



Meeting Details

Meeting Name:	East Central Steering Committee
Date/Time:	Thursday, December 14, 2017, 6-8 PM
Location:	Capitol Hill United Neighborhoods' Tears McFarlane House, 1290 Williams St.

Attendees

Steering Committee Members

Frank Locantore, Chair; Michelle Reichmuth; Trent Thompson; Heather O'Neil; Brad Cameron; Myles Tangalin; Caroline Schomp; Bob Hampe; Buzz Geller; Neil Goldblatt;

Non-member Technical Advisors

Brian Klipp

Denver Elected Officials

Wayne New

Denver Staff

Curt Upton; Ella Stueve

Other Attendees

Ryan Billings; Melissa Horn; David Engelken; Bill Vanderlan

Meeting Summary

1. **Welcome** – Frank Locantore welcomed the steering committee members and walked the committee through the meeting agenda.
2. **Colfax Bus Rapid Transit (BRT) Presentation** – Ryan Billings from Public Works presented the background and progress to date for BRT on Colfax Avenue. The effort, which is in collaboration with Denver's Public Works, RTD, and the City of Aurora, is approaching the end of the Alternatives Analysis and moving into Conceptual Design and Environmental Analysis.

Purpose of BRT: The intent of the BRT project is to move more people more efficiently and more safely on Colfax Avenue. The BRT project forecasts dramatic population and employment increases along the Colfax corridor. The intent of the BRT is to maximize the number of people that can travel down the corridor and enhance economic development, while also providing better transit options..



Design of the BRT: Most the service will be center-running (from Broadway to Yosemite), which tends to increase speed of the service. In some sections of the Denver alignment, the trade-offs for center-running were not as favorable; as a result, current plans are for side-running service west of Broadway. Additionally, the City of Aurora is not interested in pursuing center-running service, so plans transition to side-running east of Yosemite. The design preserves as much on-street parking as is possible. Extensive traffic modeling showed that the reduced lanes on Colfax for the BRT project will likely lead to approximately one third of trips shifting to another mode, one third of trips taking a different route to their destination (not near Colfax), and about one third of trips being diverted to parallel streets. However, the increased traffic on these streets wasn't significantly higher than the natural diversion that would occur with projected growth and no BRT project. There was discussion around how to balance a design that is sympathetic to existing businesses on Colfax and one that is optimized for growth and a changing corridor.

Stop spacing: The standard distance between stops for similar projects is between a quarter and half mile. The stop locations are not final; Public Works is balancing access to stops with the two driving tenants of transit service (speed and reliability) to determine the right number and placement of stops; in general, more stops mean a slower service, which decreases ridership. There was discussion around Capitol Hill and the challenge for BRT to serve the neighborhood rather than simply passing through it, especially with respect to disabled users. There was also a question about whether we could complement the future BRT service by investing in parallel transit lines and carefully placing stops on them so they can better fill the gaps left by fewer stops on Colfax Avenue.

Funding: In addition to the GO Bond funds, Public Works is working to line up additional funding sources including Federal, DRCOG, and CDOT funds. RTD is committed financially to finishing the FasTracks project, but it has committed to continuing to contribute the \$22 million that it currently spends to operate existing bus service (the 15 and the 15L) on Colfax Avenue.

Process: There are RNO representatives on the project's steering committee, and the team is working closely with BIDs around streetscape design. There was a request for neighborhood input on the final streetscape designs.

3. **Urban Quality Tool Homework** – Curt Upton walked through the map of assignments for the Urban Quality Tool mapping assignment. Steering Committee members are responsible for gathering a group of approximately five people and scheduling a time to complete the survey.
4. **General Announcements** – The Steering Committee decided to allow the discussion around BRT to continue beyond the allotted time on the agenda; the remaining agenda items will be moved to a future meeting.



Frank Locantore clarified that if you have items to add to the agenda, please let Frank know approximately 10 days before the meeting; Frank, Wayne New, and Curt Upton meet the week prior to finalize the agenda, so additions suggested before then are more likely to be able to be incorporated. If anyone has relevant a reading, Ted Talk, etc., to share with the group, send to Frank to circulate.

RFP Status: The intergovernmental agreement (IGA) is being finalized. Once it's complete, we can issue the RFP. We are expecting to have consultants online in April.