

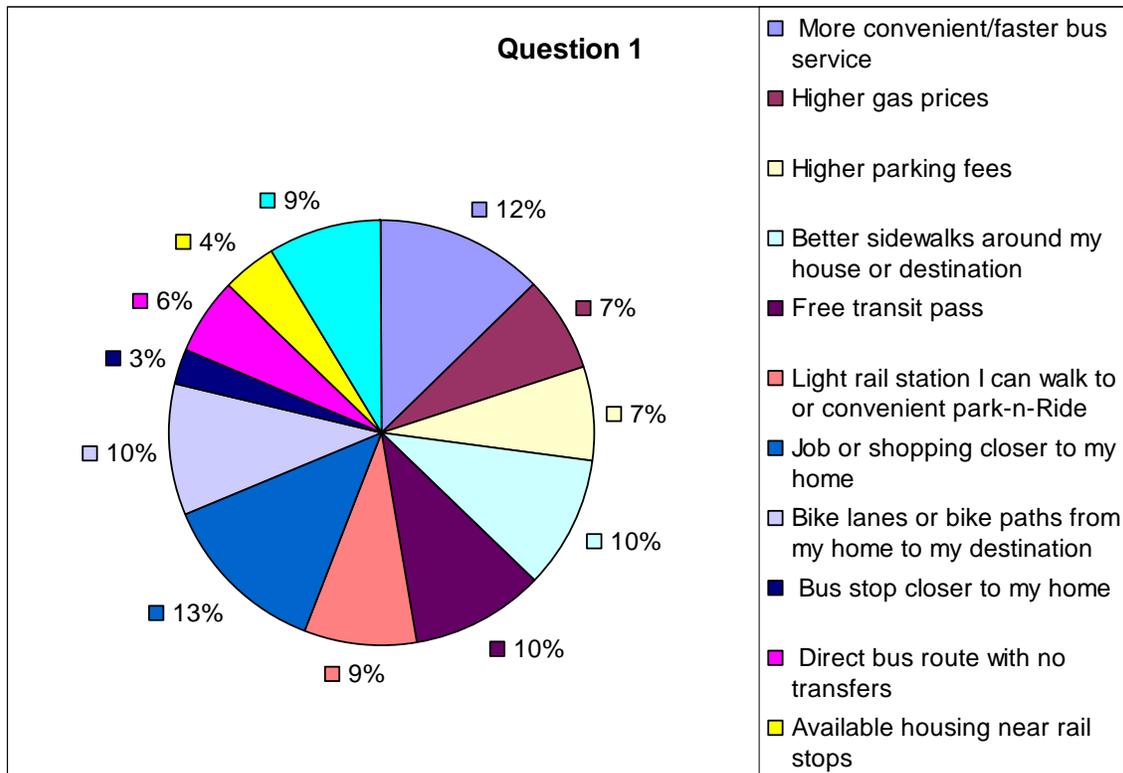
Summary of Community Values Worksheet and Discussion

Public Meeting June 28, 2005

Question 1

What would it take to reduce the number of trips you make by private automobile?

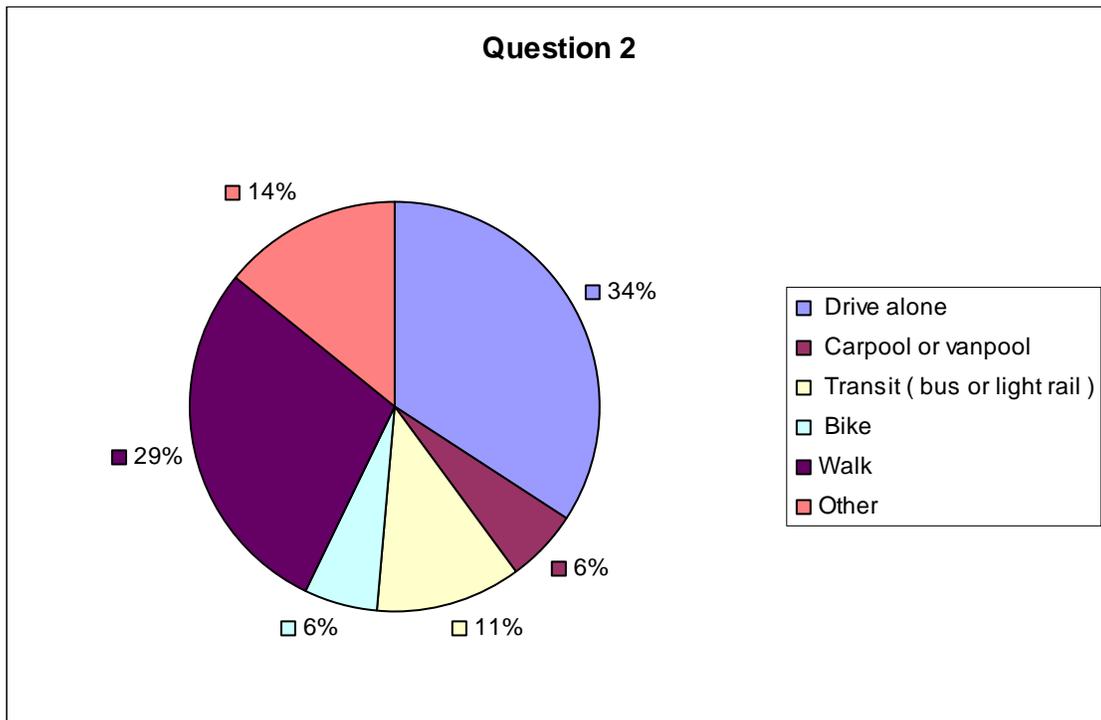
No.	Options	No. of answers
1	More convenient/faster bus service	9
2	Higher gas prices	5
3	Higher parking fees	5
4	Better sidewalks around my house or destination	7
5	Free transit pass	7
6	Light rail station I can walk to or convenient park-n-Ride	6
7	Job or shopping closer to my home	9
8	Bike lanes or bike paths from my home to my destination	7
9	Bus stop closer to my home	2
10	Direct bus route with no transfers	4
11	Available housing near rail stops	3
12	Other	6



Question 2

How do you currently travel to work on most days?

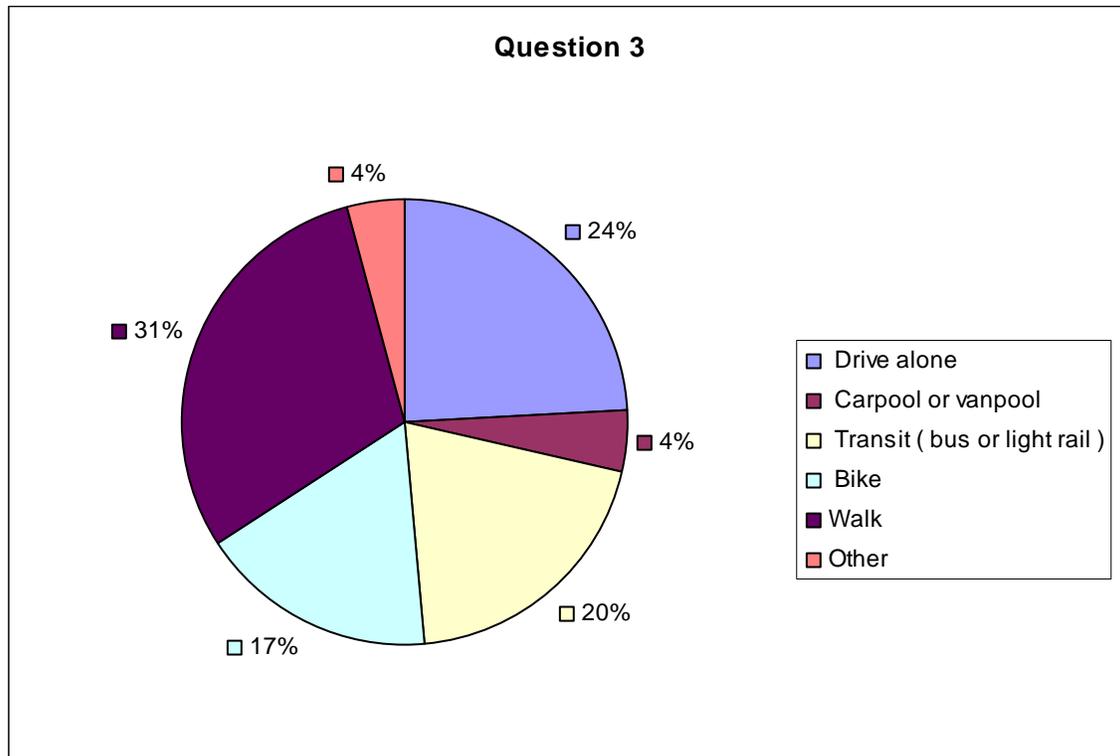
No.	Options	No. of answers
1	Drive alone	12
2	Carpool or vanpool	2
3	Transit (bus or light rail)	4
4	Bike	2
5	Walk	10
6	Other	5



Question 3

What other modes do you use occasionally? (Select all that apply)

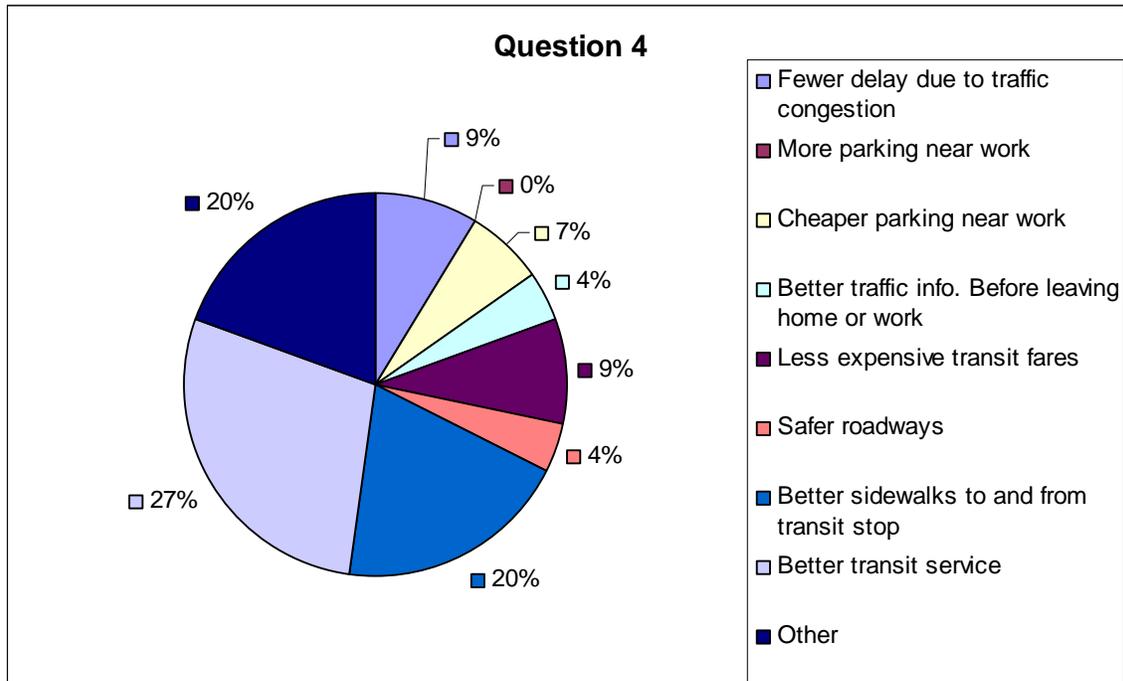
No.	Options	No. of answers
1	Drive alone	17
2	Carpool or vanpool	3
3	Transit (bus or light rail)	14
4	Bike	12
5	Walk	21
6	Other	3



Question 4

If you could improve your current commute, what would it be? (Select 1 or 2 options)

No.	Options	No. of answers
1	Fewer delay due to traffic congestion	4
2	More parking near work	0
3	Cheaper parking near work	3
4	Better traffic info. Before leaving home or work	2
5	Less expensive transit fares	4
6	Safer roadways	2
7	Better sidewalks to and from transit stop	9
8	Better transit service	13
9	Other	9



The following scenarios were developed to help test the importance of the community's values in different circumstances. Four break-out groups discussed the values that should drive the transportation planning process for each scenario. The following is a summary of each group discussion.

Scenario A

Consider a street with limited curb-to-curb width that provides access and parking for residences and neighborhood businesses along it. If the Bicycle Plan recommends adding bike lanes on this street, the addition of bike lanes could only be accomplished by removing parking, narrowing the center median, or widening the street. To decide on the best approach, which value(s) do you think is most important to consider?

- | | |
|-----------------------------------|-------------------------------|
| - Transportation options/choices | - Reduced reliance on auto |
| - Community livability | - Moving people not just cars |
| - Safety | - Walkable districts |
| - Pedestrian access to businesses | - Other |

Group Responses to Scenario A

Group 1 Summary

Pedestrian Access

Streets should be narrow in width to encourage safety. Also, sidewalks should be made wider widths. Better pedestrian access to businesses and commercial areas will increase walking throughout communities.

Community Livability

People (rather than traffic) should be a high priority to maintain a good quality of life.

Transportation Options and Choices

The question, "Are there enough transportation choices?" was raised in group discussion. Moreover, interconnectedness between transportation modes will help to make transit more attractive.

Group 2 Summary

Reduce Automobile Dependence

Decreased levels of automobiles on the road will increase pedestrian safety, accessibility, and mobility. Moreover, those developing neighborhoods need to "move people, not cars".

Increase Safety and Decrease Speeding

Priorities in association with this value include reducing speeding automobiles near homes and bike lanes. Additionally, there should be "buffers between pedestrians and vehicles as well as between bicycles and vehicles."

Transportation Options and Choices

Various modes of travel should physically and temporally be more desirable to private occupancy vehicle drivers.

Walkable Districts

The areas between commercial stores and other shopping areas should be pedestrian-friendly.

Group 3 Summary

Walkable Districts

All districts must support integration of homes, businesses, bicycle lanes, and sidewalks to significantly reduce need for automobiles.

Community Livability

Community livability is described by one group member as having a “sense of neighborhood by providing the ability to walk down the street and see people you know”. Additionally, livability needs of surrounding neighborhoods must be met.

Transportation Options and Choices

Access to different travel modes is important to reduce public dependency of the automobile.

Group 4 Summary

Safety

Safety can be interpreted in many different ways. One interpretation as discussed by the group: to be able to avail yourself of what’s there without harm (or perceived harm). Mechanisms to calm and slow traffic could be implemented to improve safety.

Safety enhancements for bicyclists could include striped bike lanes “a must for safety of bikers.” E. 16th Avenue is an example of a bike street that works well. A bike lane on a busy street can also be seen as an automatic conflict, as is a lot of on-street parking next to the bike lanes.

Scenario B

To support the success of light rail service in Denver, the City is encouraging transit oriented development around station locations. This includes denser development with a focus on pedestrians, retail, and commuter services. With limited public funding available to improve pedestrian and vehicular connections to station areas, what is the most important value(s) to consider in the development of these areas?

- Transportation options/choices
- Community livability
- Safety
- Convenient, accessible transit
- Reduced reliance on auto
- Moving people not just cars
- Walkable districts
- More housing near transit
- Other

Group Responses to Scenario B

Group 1 Summary

Better Planned Transit Oriented Development

Transit oriented development should be more readily supported with zoning. TOD improvements in adjacent neighborhoods will help to increase the desirability of entire community. Also, *Blueprint Denver* should not inhibit future plans for transit oriented development.

Directing Private Investment

Residential areas in close proximity to downtown should be more desirable.

Community Livability

“Livable community philosophies and planning theories” should be encouraged.

Group 2 Summary

Sidewalks

Sidewalk maintenance should be a more frequent process to keep usage high.

Community Livability

A comment from an attendee stated that communities should be “self sufficient, offer a sense of place, and be unique”. These characteristics will help communities be more welcoming and eventually stable.

Safety for Transit Users/Riders

Transit stations should be illuminated, clean, and patrolled. An addition of “active vendors” may compliment safety priorities by keeping a constant presence at stations.

Shuttle Buses

Shuttle buses would provide a quiet and safe transportation alternative to driving.

Better Planned Transit Oriented Development

Transit oriented development could be widely accepted by improving conditions for vehicles that will expectedly drive there.

Group 3 Summary

Transportation Options and Choices

Community values include accessing light rail systems by means other than using an automobile. Specifically, people do not want to see “a sea of parking lots”

Reduced Reliance on Automobiles

Making transit oriented development more appealing and a “more enjoyable place” will additionally reduce automobile dependence.

Convenience to Public Transit

A comment was made that “more buses will reduce the need for parking”. Therefore, buses should have greater availability.

Walkable Districts and Community Livability

A “successful” and safe environment will contribute to a more pedestrian-friendly environment.

Group 4 Summary

Community Livability

Parking lots are very pedestrian unfriendly as they need clear pedestrian and bike routes through them. Parking management is a citywide community need. Too much parking is detrimental to livability; form-based zoning proposes to dramatically decrease parking requirements.

Moving People Not Just Cars

Moving people not cars is important as it seems that moving cars not people is the priority on streets such as 6th and 8th Avenues.

Safety

Walking to school is unsafe. Safety concerns exist on one-way couplets, such as 17th/18th and 6th/8th, as they have no signals for long distances. One solution would be implementing a pedestrian crossing light that works well such as the one located at 6th and Clayton.

Walkable Districts

In discussing walkability in school zones, it was mentioned that police may have very limited officers to enforce automobile speed limits. Participants [in a study?] did not notice any deterrent in speeds after a day of ticketing. In addition, signing around schools seems inconsistent.

Convenient, Accessible Transit

One of the goals of convenient, accessible transit should be to integrate access to multiple modes at specific locations. Navigating large parking lots makes it difficult to access transit stations; and it is felt that T-REX and FasTracks both have too much parking; conversely, neighborhoods near stations are concerned that inadequate parking will cause overflow into neighborhoods. One good example is the Broadway Station, which has excellent access between bus and light rail.

Scenario C

On a major four-lane street with heavy traffic, the City might consider widening the street to add more traffic lanes, improving transit, or removing parking. Which value(s) do you believe is most important in considering these options?

- Transportation options/choices
- Community livability
- Safety
- Convenient, accessible transit
- Reduced reliance on auto
- Moving people not just cars
- Walkable districts
- Reducing roadway congestion
- Other

Group Responses to Scenario C

Group 1 Summary

Safety Between Modes

Congestion between travel modes increases safety problems.

Less Peak-Hour Solutions

“Too many (traffic and pedestrian) solutions are peak-hour oriented. Consider 24-hour use of the street.”

Group 2 Summary

There were no comments for Scenario C because of time constraints.

Group 3 Summary

Most public comment revealed an attitude that disagreed with widening roads. An example was the comment, “adding lanes to fight (traffic) congestion is like loosening a belt to fight obesity.” The concept of induced travel was widely accepted.

Group 4 Summary

Safety

Safety can be interpreted in many different ways. Pedestrian crossings that require a stop in the median are not pedestrian friendly; similar to arterials without a median. In addition, the pedestrian signals that go immediately to the hand flashing are confusing. From a pedestrian perspective, a wide street destroys “street life.”

Walkable Districts

The sidewalk should be balanced with the size of the street to create walkable districts; wide streets need wide sidewalks. In addition, we should Honor the street typologies in Blueprint Denver.

Additional Discussion Points

Group 1

Developing neighborhoods with high densities will assist in accommodating future population growth.

Building large streets can isolate and divide neighborhoods.

Group 2

It would be helpful to better accommodate freight vehicles along roads.

Published maps should show all modes of transit.

There should be travel time decreases for public transit riders.

General “vehicle costs should be raised.”

Administrators and representatives should plan pedestrian elements and walkability “for a 70 year old woman carrying a large bag.”

Group 3

Public in attendance would like to see more administrative consideration towards walkable communities as well as more individualized neighborhood focus.

Group 4

None reported.