

Denverright.

Your Voice. Our Future.

Blueprint Denver

Task Force Meeting #4

10.27.16



Agenda Overview

- Process Update
- Emerging Community Values, Vision Elements, and Guiding Principles
- 2002 Blueprint Diagnostic Highlights (Part 2)
- Large Group Discussion
- Questions and Comments
- Next Steps and Close Meeting

2. Process Update

CITY AND COUNTY OF DENVER

Blueprint Denver Update

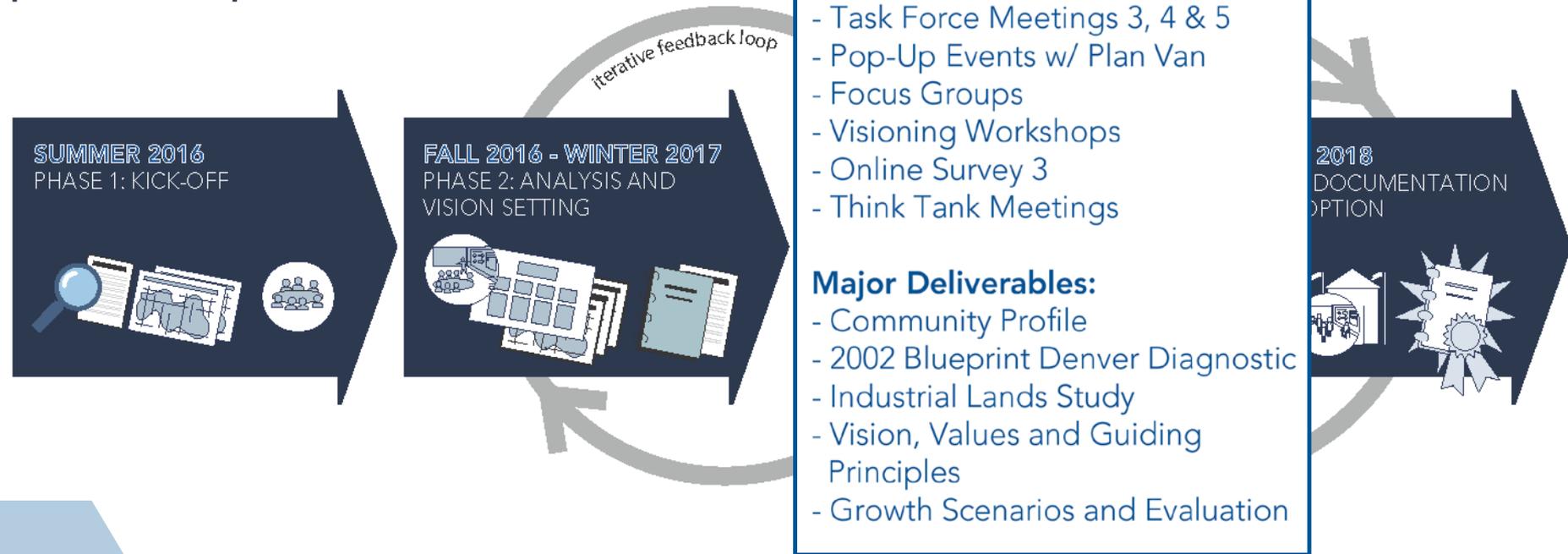
planning process



CITY AND COUNTY OF DENVER

Blueprint Denver Update

planning process



Survey #2 Overview

- Closed on Friday, 10/14/16
- Denveright Survey: 3,000 responses
- City staff are analyzing the results

Responses to Individual Plan Surveys

- Blueprint: 1,000+
- DM Transit: 1,000+
- DM Peds and Trails:
500+
- Game Plan: 500+

Community Visioning Workshops

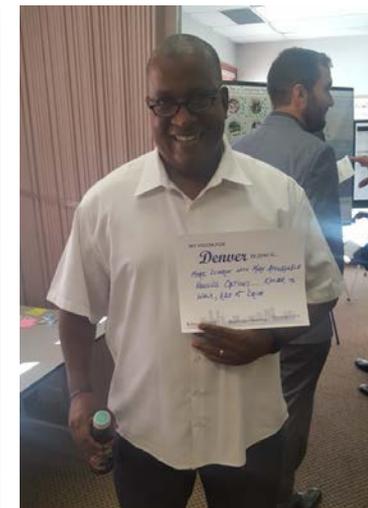
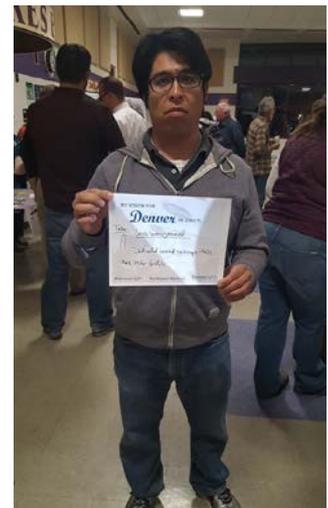
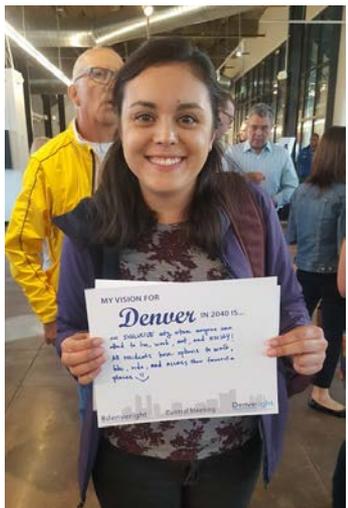
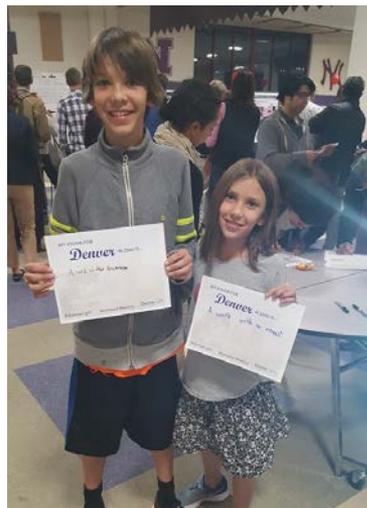
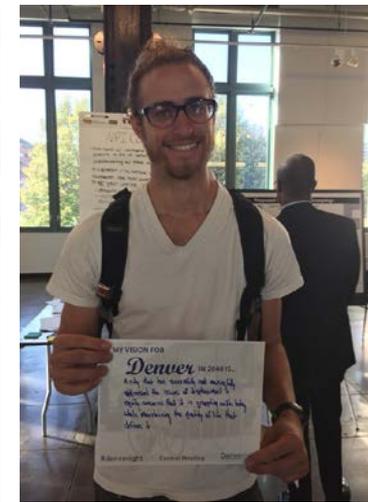
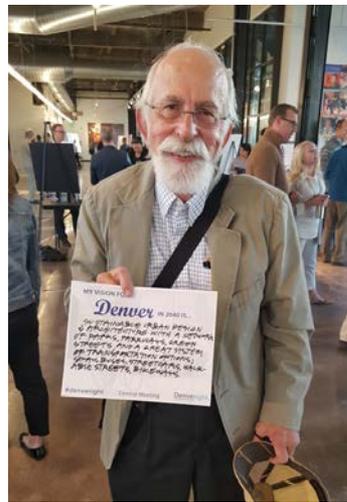
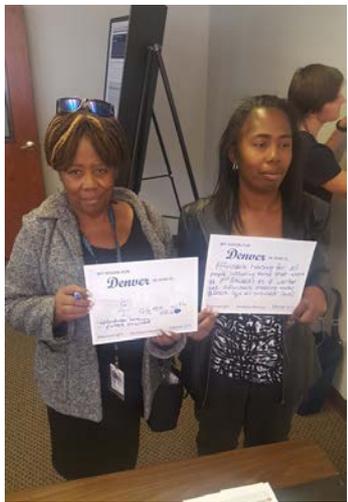


- Coordinated by all four Denveright plans
 - Informational and interactive stations
1. **Oct 4 @ 7:30am** – McNichols Building
 2. **Oct 4 @ 3pm** – New Hope Baptist Church
 3. **Oct 4 @ 6:30pm** – North High School
 4. **Oct 5 @ 3pm** – Jewish Community Center
 5. **Oct 5 @ 6:30pm** – College View Elementary

2. Process Update

My Vision for Denver in 2040 is...

DRAFT Material - Subject to change

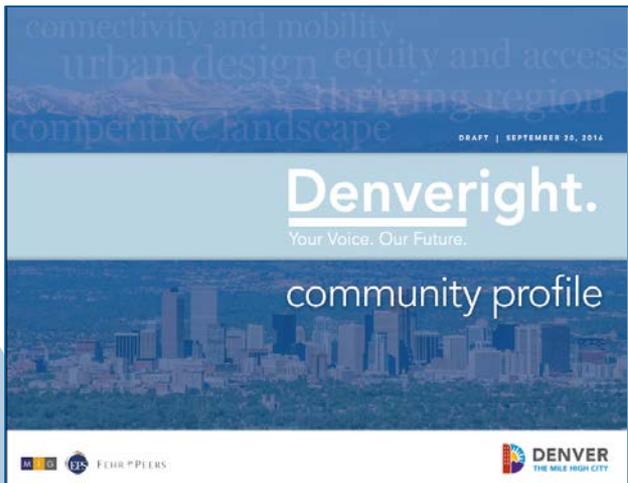


DRAFT Material - Subject to change

Summary of Community Visioning Workshops

- **Total # attendees:** 375 (attendee sign-in)
- **Media coverage:**
 - 9News, 7News, CBS4, Fox 31, Telemundo, Channel 8, Denver Post, Denver Business Journal, Westword, Innovator's Peak, Stapleton Front Porch, Modern in Denver
- Link to full Channel 8 video on our website: <http://www.Denverright.org>

Community Profile



Western Lands and Communities (WLC) Exploratory Scenario Planning Exercise

- WLC is a collaboration of the
 - Sonoran Institute
 - Lincoln Institute for Land Policy
- CPD awarded a grant of 500 staff hours and \$10k from WLC
- Exploratory Scenario Planning Exercise included in Blueprint Denver scope of work
- Two staff workshops in July and August
- WLC staff report expected in early 2017

Western Lands and Communities (WLC) Exploratory Scenario Planning Exercise

- Exploratory Scenario Planning:
 - **Does** look at uncertain “driving forces of change” (ex. global economy, natural resources, technology, demographics) and multiple plausible outcomes
 - **Does not** identify a community vision and a preferred outcome
 - **Has** typically been used by major corporations or for natural resources planning
 - **Has not** typically been used for land use and transportation planning
- Exercise served as a pilot program to learn how using Exploratory Scenario Planning could make our plans more resilient and adaptive to changing conditions

3. Emerging Community Values, Vision Elements, and Guiding Principles

Public Input

Kick-off Survey
Visioning Surveys
Community Workshops

Blueprint Task Force Discussions

Meetings 1 & 2

Denveright Community Think Tank

Visioning Survey & Meeting 1

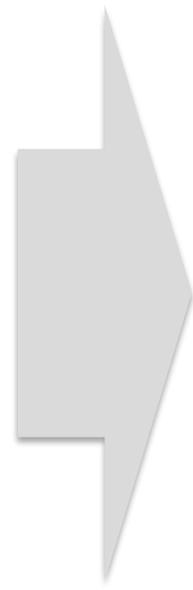


DRAFT
Values,
Vision
Elements,
and Guiding
Principles

Public Input
Kick-off Survey
Visioning Surveys
Community Workshops

Blueprint Task Force Discussions
Meetings 1 & 2

Denveright Community Think Tank
Visioning Survey & Meeting 1



DRAFT
Values,
Vision
Elements,
and Guiding
Principles



Task Force
input (today)
Survey for
Community
input (Starts in
November)

Public Input: Survey Responses

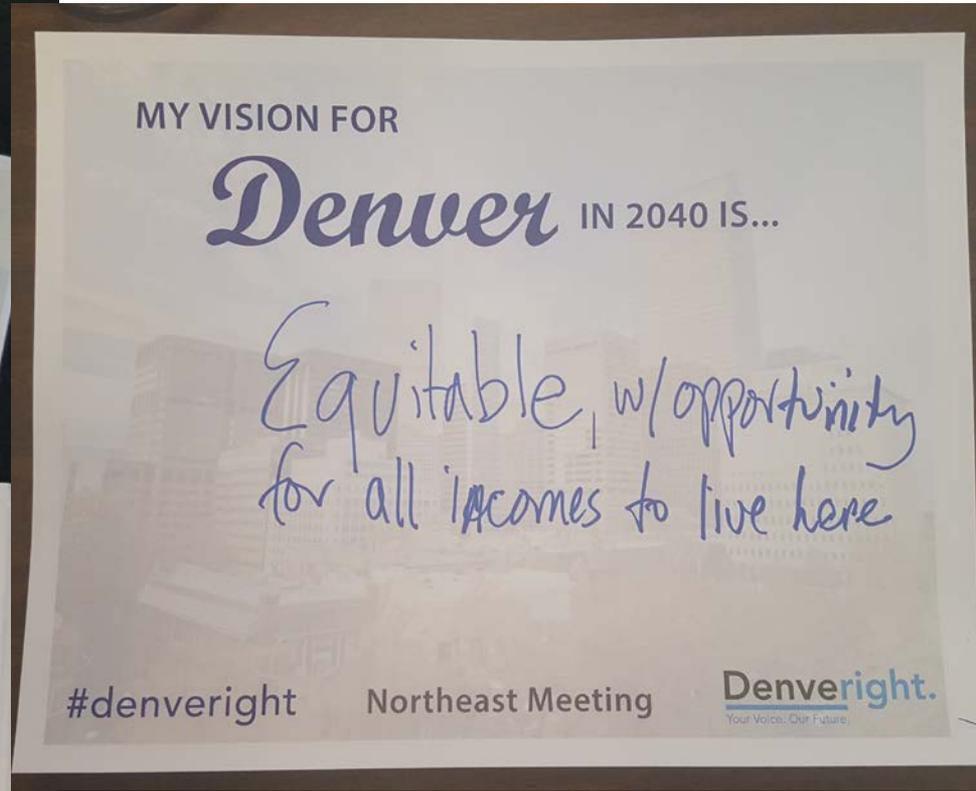
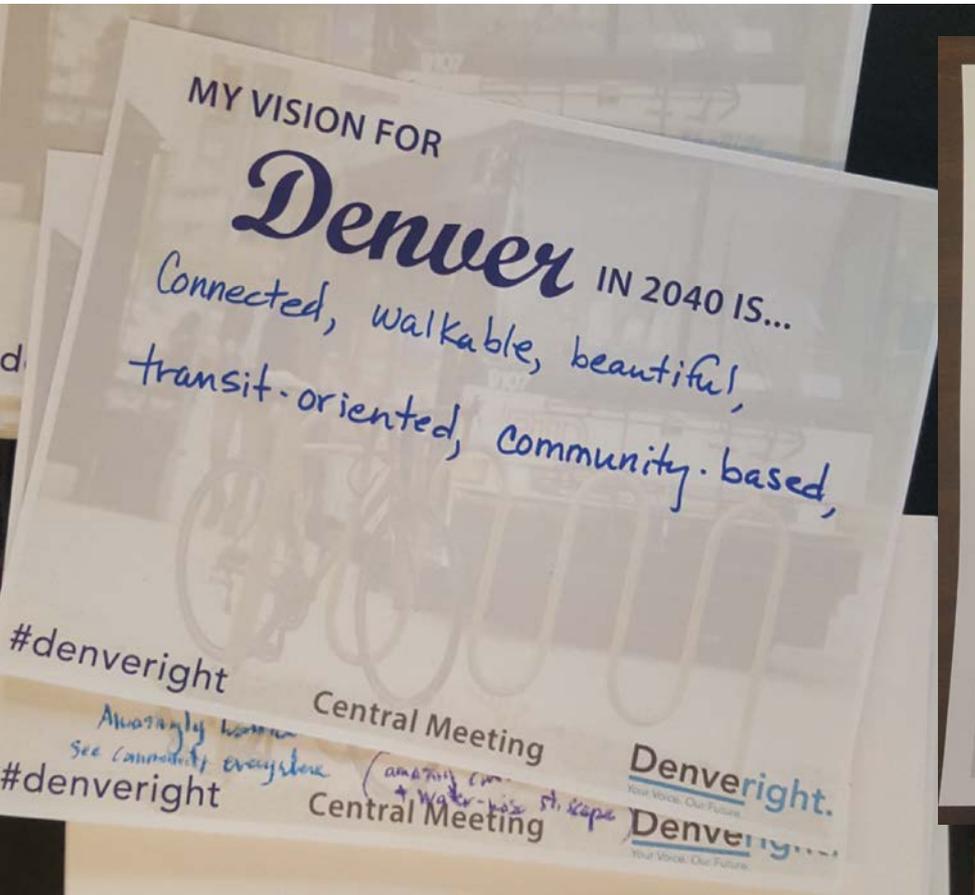
- What do you like most about Denver?
- What makes Denver special?

Public Input: Community Workshop Activity



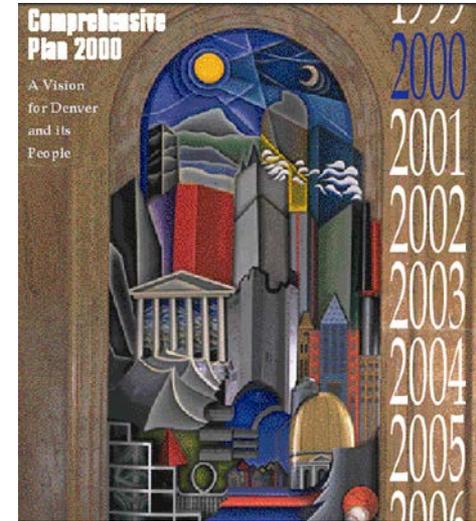
Community Values Prioritization



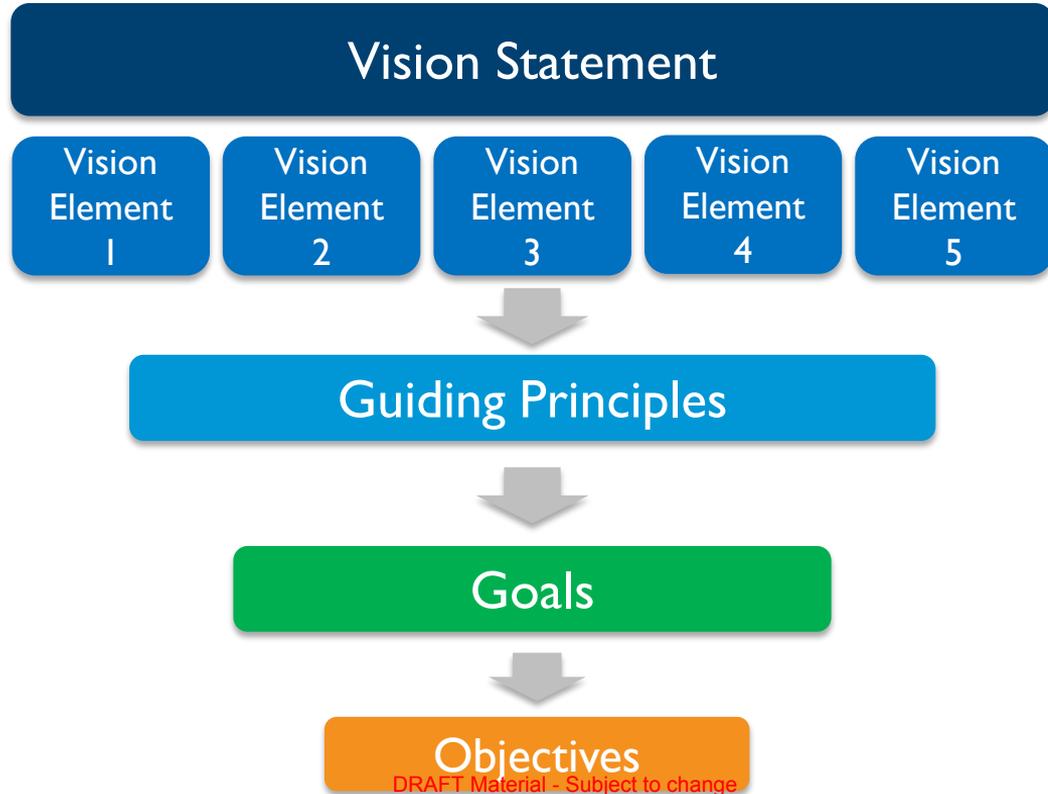


Enduring Community Values from Comprehensive Plan 2000

- Economic Opportunity
- Environmental Stewardship
- Equity
- Engagement



Community Values



Community Values

Vision Statement

Vision
Element
1

Vision
Element
2

Vision
Element
3

Vision
Element
4

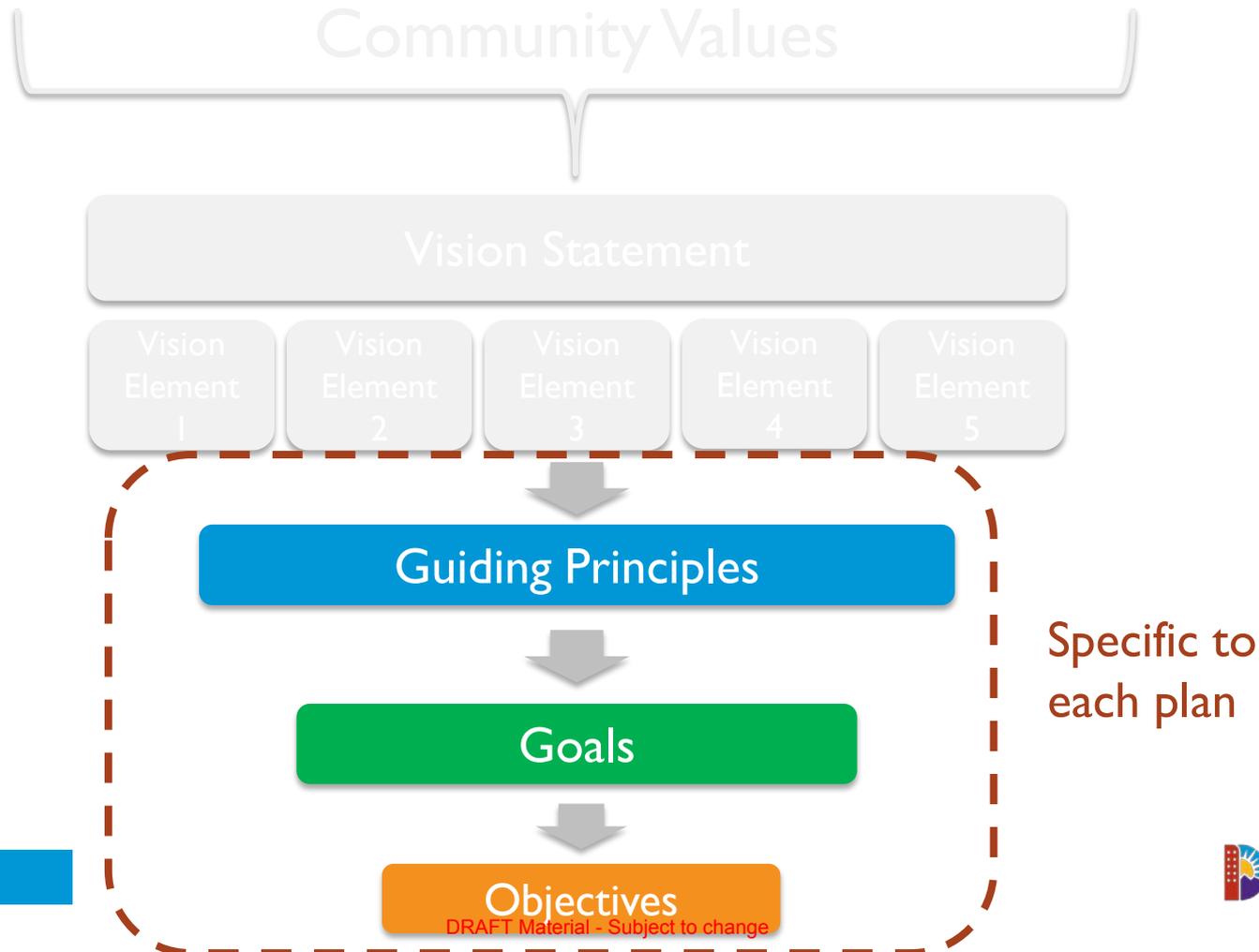
Vision
Element
5

Guiding Principles

Goals

Objectives

Utilized by
all four
Denveright
Plans

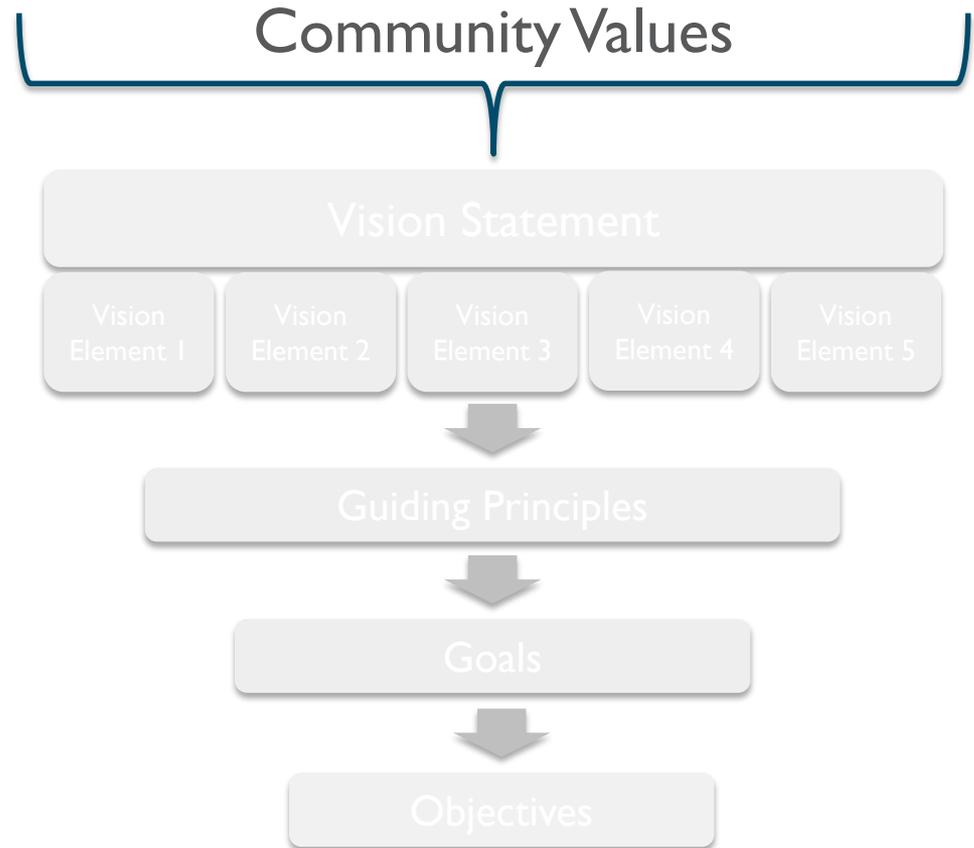


Community Values

Definition: characteristics, aspirations and moral attributes that the community cherishes and desires

Role:

- Inform the vision statement and vision elements
- Do not have a role in the plan's organization but form the backbone of the plan

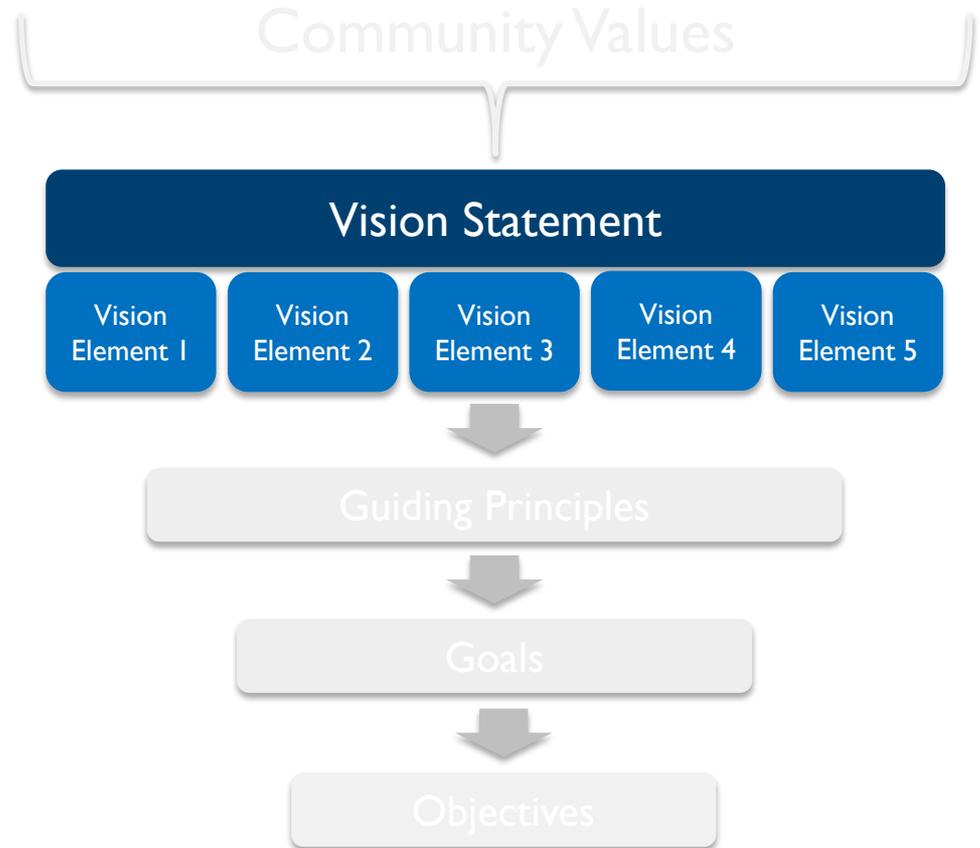


Community Values – DRAFT

- Access to Amenities and Service
- Access to Opportunity
- Active and Vibrant
- Affordable Housing and Transportation
- Business-Friendly and Entrepreneurial
- Diverse Employment Options
- Diverse, Friendly and Open
- Engaged Community
- Environmental Stewardship
- Equity
- Great Parks and Open Spaces
- Outdoor Lifestyle with Connection to the Mountains
- Safe and Inviting
- Sense of History and Cultural Heritage
- Transportation Choices
- Walkable, Bikeable, Accessible and Transit-Friendly

Vision Statement and Vision Elements

Definition: What is the community's vision for the future of our city? Articulates how the community envisions the future pattern of physical, economic and social city fabric.

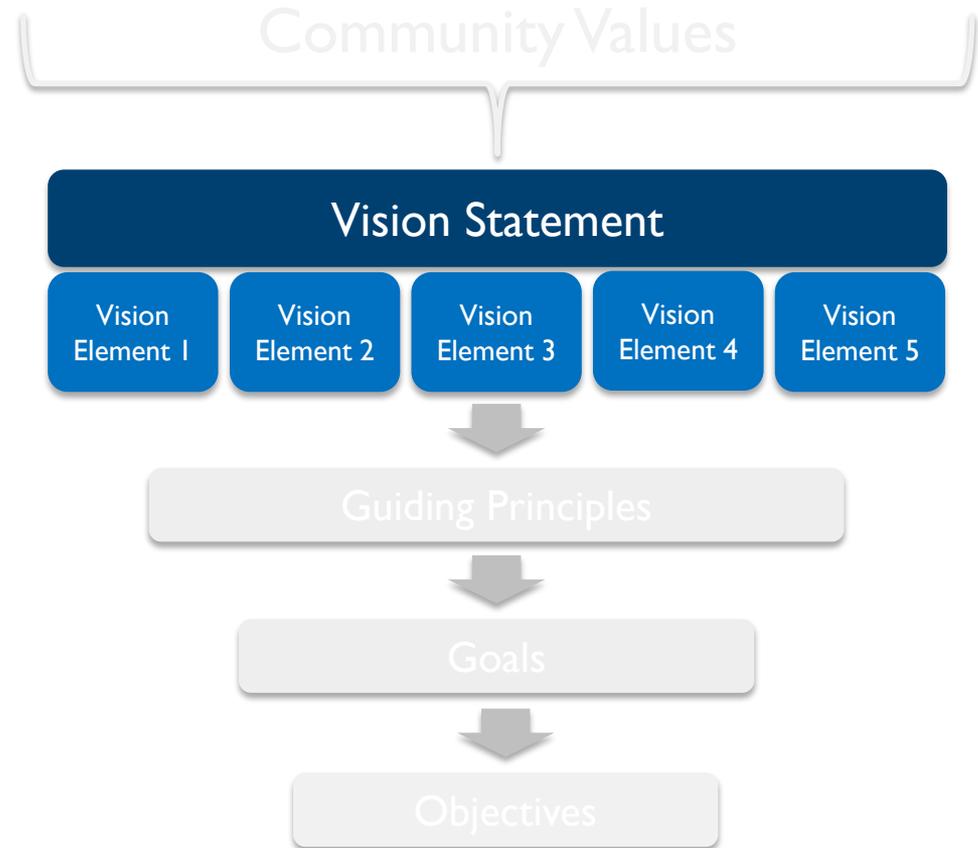


Vision Statement and Vision Elements

Source: a synthesis of the community values and input from survey and workshop questions about people's vision for Denver

Role:

- Inform all four Denveright plans



Vision Elements - DRAFT

1. Equitable, Affordable and Inclusive

Supporting Values:

- Diverse, Friendly and Open
- Access to Opportunity
- Affordable Housing and Transportation

Vision Elements - DRAFT

1. Equitable, Affordable and Inclusive

2. Strong and Unique Neighborhoods

Supporting Values:

- Engaged Community
- Sense of History and Cultural Heritage
- Access to Amenities and Services

Vision Elements - DRAFT

- 1. Equitable, Affordable and Inclusive**
- 2. Strong and Unique Neighborhoods**
- 3. Well Connected and Accessible Places**

Supporting Values:

- Walkable, Bikeable, Accessible, and Transit-Friendly
- Transportation Choices
- Active and Vibrant

Vision Elements - DRAFT

- 1. Equitable, Affordable and Inclusive**
- 2. Strong and Unique Neighborhoods**
- 3. Well Connected and Accessible Places**
- 4. Economically and Environmentally Resilient**

Supporting Values:

- Environmental Stewardship
- Business-Friendly and Entrepreneurial
- Diverse Employment Options

Vision Elements - DRAFT

- 1. Equitable, Affordable and Inclusive**
- 2. Strong and Unique Neighborhoods**
- 3. Well Connected and Accessible Places**
- 4. Economically and Environmentally Resilient**
- 5. Healthy, Safe and Active**

Supporting Values:

- Great Parks and Open Spaces
- Outdoor Lifestyle with Connection to the Mountains
- Safe and Inviting

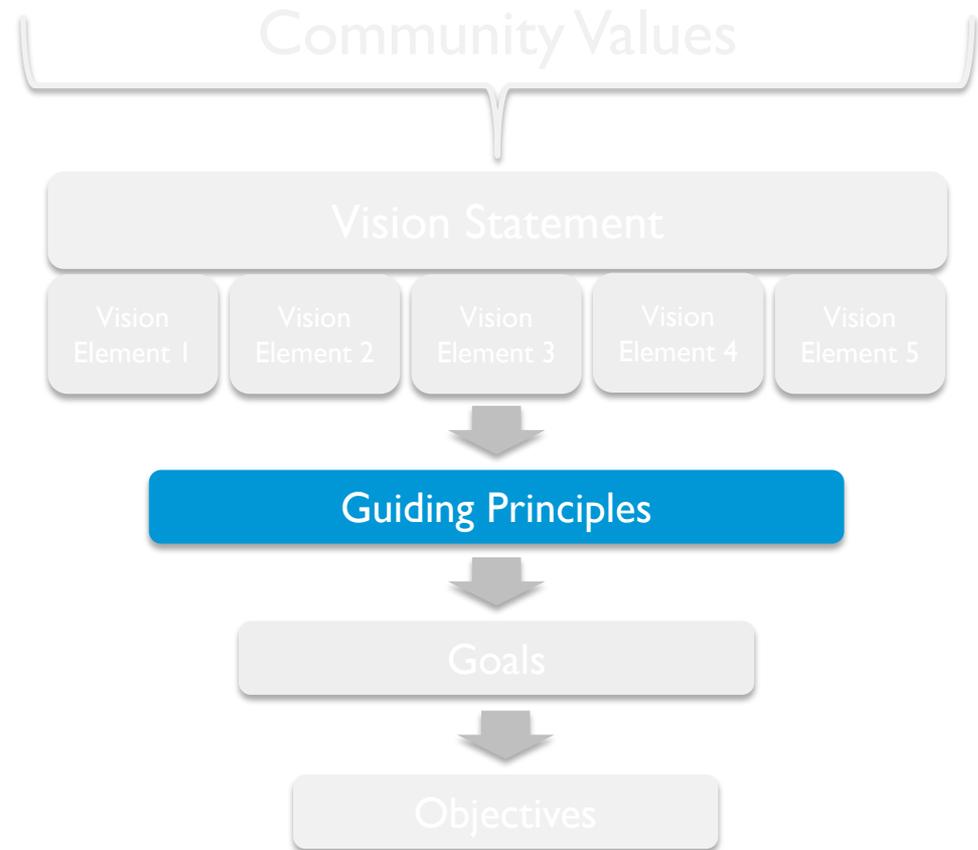
Vision Statement - TBD

After more community input on the vision elements, we will draft a vision statement that combines the five vision elements, such as:

“In 2040 Denver will be **equitable, affordable, and inclusive**; it will have **strong and unique neighborhoods, . . .**”

Guiding Principles

Definition and Role:
each vision element is supported by a guiding principle. The guiding principles provide direction for the plan goals and establish a *decision making framework* for guiding the growth of Denver



Guiding Principles for BP Denver - DRAFT

1. Promote a range of equitable, affordable and inclusive housing and transportation options throughout our entire community.

Guiding Principles for BP Denver - DRAFT

2. Foster and create strong and unique neighborhoods by encouraging enduring and context-sensitive design, celebrating historic assets and cultural heritage, and ensuring access to a variety of services and amenities for all residents.

Guiding Principles for BP Denver - DRAFT

3. Develop mobility infrastructure, systems and programs that prioritize moving people by walking, biking, and transit, and connect places that are truly accessible to all people living in, working in and visiting Denver.

Guiding Principles for BP Denver - DRAFT

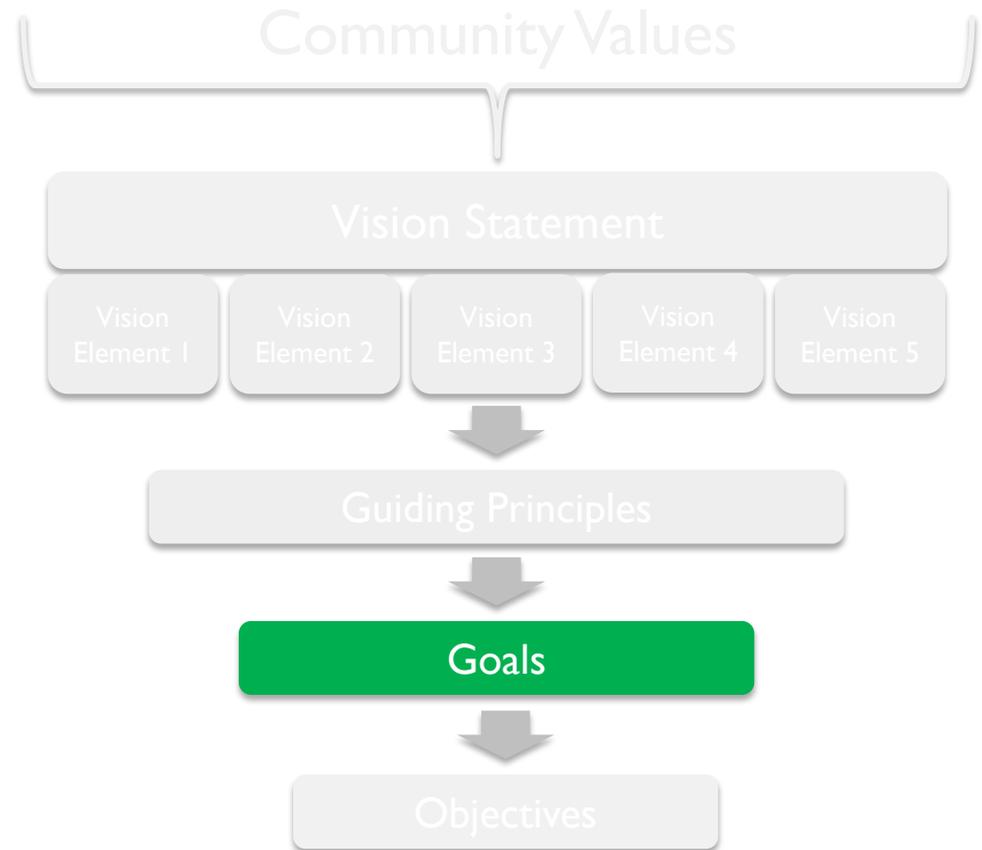
4. Promote a resilient environment and economy with well-designed and well-integrated infrastructure that ensures Denver's economic success and environmental sustainability over time.

Guiding Principles for BP Denver - DRAFT

5. Leverage our unique climate, natural setting and strong sense of community to create a safe and active environment with access to and opportunities for healthy options for all residents.

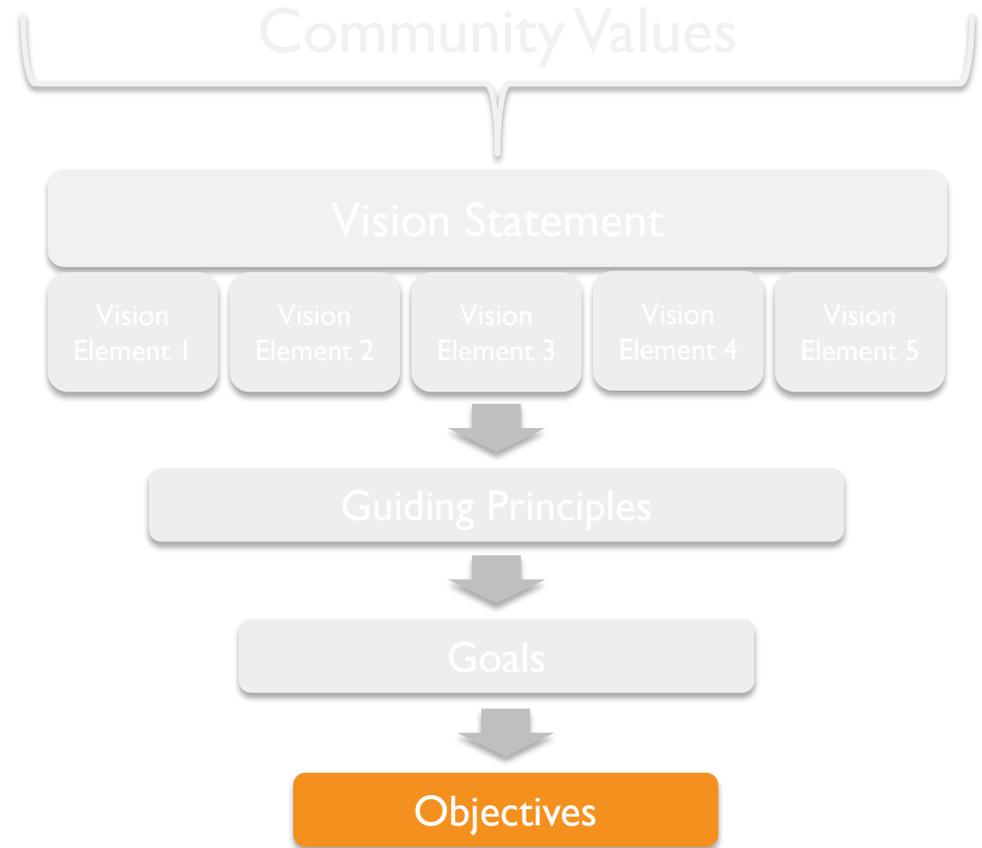
Goals

Definition: goals fall under the guiding principles and are more specific than the principles. They describe long term aims and desired outcomes.



Objectives

Definition: measurable, time-bound outcomes that help to achieve higher-level goals and principles.



Task Force Feedback

- Any major concepts that are missing for . . .
 - Vision elements
 - Guiding principles

4. 2002 Blueprint Diagnostic Highlights (Part 2)

Goal 3: Improve the function of streets

Description

“Improve the function of streets to move more people in more ways”

Has the City improved the function of the streets?

- Denver region: 30% increase in transit revenue hours of service (region-wide since 2002)
- City of Denver:
 - 65 miles of new bikeways (since 2010)
 - Other pedestrian/bike improvements:
 - Intersections improvements;
 - Multi-use trails;
 - Ped/bike bridges;
 - Sidewalks (as part of street reconstruction)
 - Safety: commitment to Vision Zero

Are we moving more people?

Denver Region Travel

	2002	2014	Change
Annual transit ridership	81 million	104 million	↑ 27%
Daily vehicle miles of travel (VMT)	63.4 million	74.7 million	↑ 16%

City of Denver Travel

	2002	2014	Change
Daily commuters biking	2,600	8,800	↑ 240%
Daily commuters walking	12,100	14,700	↑ 21%

Population – City of Denver

	2002	2014	Change
Population	561,000	682,500	↑ 22%

Source: National Transit Database, 2000 U.S. Census, 2014 American Community Survey (1-year estimates), DRCOG

Are those people moving in more ways?

Denver Region

2002-2014 Change

- VMT per capita: ↓ 2%
- Transit ridership per capita: ↑ 5%

Source: DRCOG, American Community Survey, National Transit Database

City of Denver Resident Commute Mode Share

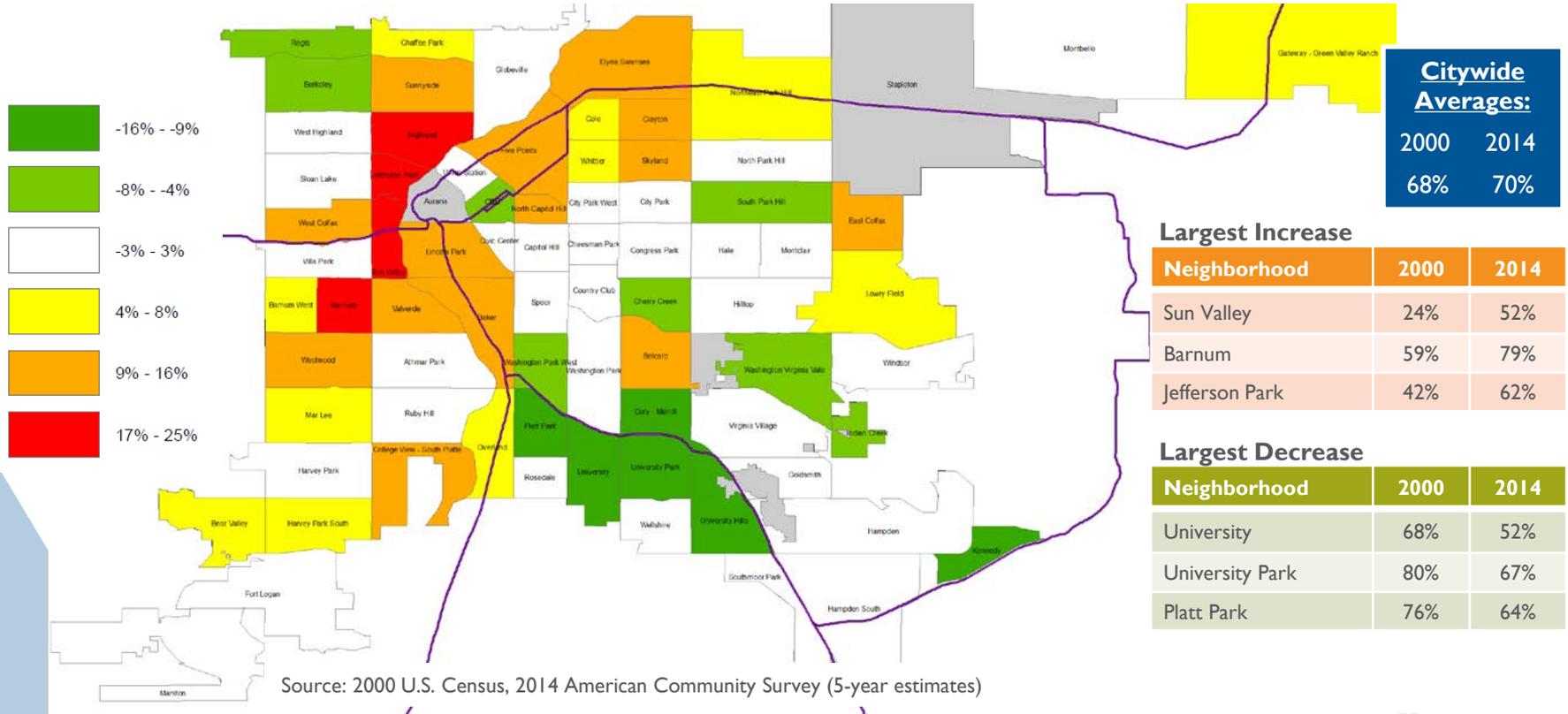
Mode	2000	2014	Difference
Drive Alone	68%	70%	↑ 2%
Carpool	14%	9%	↓ 5%
Transit	8%	7%	↓ 1%
Walk	4%	4%	0
Bike	1%	3%	↑ 2%
Telecommute	4%	6%	↑ 2%
Other	1%	1%	0

Source: 2000 U.S. Census, 2014 American Community Survey (1-year estimates)

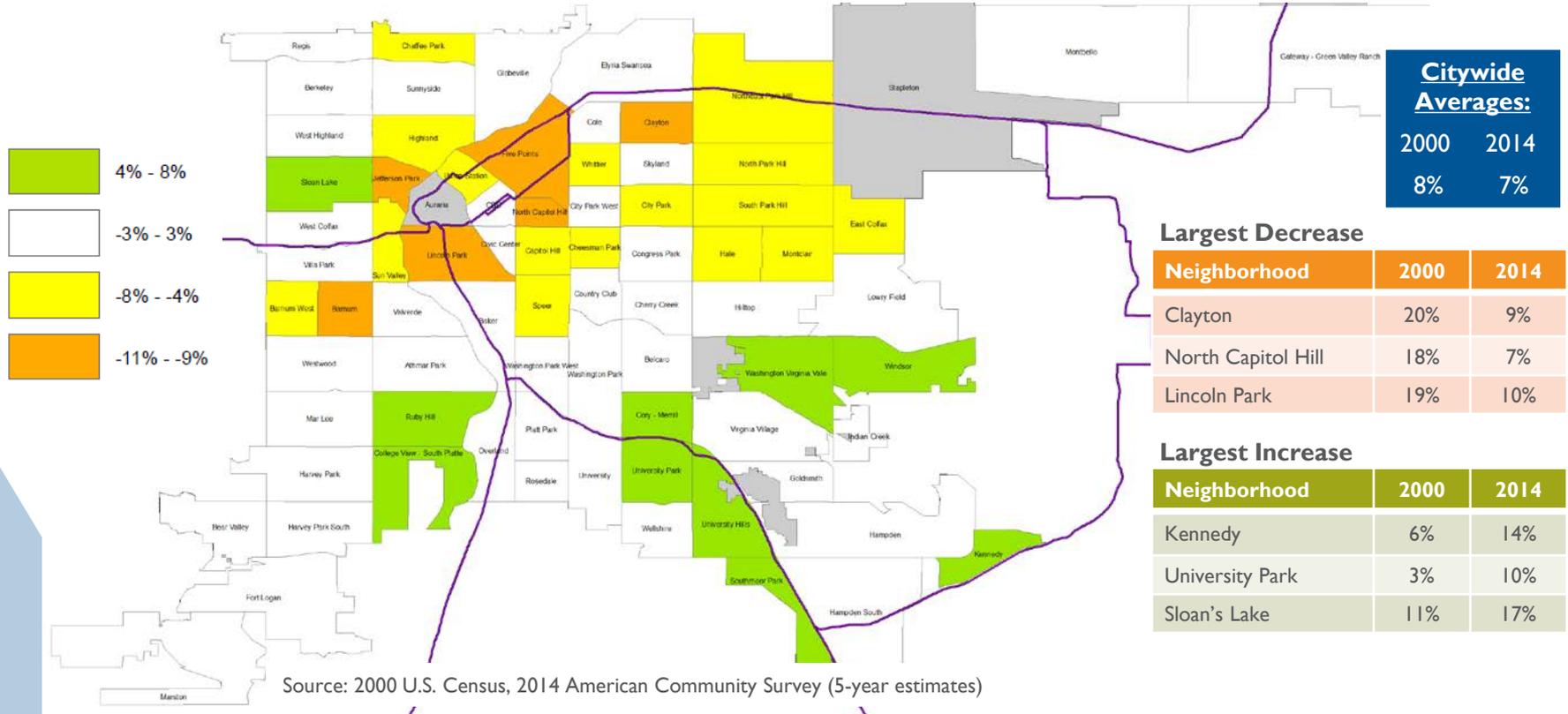
Which neighborhoods are changing?

- Where in the City of Denver has mode share shifted?
 - Drive alone
 - Transit
 - Bike
 - Walk

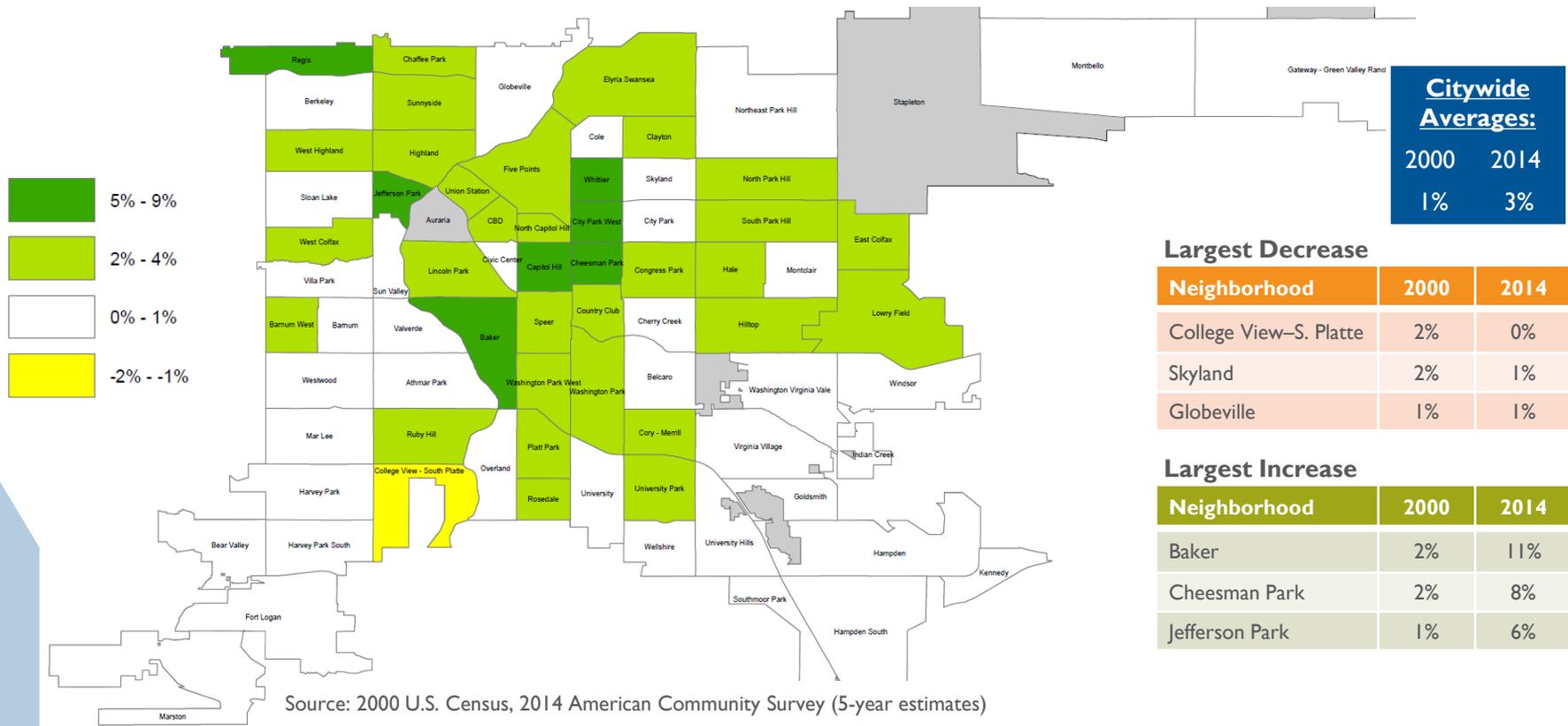
2000-2014 Change in Drive Alone Commute Mode Share



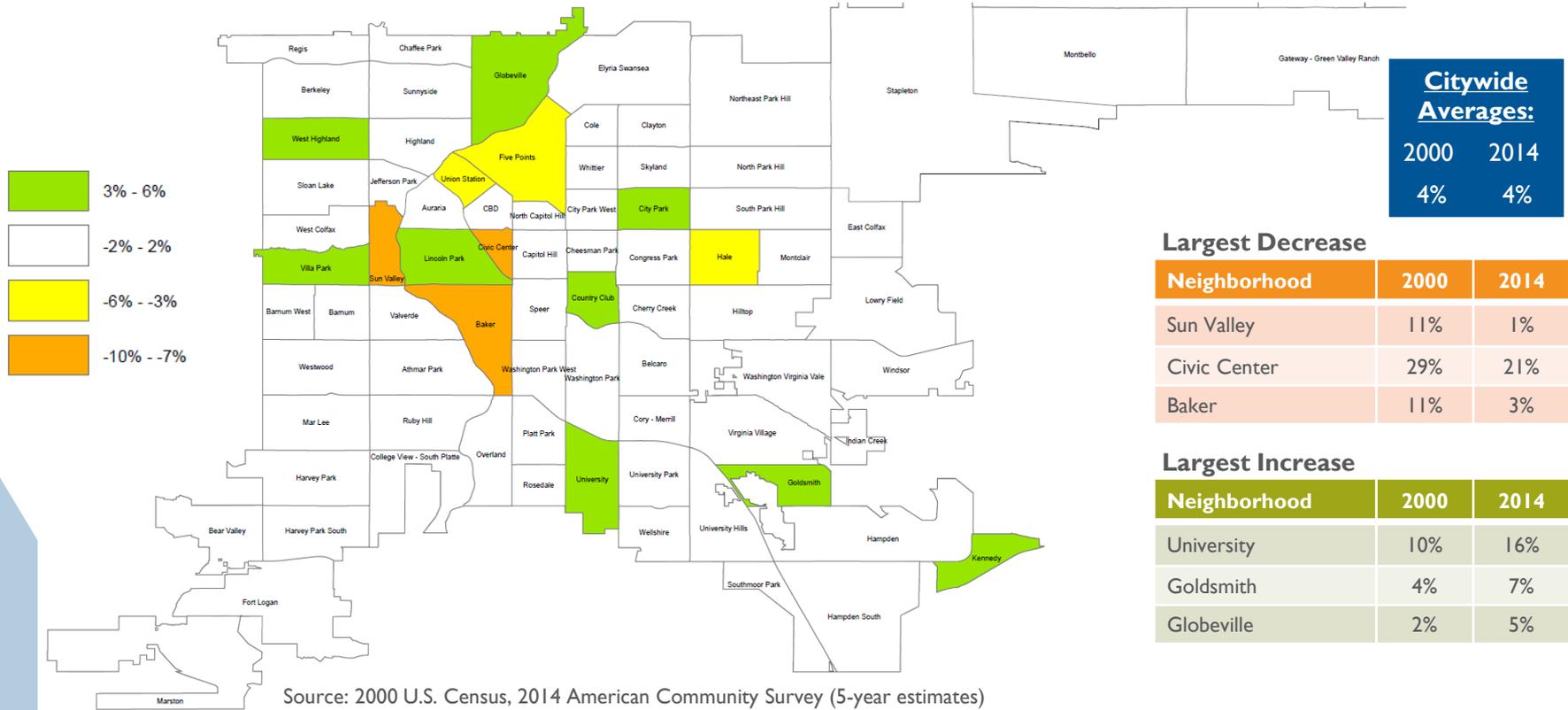
2000-2014 Change in Transit Commute Mode Share



2000-2014 Change in Bike Commute Mode Share



2000-2014 Change in Walk Commute Mode Share



Goal 3: Neighborhood Analysis Summary

- Drive Alone Commute Change since 2000:
 - Significant increase in inner-ring neighborhoods
 - Decrease in neighborhoods flanking the Southeast LRT (2006)
 - For neighborhoods where DA increases occurred, income also went up 5% adjusted for inflation; income for County as a whole went down 2%
- Transit Commute Change since 2000:
 - Decrease in inner-ring neighborhoods
 - Increase in neighborhoods flanking the Southeast LRT (2006)
- Bike Commute Change since 2000:
 - Increased across much of the City
 - Largest increase in central neighborhoods around downtown
 - 51% of existing on-street bikeways are in neighborhoods that increased in bike mode share
- Walk Commute Change since 2000:
 - Fewer discernable trends

Goal 3: 2002 Plan Priorities for Transportation

- Transit
- Neighborhood Traffic Management
- Pedestrian Enhancements
- Bicycle Enhancements
- Parking
- Access Management
- Travel Demand Management
- Transportation System Management
- Roadways and Other Infrastructure

Goal 3: 2002 Plan Priorities for Transportation

- Transit:
 - **Support FasTracks buildout**
 - **Implement enhanced bus services (including BRT)**
 - Develop bus circulators for neighborhoods surrounding rail stations
 - Coordinate with RTD to implement timed transfers in areas of change
 - **Develop TOD incentives**

Progress Key

Completed or
Substantial Progress Made

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Neighborhood Traffic Management
 - Implement a citywide Neighborhood Traffic Management program
 - **Integrate Neighborhood Traffic Management into new development and redevelopment**
 - Distribute information with the small area planning process

Progress Key

**Completed or
Substantial Progress Made**

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Pedestrian Enhancements

- **Complete a sidewalk inventory** and **revise the City's sidewalk policy**
- **Develop a pedestrian master plan**
- Coordinate with RTD, DRCOG, CDOT and others to improve access in enhanced bus transit corridors
- **Ensure sidewalk development with other arterial corridor improvements**

Progress Key

Completed or
Substantial Progress Made

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Bicycle Enhancements

- **Implement the Bicycle Master Plan**
- **Develop a detailed inventory of bicycle facilities**
- Establish dedicated funding for implementation of the Bicycle Master Plan
- **Coordinate bikeway construction with other ongoing construction projects**

Progress Key

Completed or
Substantial Progress Made

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Parking
 - Establish a funding source and PPPs for shared-use, structured parking
 - **Evaluate parking ratios around TODs to determine if reductions are appropriate**
 - Evaluate the feasibility of comprehensive parking management in high density and TOD Areas of Change

Progress Key

**Completed or
Substantial Progress Made**

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Access Management

- Develop an Access Management program and policy
- Integrate Access Management into new development and redevelopment
- Design access points based on through traffic impact studies
- Reduce the number of driveways and curb cuts along commercial corridors
- Establish and enforce minimum distances between public street intersections and property accesses
- Establish standards for the number and type of access points
- Include Access Management in transportation design standards
- Provide incentives for shared access locations
- Distribute information about Access Management strategies

Progress Key

**Completed or
Substantial Progress Made**

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Travel Demand Management:
 - Expand existing TMAs in Areas of Change with a large employment base
 - Establish TDM measures to be used in the Access Management process
 - Require that a TDM program be developed for all TOD and higher-density Areas of Change

Progress Key

Completed or
Substantial Progress Made

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Transportation System Management
 - **Continue to enhance development of Denver's Traffic Management Center**
 - Prioritize operational and ITS improvements for enhanced bus transit corridors
 - Promote access management to meet land use and traffic operations goals

Progress Key

Completed or
Substantial Progress Made

Some Progress Made

Still Needs Attention

Goal 3: 2002 Plan Priorities for Transportation

- Roadways and Other Infrastructure

- Eliminate gaps and mismatches of infrastructure with new development and redevelopment
- Expand funding for constructing and maintaining infrastructure
- Pursue targeted capacity improvements and multi-modal enhancements on select corridors
- Continue to pursue private investment in infrastructure related to development
- Complete a downtown transportation study
- Continue developing a Geographic Information System inventory of infrastructure
- Provide assistance to form improvement districts
- Ensure annual funding through the CIP and Transportation Improvement Program
- Promote regional solutions to water detention and drainage issues
- **Support citywide water quality design guidelines**

Progress Key

**Completed or
Substantial Progress Made**

Some Progress Made

Still Needs Attention

Lessons Learned/ Public Works Staff Comments

Blueprint Transportation Elements

- Greater challenge to implement
- Partnerships are critical
- Provided policy direction that led to important next steps that impacts transportation
 - Strategic Transportation Plan
 - Denver Zoning Code
- Lacked clear policy direction on “big ideas” such as:
 - Multi-modal streets
 - Enhanced Transit Corridors

Goal 4: Promote Mixed-use Development/Urban Centers

Description

“Returning to communities where people can walk or take transit for their daily errands, or drive with shorter and less frequent car trips...” (*Blueprint Denver*, pages 5-6).

In planning speak: location efficiency.

Goal 4: Promote Mixed-use Development/Urban Centers

- How much mixed-use development has been allowed and built?
- Have we made it easier to walk and bike to our daily needs by providing more or better facilities?
- Have we made it easier to take transit to access our daily needs?

Goal 4: Promote Mixed-use Development/Urban Centers

Measurements (compare 2002 to 2014/2015)

How much mixed-use development has been allowed and built?

- Measurement: (presented by EPS at meeting #3)
 - Percentage of new housing units versus new jobs in districts, centers and corridors
- Potential measurements:
 - Percent of urban centers/rail station areas/enhanced bus corridors re-zoned to support mixed use development
 - Percentage of new housing units versus new jobs in urban centers/rail station areas/enhanced bus corridors

Goal 4: Promote Mixed-use Development/Urban Centers

Measurements (compare 2002 to 2014/2015)

Measurement: (presented by EPS at meeting #3)

- Percentage of new housing units versus new jobs in districts, centers and corridors

Area	Blueprint 2002 Goal			Actual Mix		
	% Housing	% Jobs	Total	% Housing	% Jobs	Total
Downtown (DDP Boundaries)	31%	69%	100%	30%	70%	100%
Big 3 (Gateway, Lowry, Stapleton)	48%	52%	100%	59%	41%	100%
Rest of Areas of Change	34%	66%	100%	72%	28%	100%

Goal 4: Promote Mixed-use Development/Urban Centers

Measurements (compare 2002 to 2014/2015)

Have we made it easier to walk and bike to our daily needs by providing more or better facilities?

- Potential measurement: Miles of sidewalks and bicycle facilities within one mile of urban centers/rail station areas/enhanced bus corridors
- Potential measurement: Ratio of miles of sidewalks and bicycle facilities within one mile of urban centers/rail station areas/enhanced bus corridors to total miles of rail and enhanced bus routes

Goal 4: Promote Mixed-use Development/Urban Centers

Measurements (compare 2002 to 2014/2015)

Have we made it easier to take transit to access our daily needs?

Potential measurements:

- Number of rail and enhanced bus routes and miles
- Total area within 1/2 mile of rail and enhanced bus stations and stops

5. Large Group Discussion

Large Group Discussion

- In what ways have 2002 Blueprint Denver strategies been effective?
- What will it take to further shift travel towards transit, walking and biking?
- What will it take to shorten and lower the cost of trips?

6. Questions and Comments

7. Next Steps

Fall Outreach

- Denveright Survey #3
 - Draft Vision and Guiding Principles
 - Going on line mid-November



Upcoming Task Force Meetings

- Task Force Meeting #5
 - December 8 – Preliminary Scenario Building
- Task Force Meeting #6
 - January 26 – Modal Priorities and Street Typologies

8. Meeting Close

Denverright.

Your Voice. Our Future.

Blueprint Denver

Task Force Meeting #4

10.27.16

