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
    - 3rd 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 10th

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
1. 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 pedestrian 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