MEETING NOTES

- 10 Non-staff/consultant attendees
- Ian recapped the public workshops/focus groups, performance measures discussion

Discussion/Questions during initial presentation

- A couple attendees noted that the goals contradict each other – i.e. how can you preserve on-street parking while creating complete streets, improving bike/ped connectivity....

Dot Exercise (each attendee received 4 dots)

- **Transformative Streets (7)**
  
  **Discussion**
  - 13th and 14th have the potential to be great neighborhood streets – big difference in maps and inertia – make it difficult for pedestrians – improvements would benefit many people – Cap Hill one of the densest neighborhoods in the city
  - These streets benefit many different types of users: Colorado Blvd., Quebec
  - Snow removal is a huge problem for pedestrians and particularly those in wheelchairs – senior population is growing
  - How do we address humanity in this plan? All modes should be treated equally, particularly in snow storms
  - Enforcement - How do we design for running red lights/stop signs when we can’t afford enforcement?
  - Consider speed tables
  - Need to address multiple modes
  - “Transformative streets” can be an opportunity to reclaim space
  - Prioritize humans over cars; our transportation system is designed around the car
  - We must think about our most vulnerable populations

- **Neighborhoods Traffic Calming (7)**
  
  **Discussion**
  - School zone drop offs are very important – slow traffic near schools – speed tables
  - Ques: What are the physical traffic calming measures (this will be discussed later)
  - The signals on 13th & 14th should be at intersections, not at alleyways
  - Narrow 13th & 14th
  - Put signals on the correct side of the street to keep cars out of crosswalks (should hang on the approach to intersection, not on other side of intersection)
  - Ped signals should always cycle on
  - Lower the speed limits

- **Intersection Safety Improvement (7)**
  
  **Discussion**
  - School zones are high priority
- Wheelchair user said that many of the ramps at intersections take her into the intersection – these 45-degree ramps need to be retrofitted – many intersections have ramps on one side but not the other
- Prioritize pedestrians – no 45-degree curb ramps

- Bike facilities (4)
- Sidewalk Improvements (4)
- TDM (4)

**Discussion**
- Important catch all
- Can provide the “E” education for all of these projects – show people how to use the bus, should provide in multiple languages
- But TDM is a “failure of infrastructure” – but is much needed for
- Eco pass owners are much more likely to use transit; more eco passes = more riders

**Maintenance issues**

**Discussion**
- Snow removal is very important; the City should avoid removing snow from traffic lanes, only to push snow onto sidewalks/bike lanes
- Potholes are an issue
- Glass/debris in bike lanes are a concern

**Discussion/Questions during Key Recommendations**

1. **Transformative Streets**
   - Should recommend studying conversion of one-way streets to two-way streets – this should not be about how many cars are there, it should be about how many cars we want to be there
   - Make driving more painful – the City should not be subsiding free on-street parking in neighborhoods
   - Possibly should wait to do the traffic calming after the BRT is implemented
   - What about alternating on-street parking on one side for a block and on the other side for other blocks? Eliminate open visual corridor to slow speed

2. **Policy**
   - Why do pedestrians not have the right-of-way when in intersections? Pedestrians should always have the right-of-way
   - Lower speed limits

**Implementation**
- Options: All-at-once (Colfax BRT + More)
- 50% SOV goal is not enough
- We should do as many small projects as possible to people will see them and want them in their neighborhood – prioritize the low hanging fruit
- We should identify pilot projects – do lots of testing
  - Examples: stagger parking on 13th; apply paint on roadways for pedestrians
- But we can’t keep doing testing/soft pedaling – we should commit to some transformative projects
- Make the inaccessible accessible
• Paint streets bright vivid colors
• But we also need to work on some of the difficult project like Park Ave -perhaps lose a lane of traffic
• Must do before and after studies when doing pilot projects

Closing Statements / Next Steps
• May 2 Tech Working Group
• May 10 final recommendations list
• May/June public workshops