



**MEETING SUMMARY**  
**Denver Moves: Downtown**  
**Community Taskforce Workshop #1**  
**December 6, 2018**

**Meeting Purpose**

- Discuss the role of the Community Taskforce (CTF), present the draft vision and goals, and provide a high-level project overview
- Review the current downtown transportation landscape (draft State of the System report)
- Discuss an ideal future of our downtown transportation network to identify common interests amongst stakeholders

**Welcome and Introductions**

City and County of Denver Project Manager, Ryan Billings introduced Eulois Cleckley, Executive Director of Public Works. Eulois welcomed attendees, thanking them for their time and commitment to the CTF. Angela Jo Woolcott, meeting facilitator, then explained her role on the project team before conducting introductions. Each CTF member was asked to share what organization they represent and one goal they hope the project will achieve. Common themes that arose from this discussion include:

- The importance of prioritizing pedestrian safety
- A hope for mode shift to reduce congestion
- A focus on accessibility-related changes

**Community Taskforce Process**

Angela walked through meeting guidelines and discussed the roles and responsibilities of the CTF, reiterating that the CTF is critical to the success of the project. She explained that members of the Taskforce are representatives of the community and their respective organizations and are there to represent broad perspectives over individual interests. The project team will not only ask the CTF to preview information but rely on them to help disseminate project information to constituent groups and the wider community.

Angela outlined the commitment expected of CTF members. Members are asked to attend approximately 3 meetings through the end of 2019 and appoint alternatives if unable to attend. Taskforce members agreed to the meeting guidelines as well as the roles and responsibilities outlined in the presentation. Angela asked permission to post the CTF roster on the website, and there were no concerns or objections. She mentioned that the project team will make meeting materials publicly available via the project website following each meeting.\*

*\* As materials are updated, they will be posted on the project website:*

[www.denvermovesdowntown.org](http://www.denvermovesdowntown.org).

## **Project Overview**

Ryan provided background on the origins of *Denver Moves: Downtown*, discussed the project need and presented the kick-off video to help convey the desired vision and goals of the project. He then presented the focus area map, providing context on how and why the project boundaries were determined.

Feedback arose from the Community Taskforce regarding study area boundaries, particularly around whether boundaries should be modified to include adjacent neighborhoods. Ryan explained that the study area boundaries indicate where modeling will likely take place, and that how adjacent neighborhoods access downtown would be considered throughout the project.

Jason Longsdorf, project consultant, presented the draft vision and goals of the project, asking the Taskforce for feedback. CTF members reiterated the importance of safety and creating more people-oriented places. Additional themes that arose include:

- Pedestrian friendly
- Emphasis on mode shift
- Community health
- A vibrant and desirable city center

The project team acknowledged the feedback that was provided and explained that some of the corresponding objectives addressed items that had been raised and committed to incorporating all other input accordingly. Angela then walked through the public involvement plan, speaking to key themes that arose out of initial stakeholder interviews. She reviewed the project timeline and noted key engagement milestones to come.

## **Draft State of the System Report**

Jason introduced the draft State of the System Report\*, presenting key takeaways and a series of accompanying visuals that describe how people are moving to, from, and within downtown, and what it tells us about the types of investments and improvements needed for the future. He discussed how the draft report will serve as the project baseline to help the project team explore and develop priorities as *Denver Moves: Downtown* continues to move forward. Angela asked the CTF to provide feedback and the following major discussion points were covered:

- Members wanted a better understanding of how total traffic counts were calculated (e.g., carpool and bus counts). Jason explained that they used data and models from transportation partners such as, DRCOG and RTD to help quantify results.
- People commented that as the bicycle network continues to get built out that there are a couple of noticeable gaps in the LoHi and RiNo neighborhoods.
- Participants talked about wanting to see how public-right-of-way is currently broken down by mode and use type.
- The question of how technology will be incorporated arose – how can we stay ahead of the evolution?
- People said they would like to see active transportation modes expand.
- There was a brief discussion on where people's travel originates from. For example, are they primarily coming in from the south or from the west? Knowing that, how would it shape our priorities?

## **Facilitated Small Group Discussions**

Angela split attendees into three small groups. Stakeholders rotated through each discussion station to discuss three major topics: Transit, Connectivity and Mobility, and Urban Design and Placemaking. The goal of the discussion was to identify what was working well, opportunities for improvement, and “big” ideas from participants in order to help inform scenario development.

The following is a high-level summary\* of what was discussed in each topic area:

### **Transit**

- Affordability and accessibility go hand-in-hand
- Customer experience is an area for improvement
  - Transfer ease
  - Amenities (i.e. real-time tracking)
- Grid separation is a long-term opportunity
- Increased frequency and connectivity
- First and last mile are still a challenge

### **Connectivity and Mobility**

- Pedestrian and bicyclist improvements need to be higher priority
- Parking changes (i.e. rates and/or locations) can encourage mode shift
- Speed reductions and noticeable signage at gateways to major roadways will help improve safety
- Higher quality transit stops or bike parking can incentivize behavior change
- Freight and delivery services need to be factored into decision making
- CCD ought to be innovative and look at how to incorporate things like living streets into the city center

### **Urban Design and Placemaking**

- Construction and street closures create challenges at the sidewalk level
- Curb space conflicts offer an opportunity for changes that bring block-by-block consistency
- Improving tree canopy/shade is key to pedestrian experience downtown
- Intersection of 17<sup>th</sup> Street and Wynkoop identified as a model that emphasizes pedestrian priority
- Improved wayfinding and public art offer an opportunity for Denver to be a leader in these areas
- Adaptability of public spaces is key, both long-term and short-term
  - Re-evaluate curb, street uses as they change
  - Repurpose streets as pedestrian areas during low-traffic times (i.e. weekends)

*\*Transcribed notes taken during small group discussion are provided at the end of this document.*

## **Closing**

Angela brought the group back together to plenary and small group note takers reported out key findings from each topic area. Note takers commented that as groups rotated through that several of the discussions reflected prior group perspectives.

Before adjourning, Angela addressed key housekeeping items, noting that the next anticipated Community Taskforce workshop will occur in the spring of 2019 during the scenario development phase of the project. She reiterated the project email address and website as ways for Taskforce members to stay connected, and put a call out for organic community partner events where the project team can speak to stakeholders' constituents.

Ryan thanked attendees and invited Community Taskforce members to reach out if there are additional stakeholders they would like to join the conversation moving forward.

## **Workshop CTF Attendees\*\***

Carrie Atiyeh	VISIT Denver
Rachel Bolin	CityLive
Linda Crain	Larimer Place Condominium Association
Brian Fishman	The River Mile
Alex Garrison	Downtown Denver Partnership Public Realm Council
John Hayden	Curtis Park Neighbors
Melissa Horn	Councilman New, District 10 Aide
Anne Lindsey	Golden Triangle Creative District
Jill Locantore	Walk Denver
Beth Moyski	Downtown Denver BID
Mark Najarian	Venue Director at City and County of Denver, Arts & Venues
Joel Noble	INC
Dan Raine	Mayor's Bicycle Advisory Committee
Tracy Sakaguchi	Colorado Motor Carriers Association
Ken Schroepel	CU Denver - Department of Urban and Regional Planning
Piep Van Heuven	Bicycle Colorado
James Waddell	Bike Denver
Christina Zazueta	RTD Citizen's Advisory Committee

*\*\*For a complete list of organizations invited to participate in the CTF please visit the project website*

## **Transcribed Small Group Breakout Notes by Topic**

### **Topic - Transit**

- Transit islands
  - Work well
  - Separation between modes
- Free frequent transit
- Ticketing/ pass options
- Need low-floor LRT vehicles
- Need vision for frequent transit in Welton/ Downing corridor
- Free transit zone downtown
  - Frequent
  - Reliable
- Improve transit speed
  - Dedicated lanes for buses
- Extended hours of service on free MetroRide
- Reduce barriers to access downtown
- 16<sup>th</sup> street Mall connection to Millenium Bridge/ Highlands
- Improved facilities
- Provide space for freight / deliveries
  - Access
  - Delivery times
- Keep A-line moving / open other lines
- Larimer connection to Auraria
- Grade separation
  - High capacity / high speed
  - Union Station to Civic Center station
  - Access across / under
- MetroRide extensions to Golden Triangle (original version)
- Dedicated bus lanes on all streets downtown
  - Prioritize transit
  - Speed / reliability
- Increased frequency
- Need cultural change to transit
  - Branding (Boulder)
  - Enhanced stops
- Discounted fares
  - Seniors
  - Students
  - Disadvantaged population
- More express service from surrounding areas
- More TDM programs
- Increased political support
  - Especially for quick-wins e.g., dedicated bus lanes, etc.
- 2 way Broadway & Lincoln
  - Broadway as transit corridor
  - Bikes on Lincoln
- Focus funding on mass transit, less so on MicroMobility
- Improved customer experience as stops
  - Maintenance
  - Safety
  - Transfer experience
  - Amenities
- Improved first / last mile
- Connect Auraria / downtown / RiNo via Larimer
- Connections to residential areas experiencing growth
  - Central Platte valley
  - RiNo
  - Arapahoe square
- Diversity / flexibility to meet demands of varying neighborhoods
- Focus efforts on dense urban core
- More storage at terminals, especially as space becomes more scarce

### **Topic - Urban Design and Placemaking**

- Socialize
- Retail/ entertainment
- Energy
- People
- Aesthetic
- More tree canopy / landscaping
- Public square space
- Experiences
- Parks
- Deliveries

## Challenges

- Construction / street closures
- Management at bus stops / experience
- Outdoor café vs. pedestrian space balance
- Space constraints
- Dock space inadequate

## Opportunities

- Shade
- Pocket parks
- Curb management
- Wayfinding
- Chaos can be good
- Programming
- Shared streets
- Streetscape standards
- Public art opportunities
- Predictability – increases safety
- Plazas / public spaces
- Better café seating
- Vehicle free days
- Increase amenities for transit / bike location
- Free transportation / less cars in central area
- Parking management
- Loading / active transportation every block

- Capture historic values / context
- Reprioritize how we do metered parking – block by block loading / bicycles
- Easily identifiable signage / zones
- Re-evaluate uses as they change (use more adaptability) / adapt as land uses change
- Visually communicate pedestrian priority (e.g., Wynkoop)
- 5280 loop as a catalyst
- Think about pets

## Big Ideas

- Accessibility / easy deliveries
- Reverse one-way streets
- Designated pedestrian streets
- Congestion pricing
- Wayfinding through crosswalks, etc. (easier to navigate and differentiate streets)
- Slow zones
- Adopt a tree program
- High visible crosswalks/ bulb out at every intersection
- More signature places besides Union Station – places where groups go to take pictures

## **Topic - Mobility and Connectivity**

- 15<sup>th</sup> street bike connection
- Collect crash data on streets (Alyssa Alt with CCD, on-street programs manager) near homeless services
  - Lawrence and Park Ave
- Woonerf opportunity areas\*\*\*
  - Wynkoop
  - Arapahoe / Skyline park
  - Curtis near DPAC to Curtis Park (ped priority)
- Traffic signal removal
  - Stop signs or traffic circles
- Don't block bike boxes
  - Broadway
- Higher quality transit stops or bike parking
  - Remove parking and reverse space
- Central Rail Extension – rethink method of connecting downtown through Welton/Downing to 38<sup>th</sup>/Blake
- Ped imp. near Platte River to support residences around Union Station

## Policies

- Parking rates higher cost
- Parking maximums
- Construction detours

## Travel

- Broadway + other barriers for peds\*\*\*
- Construction staging
- Right turn on red restrictions (left for one ways) \*
- Speed reduction – 25mph max
  - Better signage – gateways into downtown
  - Raised crosswalks
  - Arterials in /out

## Safety

- Increase parking fees
- Downtown mobility fee
- Downtown specific sales taxes
- Right-turn lane removal (left)
- Gateway safety messaging
- Lane width – down
- Road diets (ex. Speer)
  - Re-use space for bikes / peds
- Drainage/ road surface issues for bikes / peds
- Incentive for transit use to change behavior
- Don't subsidize parking for employees
- Mid-block parking removal for loading – other uses
- Car-free areas or woonerfs\*\*\*

- Ex: Wynkoop, Arapahoe, Curtis
- Change Colorado “safety stop law”
- Smart city – guide traffic in real-time
- Convert named streets to 2-way\*\*\*
  - Ex. Glenarm good example
- Mid-block crossing higher
  - More connectivity
- Broadway bike connectivity
- Limited curb access for major destinations (DPAC)
  - Priority of modes
  - Through-movement vs. access
- Close limited use streets
- No bike connection around Union Station e.g., Wewatta
- 20<sup>th</sup> Street – concern for ped safety\*\*\*
  - Two-way conversion + protected left
- Incentivize safe bike parking (Alyssa Alt)
  - Retail or co-op
- Re-imagine areas for ped flow
  - Café zones/ benches/ street furniture
- One-way conversions important but mindful of freight movement for large vehicles
- Signal priority for freight
- Review all-red, diagonal ped crossing
  - Related to timing
  - Why don't walk w/ green light?
- Ped refuge + other infrastructure
  - 17<sup>th</sup> , 18<sup>th</sup> , 20<sup>th</sup>

\*\*\*Indicates more than one stakeholder had a similar suggestion