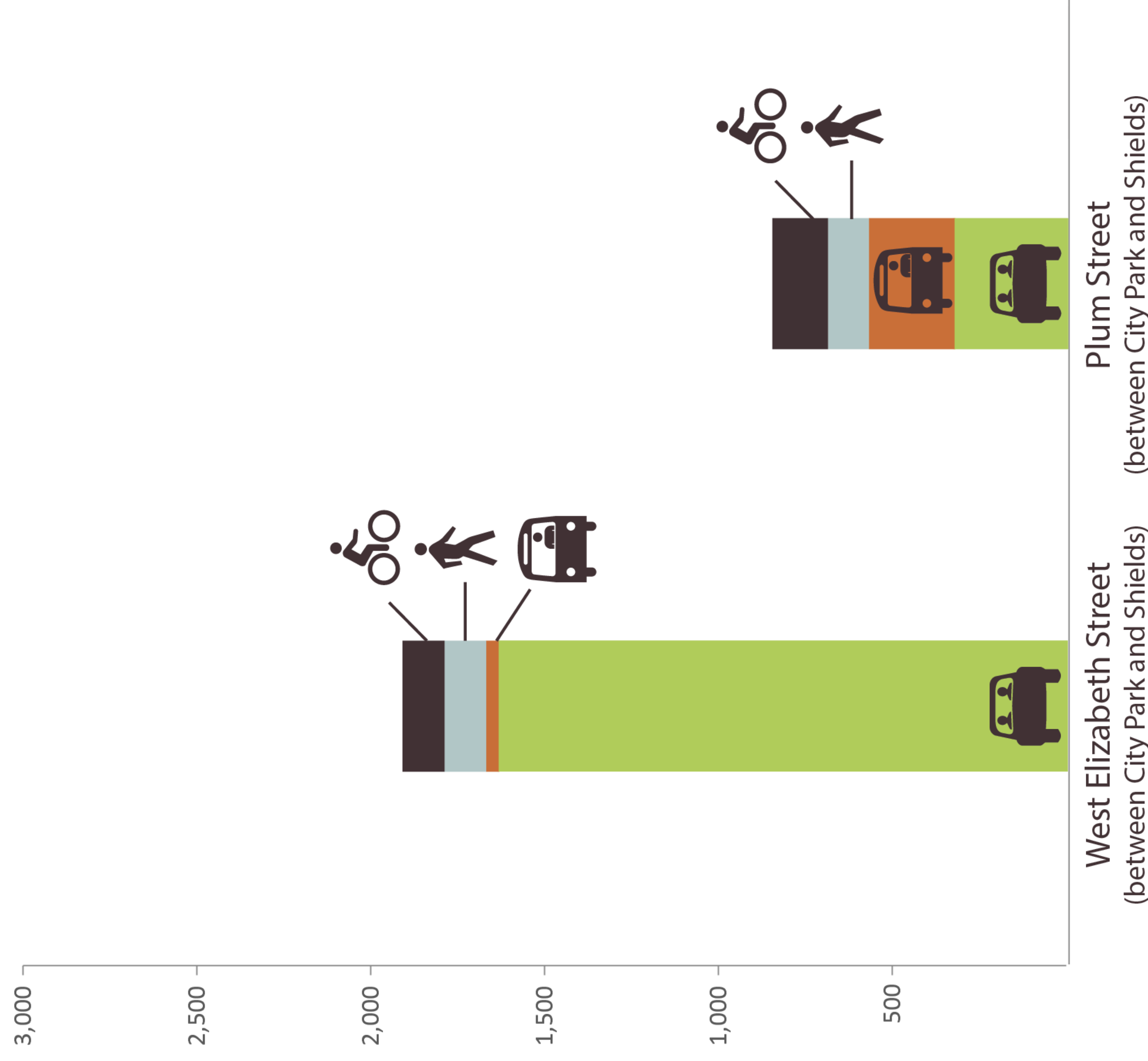
Over 2,000 cyclists per day in Campus West!

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

NUMBER OF PEOPLE BY MODE

PM PEAK HOUR

WEST ELIZABETH STREET & PLUM STREET

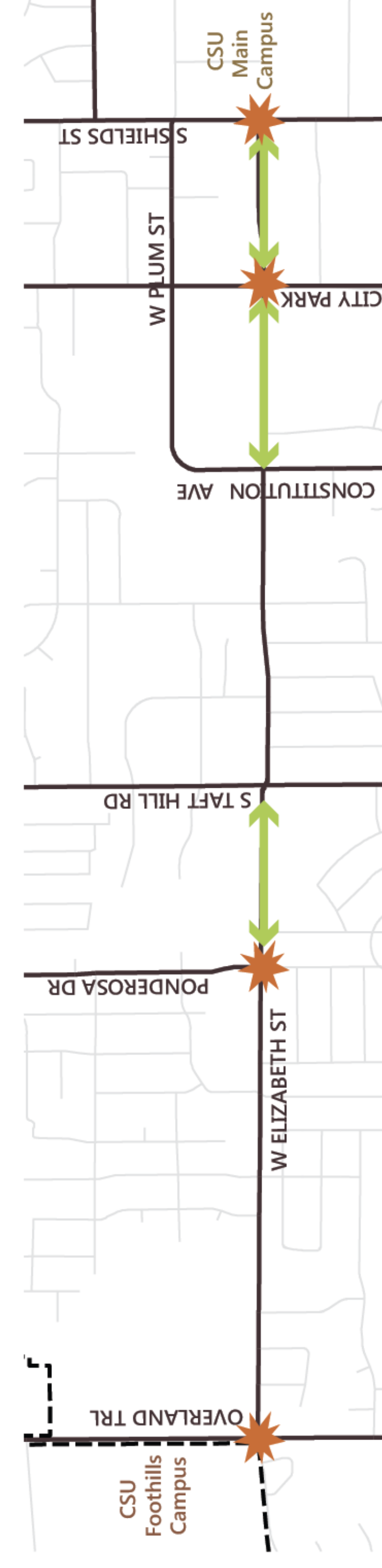
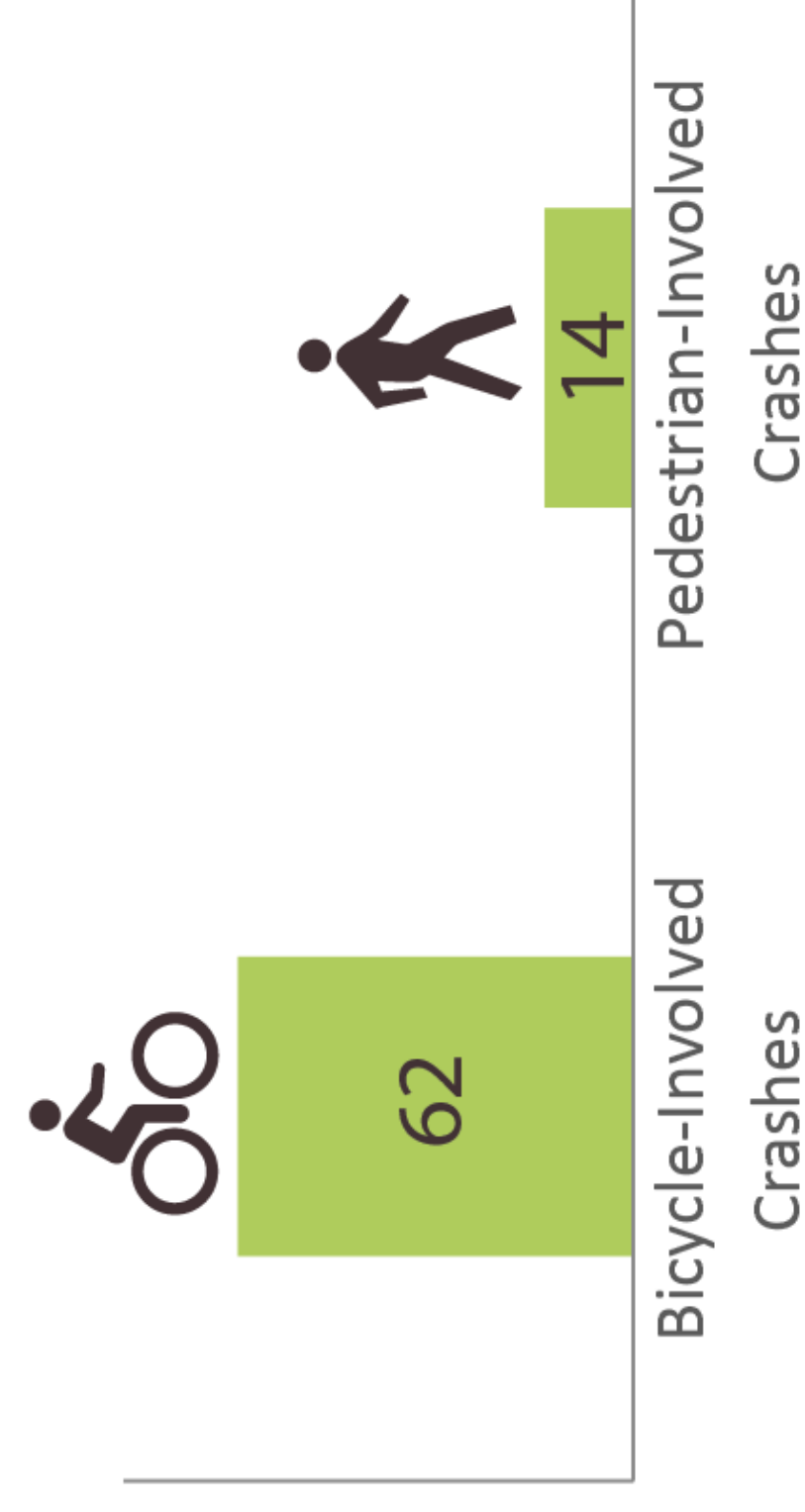


SAFETY

CRASHES ON WEST ELIZABETH STREET BETWEEN 2010 & 2014



Average of **1 crash** every **4 days**.



★ Indicates more crashes than expected compared to similar intersections within the city

↔ Indicates more crashes than expected compared to similar segments within the city

WALKING

36%

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

7%

are missing sidewalks.

PEDESTRIAN LEVEL OF COMFORT* CORRIDOR-WIDE



Low Pedestrian Comfort
30%



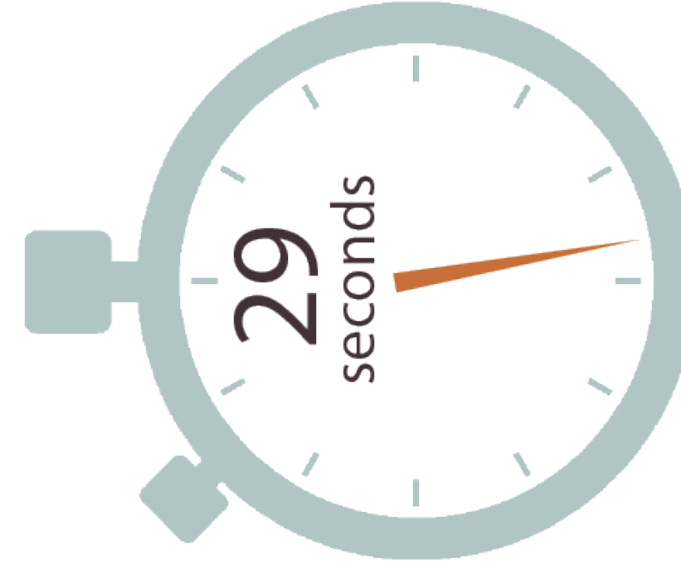
Medium Pedestrian Comfort
42%



High Pedestrian Comfort
28%

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

AVERAGE PM PEAK HOUR PEDESTRIAN DELAY



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



West Elizabeth Street & City Park Avenue

West Elizabeth Street & Shields Street

BICYCLING

BICYCLIST LEVEL OF COMFORT | CORRIDOR-WIDE



Low Bicyclist Comfort
1%



Medium Bicyclist Comfort
50%

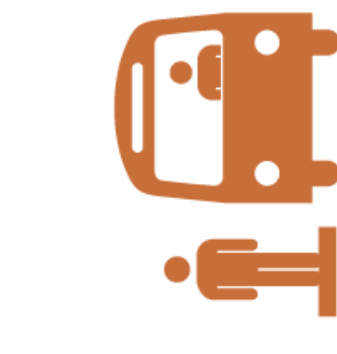


High Bicyclist Comfort
49%

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

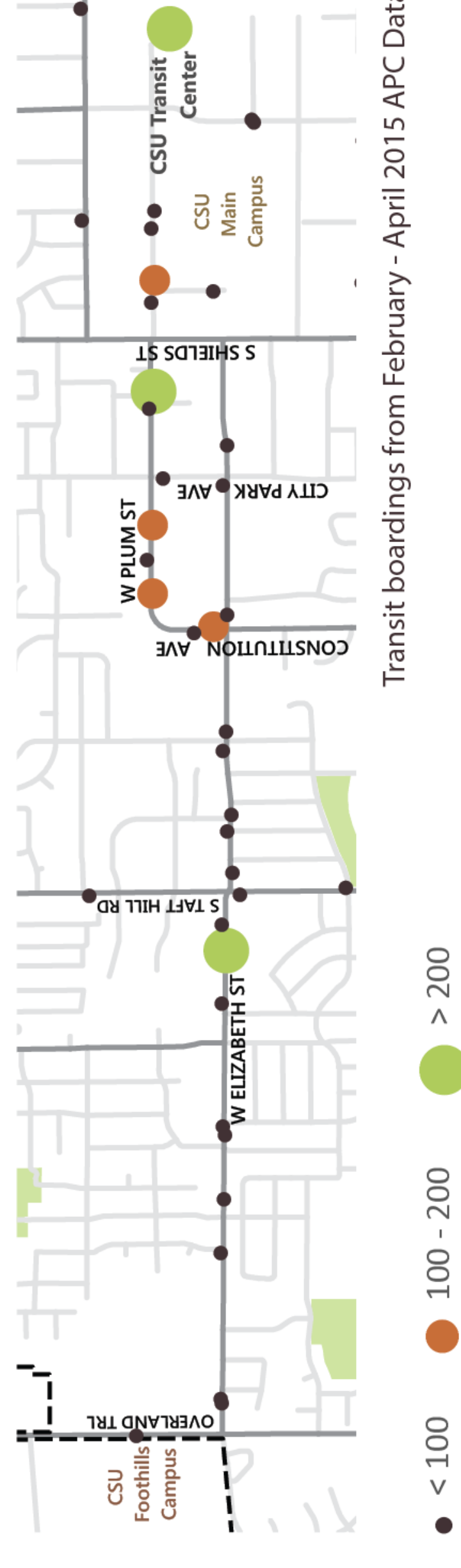
TRANSIT

Over **10,000** riders a day within the study area (9 routes):
Highest ridership in the city



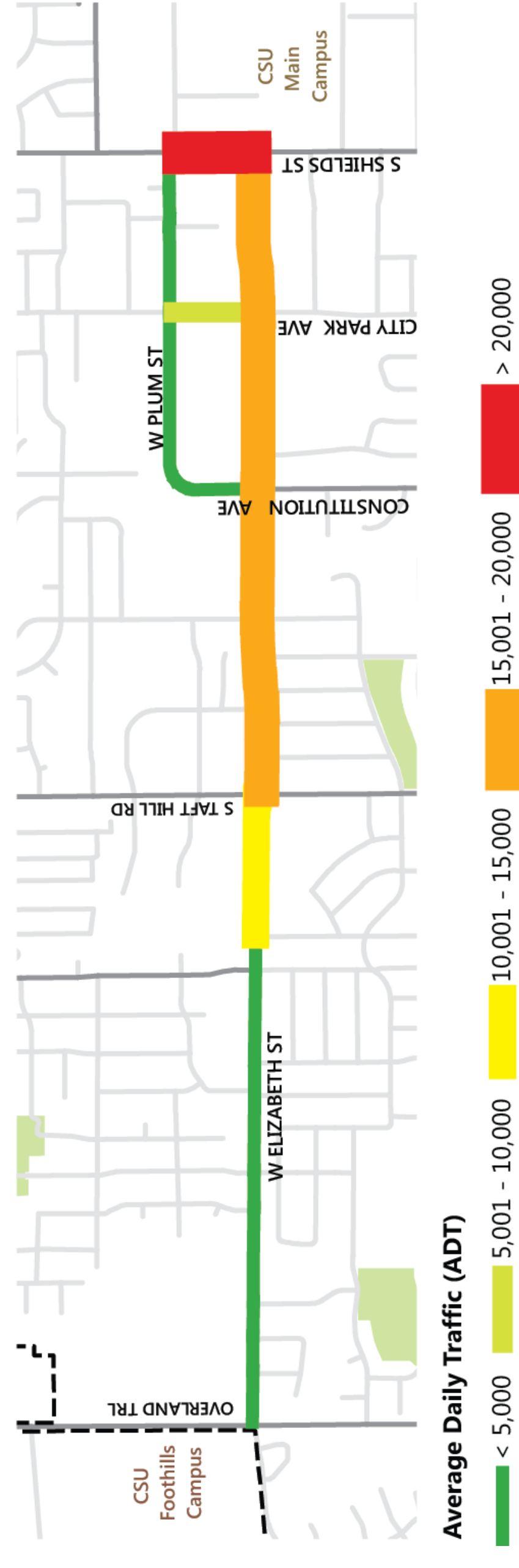
Over **3,700** passengers left behind on Route 31 from January to April 2015. That's equivalent to over **37** MAX buses or **75** standard Transfort buses.

TRANSIT BOARDINGS



DRIVING

AVERAGE DAILY TRAFFIC



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.



OVERVIEW OF DRAFT DESIGN APPROACHES

The following stations present draft design approaches that explore different concepts and ways of meeting the corridor Vision. Over the next few months we will work towards a Recommended Design for the corridor that may have elements from multiple approaches or even include new ideas.

Transportation System Management Design Approach

Near-term approach to improve safety, comfort, and convenience for transit riders, bicyclists, and pedestrians. This is a lower cost approach that would focus on implementing key priority projects.

*Near-Term
Lower Cost*

Traffic Calming Design Approach

Longer-term approach focused on improving safety for all modes of transportation by reducing vehicular traffic speeds through such elements as roundabouts. This approach also offers high-frequency, efficient transit service oriented towards areas with high existing transit ridership along West Elizabeth and Plum Street.

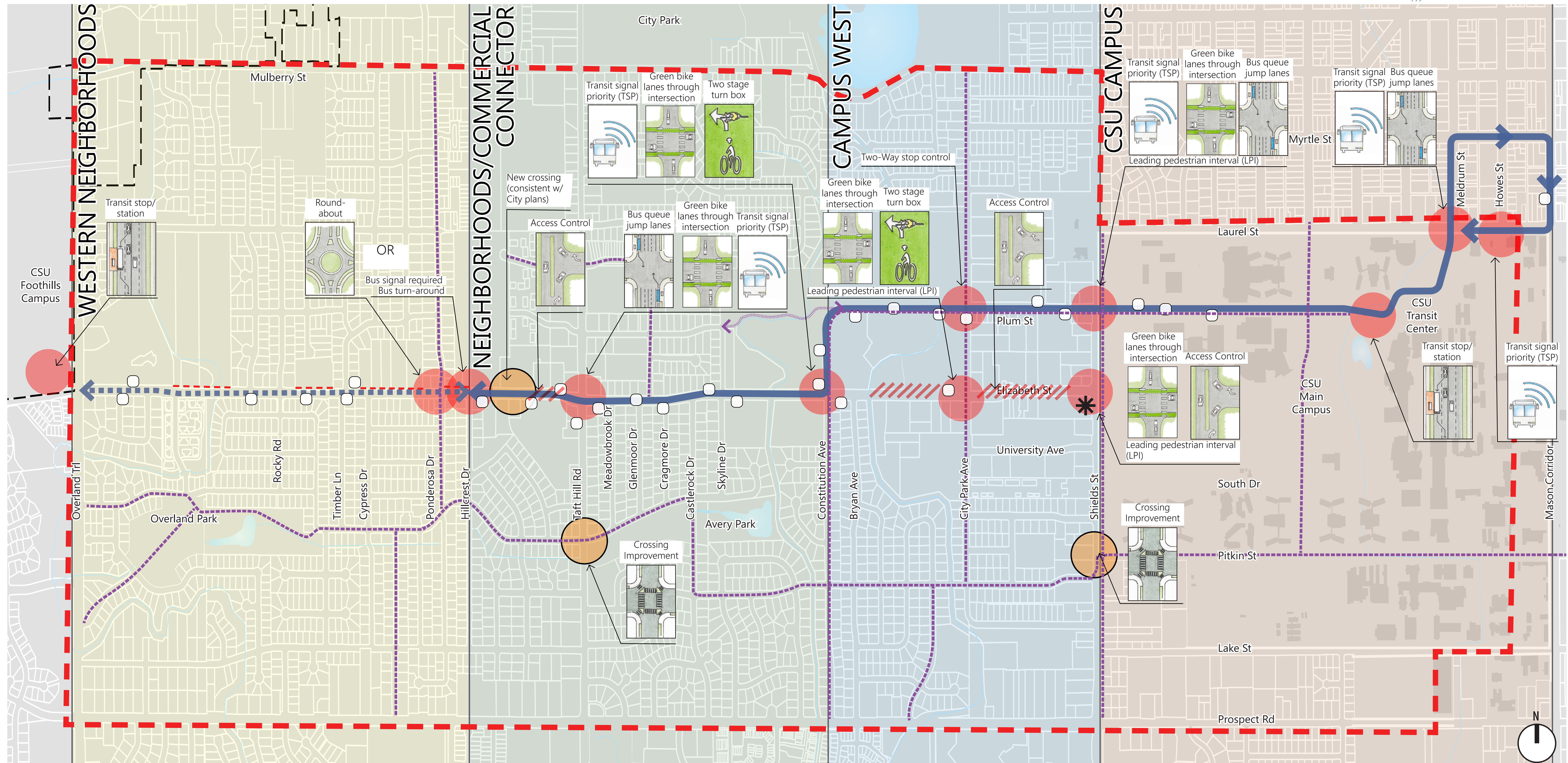
*Longer-Term
Higher Cost*

MAX on West Elizabeth Design Approach

Longer-term approach that introduces MAX-like bus rapid transit (BRT) on West Elizabeth with high-frequency service and high-quality stations, as well as enhanced bicycle and pedestrian facilities.

What if Campus West Redevelops?

Two approaches are presented for the Campus West area that would provide options for a street design that would be compatible with long-term redevelopment. These options explore transit improvements, enhanced pedestrian and bicycle facilities, and the potential for on-street parking.

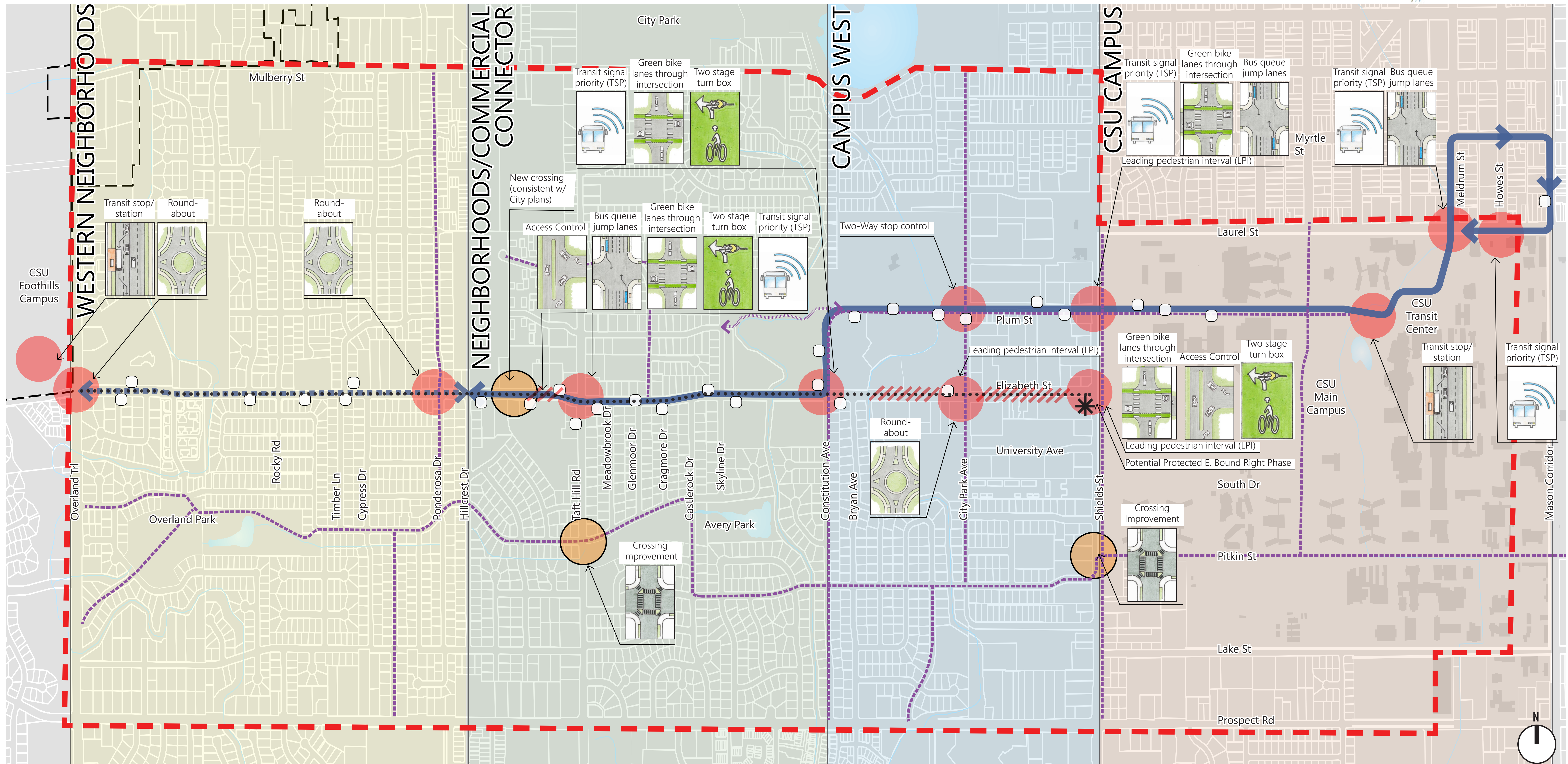


Legend

- Lower Frequency Transit Operations
- High Frequency Transit Operations w/ Short route/surge frequency from Constitution Ave. to CSU Transit Center.
- Point Improvements
- Fill in Sidewalk Gaps
- Study Area Boundary
- Currently Funded Intersection Improvements
- Existing Transit Stops
- Bike Route Connecting Skyline Drive to Plum Street
- Low-Stress Bike Network
- Access Control
- Potential Underpass Pending Feasibility Analysis

SUMMARY: Minimal Capital Investment/Emphasis on Transit, Bikes and Ped. Improvements

- Retain existing bike lanes, complete where necessary, add a striped buffer if possible
- Fill in gaps in sidewalks and widen existing sidewalks when there is not sufficient width for ADA standards.

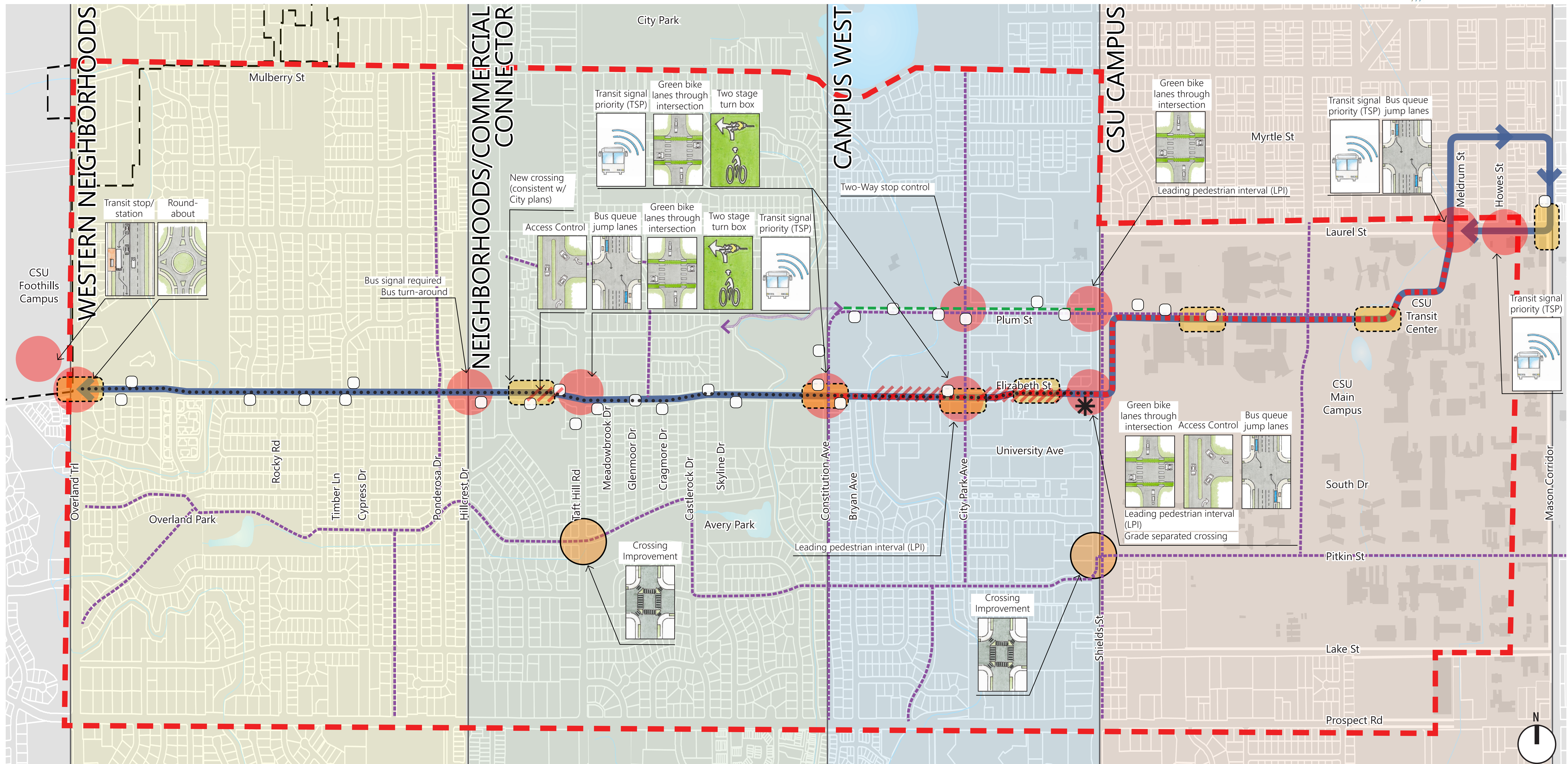


Legend

- Lower Frequency Transit Operations
- High Frequency Transit Operations w/ Short route/surge frequency from Constitution Ave. to CSU Transit Center.
- Point Improvements
- Protected Bike Lanes
- Study Area Boundary
- Currently Funded Intersection Improvements
- Existing Transit Stops
- Bike Route Connecting Skyline Drive to Plum Street
- Low-Stress Bike Network
- Access Control
- Potential Underpass Pending Feasibility Analysis

SUMMARY: Focus on Traffic Calming and Pedestrian/Bicycle Safety with efficient Transit operations

- Overland Trail to Taft Hill Road - 3 Lane cross section w/mix of detached and attached sidewalks (interim where needed)
- Taft Hill Road to City Park Avenue - 3 Lane cross section w/ detached sidewalk and protected bike lanes
- City Park Avenue to Shields Street - 5 Lane cross section w/ attached sidewalk and protected bike lanes



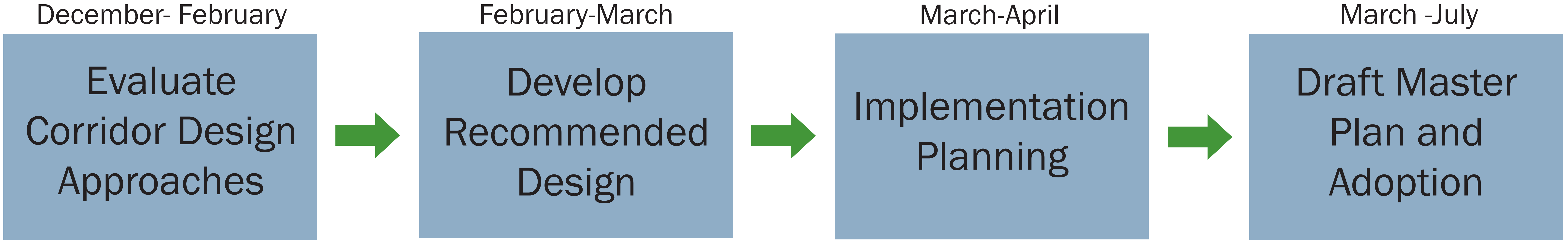
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- Study Area Boundary
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- Buffered Bike Lanes
- Currently Funded Intersection Improvements
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- BRT Stations
- Bike Route Connecting Skyline Drive to Plum Street
- Low-Stress Bike Network
- Access Control
- Potential Underpass Pending Feasibility Analysis

SUMMARY: Focus on introduction of MAX service through corridor and CSU - Bike and Ped improvements throughout

- Overland Trail to Taft Hill Road - 3 Lane cross section w/ attached sidewalk and raised cycle track
- Taft Hill Road to Constitution Avenue - 3 Lane cross section w/ detached sidewalk and raised cycle track
- Constitution Avenue to Shields Street - 5 Lane cross section w/ Bus Only lane, attached sidewalk and raised cycle track

NEXT STEPS



Community Engagement

Online Survey
Early 2016 (tentative)

For more information visit: fcgov.com/WestElizabeth