



**MEETING SUMMARY**  
***Denver Moves: Downtown***  
**Community Task Force (CTF) Meeting #3**  
**June 25, 2019**

**Meeting Purpose**

- Provide an update on the technical process and share how community feedback has influenced progress.
- Introduce and gather feedback on draft alternatives to further refinement; seek input on potential projects to ensure broad stakeholder perspective is included.
- Discuss next steps in the project moving forward.

**Welcome & Introductions**

Meeting Facilitator, Angela Jo Woolcott welcomed attendees and explained her role on the team before conducting introductions. She reviewed the meeting purpose and agenda and quickly recapped meeting guidelines.

**Project Update**

City and County of Denver Project Manager, Riley LaMie provided a general overview of the project for first-time attendees and recapped the recent technical activities since the Community Task Force (CTF) last met in April 2019. He explained the evolution from draft scenarios to draft alternatives, as well as key milestones moving forward in the process.

**Draft Alternatives**

Jason Longsdorf, project consultant, introduced and previewed draft alternative options. Questions from the CTF led to a group discussion on freight, enforcement and parking, all of which were discussed in further depth in small group breakouts. Jason then presented Alternative A, comprised of funded projects programmed as of 2019. Meeting participants provided a short round of feedback on Alternative A (see addendum for verbatim comments), and had a short discussion around project map boundaries.

**Alternative Activity**

Angela then split attendees into three small groups. Stakeholders rotated through three stations highlighting the following alternatives:

- Alternative B: Combining Recent Plan Recommendations
- Alternative C: Maximizing Person Trip Capacity
- Alternative D: Green and Healthy

Meeting attendees viewed a series of maps highlighting key projects of each alternative, providing feedback via flipchart paper and directly to project team members.

The following is a high-level summary\* of feedback received:

- “Status-quo” alternatives are considered a starting place for more visionary planning
- Safety, traffic calming, and green streets remain top priorities across alternatives—and are viewed as interconnected by stakeholders
- Parking and curb lane management is a global issue that requires creative solutions
- Two-way street conversions are a strong desire of attendees
- Freight/loading management is a key component that needs to be addressed
- Close coordination with current priority projects (i.e. Vision Zero) is desired
- Enforcement was flagged as an important consideration as the project moves forward
- Flexibility to allow for emerging technology continues to rise to the top
- Attendees expressed a strong interest in transit connections and services

\*Transcribed flipchart notes taken during the activity are provided at the end of this document.

### **Closing**

Angela brought attendees back together for a brief report-out on alternative feedback. Prior to adjourning, Angela addressed key housekeeping items, noting that the next CTF meeting would likely occur in late summer/early fall. She reiterated how to stay connected to the project team, and noted that the project team would host a table at Bike to Work Day the following day.

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

John Deffenbaugh	RiNo Arts District
David Foster	Pepsi Center
Greg Fulton	Colorado Motor Carriers Association
Jim Graebner	Lower Downtown Neighborhood Association (LoDoNA)
John Hayden	Curtis Park Neighbors
Libby Kaiser	Mayor’s Bicycle Advisory Committee
Anne Lindsey	Golden Triangle Creative District
Jill Locantore	Walk Denver
Beth Moyski	Downtown Denver Business Improvement District (BID)
Dan Raine	Mayor’s Bicycle Advisory Committee
John Riecke	The Shire at Capitol Hill
James Waddell	Bicycle Colorado

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

## Transcribed Alternative Activity Notes

### **Plenary Session/Alternative A:**

- Policies
  - Enforcement
  - Cap speed limits
- Freight/delivery
  - Congestion/density
  - Response rate
  - Curb space demand
  - Parking constraints/loss of parking
- Emerging modes of transportation
  - Scooters
- Already funded
  - Design guidelines: Golden Triangle
  - L line – Central Rail Extension

### **Alternative B: Combining Recent Plan Recommendations**

- Not enough – need more
- One-way streets create welcoming environment and support two-way conversion
- Cap Hill to LoDo – difficult
- Low emission
- Trying to cure symptoms – not causes
- Need incentives for mode shift
- Policy: meter bagging
- Does not address maintenance
- Wewatta tradeoffs
- Central Platte Valley missing
- Bicycle track gap: Broadway
- Bicycle gap: behind Union Station
- Policies/practices from peer cities – how do they align
- Event parking policy
- Bike connections: LoDo, N/S routes, DUS
- Auraria/Elitch site connections – include
- Auraria connection is important (and River Mile)
  - Speer barrier
- Add Platte shuttle plans? (Building owners considering)
- Break up large corridors with traversable green medians
- Speer/Broadway/13<sup>th</sup>/8<sup>th</sup>/14<sup>th</sup> – 20 mph
- Center of downtown missing connections in the key projects
- Support converting one-ways to two lanes
- Inadequate landscaping throughout downtown
- Higher, more specific design guidelines
- Tradeoff: 15<sup>th</sup>/17<sup>th</sup> – 18<sup>th</sup>/19<sup>th</sup>
- Add Larimer conversion
- Larimer circulator/RiNo connectivity
- Trees and greening are important
- Parking in Speer outside lane

- Traffic calming should be #1 (20 mph)
- Past plans haven't considered safety, traffic calming, multimodal throughout
- 16<sup>th</sup> from Chestnut to Wynkoop
  - Not enough greenery
  - Way too wide
  - Reimagine for people
- Better design standards
- Bus lanes – 18<sup>th</sup>/19<sup>th</sup> vs 15<sup>th</sup>/17<sup>th</sup>
- More bike lanes overall
- Raised median on Broadway worth it?
  - Maximize ROW
  - Re-evaluate cross-section
- Lack of projects in CPV and connecting CPV

*Alternative B Map Comments:*

- Add land use intensity? Major trip generators? (landmarks)
- Can final documents allow viewer to turn on/off layers?

**Alternative C: Maximizing Person Trip Capacity**

- Lack of two-way conversions
- Bike street on Stout
- Integration of Vision Zero into plans – safety, title
- Velocity, reduce travel speed (20s plenty)
- Autonomous vehicles / emerging tech
  - Shared vehicles
- Timeframe hierarchy – for financial/economic structure
- Transit across Golden Triangle
- Capitol Hill and Osage
- Grid transit system vs downtown focus (concentrated)
- Broadway intersections (don't block the box)
  - Peer city comparison
  - Out of place
  - Too wide
- Reduce GP lanes everywhere
- Complete connectivity with bikes lanes, transit and sidewalks
- Add N/S transit routes
- Extend Ri-Ri Ride to stadium
- Reduce (single occupancy vehicle) travel lanes to increase safety
  - Set upper bound percent for street share
- North Front Range Rail Plan accommodation (station/platform) – existing station at capacity
- Parking maximum
- Bike lane direction uniformity
- Lincoln – bike lane – reduce triangle on Broadway – two-way
- Create placemaking by integrating triangle intersections
- Improvement of sidewalk, walkability
- Increase capacity on Welton due to long headway
- Additional transit on Welton (convert to two-way – light Rail plans)
- New intersection treatment, 20<sup>th</sup> and Broadway, Auraria Parkway and Speer, 15<sup>th</sup> and Blake

- 16<sup>th</sup> Ave, 16<sup>th</sup>, Cleveland – bike
- Unsure of two-way conversion of Broadway and Lincoln – capacity concerns (additional analysis required)
  - Need capacity outside of grid
- Maximize freight density, minimize trips
  - Freight lockers
- Location for consolidation – hub for freight
  - Smaller vehicle for final distribution
- Accommodate mobility within downtown
- Two-way conversions with grid – Larimer two-way (all ped) conversion to accommodate circulator
- Working on circulator
- Concerns of making 17<sup>th</sup> and 18<sup>th</sup> two-way
- Title for emphasis
- Optimize use of all modes
- Answer the question of competing interests and solve the tradeoffs
- Prioritization
- Is there a focus on life downtown or purely movement
- Convert surface parking into pocket parks
- Favorite

### ***Alternative D: Green and Healthy***

- Consolidate traffic on Speer to one side...better “stitch” Cherry Creek to the fabric of the City
- Broadway intersections 17<sup>th</sup>-20<sup>th</sup>
- E/W transit connection – Cap Hill-Lincoln Park (avoid downtown)
- Green street on 12<sup>th</sup>, Bannock
- Set percentage of street for general purpose travel lanes
- Specific traffic calming plans
- Freight accommodations in alleys – time of day, space (street as well)
- Adding tree rows/green streets (two-way critical)
  - Multimodal, slower speeds
  - Add additional NW/SE green streets (17<sup>th</sup>)
- Need of Cherry Creek underpass?
- 17<sup>th</sup> as a high comfort bikeway
  - Protection, clear signage
- Intuitive infrastructure
- Assess alleys for freight vs mobility
  - Turning alleys into pleasant areas
  - Concentrate on moving freight out of downtown
- Evaluate one-way vs two-way streets