

**Denver Moves: Pedestrians & Trails**  
**Task Force Meeting #4**  
**March 17, 10:00- 12:00 pm**

**Notes**

**City Council Sidewalk Working Group update**

- City council sidewalk working group started meeting in January 2016, met 7 times
- What situation in Denver and what's going on around the Country
- Made the topic a priority, getting attention from the administration
- Group looked at ordinances regarding sidewalks that weren't enforced
  - Property owners maintaining sidewalks
  - Gaps in sidewalks
  - Snow removal- homeowner responsibility
  - Each citizen only gets 1 complaint a year
- Working group currently on a hiatus. Focused for now on:
  - Bond issue
  - 2017 budget has \$2.5 million to installing sidewalks on City property
  - Sidewalk Affordability Working Group- mayor wants recommendation by June 30 for program to assist homeowners in sidewalk repairs
    - 3<sup>rd</sup> meeting in mid-April
    - Primary recommendation coming soon from Budget office
- Questions:
  - Hollywood curbs/narrow sidewalks: looking at standard for new sidewalks as 5'
    - Sidewalk typology discussed further in small group breakdown
  - If sidewalks are an essential service like trash collection, shouldn't maintenance be a priority and included as City responsibility
    - There are liability elements to this
    - Look into have David Broadwell or Sean Sullivan discuss municipal liability act in more detail and address how streets differ from sidewalks in this way
  - Trees and landscaping
    - Generally not to be removed as a part of sidewalk expansion process
- Plan context
  - Letting policy process evolve and set up plan to answer key questions to address next steps
    - Highest priorities
    - How to get things implemented
    - Where to spend the money available
  - Will continue to keep group informed on policy updates

**Progress Update and Existing Conditions report**

- Progress update
  - 1. Understand community vision and goals
  - 2. Analyze existing conditions
  - 3. Develop standards and typologies

- 4. Prioritize and develop implementation plan
- We are currently moving into #3, developing complete networks
- Finalizing the draft existing conditions report
- Next phase of public engagement to take place between #3 and #4
- Existing conditions
  - Draft for Task Force and MPAC review released March 10<sup>th</sup>
  - Look at performance of existing system for pedestrian and trail users according to community vision and goals
  - Pedestrian goals: accessibility, connectivity, destination access, equity, health, safety
  - Trail goals: Connectivity, destination access, equity, health, safety
  - Matched each goal with performance measure(s)
    - Make sure we have the data to measure now and into the future to address how well the city is doing to meet the goals of the community
  - Maps will be updated to exist as WebMaps that can be zoomed in and out
  - Will develop draft complete network and draft prioritization by August 2017
  - These drafts will go to the public in August-September
  - Incorporate this feedback into a draft plan September- October
- Questions
  - What composes draft complete network and prioritization; projects, programs that enable projects and policies that enable all of that
    - Draft plan touches of projects, programs and policies; will wait from the policy group for some of the policy elements
    - Benchmarking looks at programs, policies and practices
  - What is the role of signage
    - Wayfinding will be a part of the trails piece later in the process
  - When does engineering come in to the process?
    - Start looking at costs end of March into April
    - Balance of great environment and feasibility/costs
    - Scope includes understanding overall cost
  - Performance measure for equity
    - Low income- if 20% or more of the Census Tract is below poverty level of the state definition, considered a low-income area
    - The existing conditions report shows the maps of these

#### Small group breakouts:

- What goes into a complete network
    - Pedestrians:
      - complete sidewalk network
      - Crossings
      - Grade separated crossings
    - Trails
      - New trail segment
      - new trail connections
      - upgrades to trail connections
1. Trail network – trail standards and new trail segments

- Solicit feedback on proposed trail design standards
- Potential new trails and connections, upgrades to trails and upgrades to connections
- 2. Pedestrian typologies – reviewing cross-sections
  - Pedestrian typologies describe the functional dimensions of the pedestrian realm and inform standards
  - Provide feedback on proposed pedestrian typologies
- 3. High Pedestrian Demand Areas – reviewing candidate High Pedestrian Demand Areas
  - Areas with the potential for high pedestrian demand (not existing but existing plus latent)
  - Will guide proposed typology
  - Provide feedback on the inputs and analysis
  - Refine analysis based on feedback of what should be high demand area but missing and what shouldn't be but what is being shown
- Questions
  - The ped demand areas isn't showing area of greater need
    - This only shows demand not priority
  - What is included in pedestrian typology
    - Sidewalks, buffers, shared streets
    - Crossings will be included later
  - Pedestrian demand areas: areas of the city that aren't high demand but could this plan inform how to create areas of high demand

#### Small Group Notes

- See additional notes

#### Wrap Up

- Will send timeline of deliverables and next steps
- Will send link to WebMaps
- Timeline for next Task Force meeting- next 6-8 weeks
- Provide feedback on meeting structure

#### High Pedestrian Demand Areas

##### Group 1

- High pedestrian demand area should be stretch of Alameda from Federal to Raritan
- Overlay high frequency transit network
  - Rail and high frequency bus route
  - Denver Moves transit has this layer
  - Look at transit ridership
- Along Buchtel
- The DRCOG areas include future anticipated growth
- North Park Hill- tiny business centers

- Wash Park and City Park
- Area around Peoria
- Add weighted need for walking for zero car households

#### **Group 2**

- The business area layer is misleading
- The light rail stations in southeast Denver
- Civic Center is missing
- Look more closely at isolated business districts
- Colorado Boulevard

#### **Group 3**

- Why aren't 5-year out projections of density and permit and zoning development includes
- Evans from Colorado to Monaco is poised
- Denver Blueprint looking at growth scenarios and this could be an input into this model- areas of growth
- Bonnie Brae strip on University
- Doesn't capture the funnels of the only places that pedestrians can cross I-70
- High priority Transit corridors
- National western- new development should be a high ped demand areas
- Outdoor downtown Plan