

Denver Moves: Pedestrian and Trails Task Force Meeting 2

Notes

September 9, 2016 1:00-3:00 pm

Small Group Discussions

Connectivity, equity and vibrancy were all identified by the Task Force and MPAC as high-priority goals for the pedestrian and/or trails system. How do you define connectivity, equity and vibrancy for the pedestrian and/or trails system?

- Connectivity
 - Complete pedestrian system
 - Safe connections to destinations
 - Define what are key destinations
 - Efficient movement of all modes
 - Fill the gaps: trail, sidewalks, bridges, barrier (highways, rivers)
 - Ease of use
 - Trail system as part of regional construct
 - Overcoming major obstacles and barriers: river, streets, highways
 - Within and between neighborhoods as destinations
 - Convenient, safe, abundant, accessible, multi-use, multi-modal
 - Incorporate technology for trip routing
- Equity
 - Opportunity for all
 - Income, race, age, gender, mobility, age, geographic
 - Equity in how decisions for the Plan are made
 - Equity in how the population benefits from the Plan's decisions
 - Consider both people who live in that area but also those going to that area
 - Determine how to identify the people that use those facilities and will benefit from a project
 - Geographic, socioeconomic, health, abilities, age, auto ownership/transit dependency
 - Access to destinations
 - Between people, neighborhoods and funding
 - The full street getting funded in addition to the car
- Vibrancy
 - Creating spaces where people aren't constrained
 - Language, music, food, positive energy, trees all happening in pedestrian space
 - Synergies of different communities
 - Group 2: Vibrancy is not applicable to this Plan
 - Placemaking

- Capacity
- Design
- Enforcement of something in plan

Denver has experienced significant change in recent years and decades. As it pertains to walking and trail use, what are the most significant changes you have experienced? What didn't change but should?

- How Denver has changed
 - City-wide construction of curb ramps
 - More women on trails
 - Cross jurisdictional
 - Increase levels of traffic
 - Trails along parks
 - Population and demographics
 - More user conflicts
 - Trail system is not multiuse but more of a bike system
 - Consider separate trails for separate users
 - Transit system has changed but it's not accessible to everybody- financial and physical
 - Used to be primarily an auto-centric city, greater demand for multi-modalism now
 - Change threshold is different
 - Affluence, gentrification
 - Volume of use and demand- trails are overcapacity
 - Lifestyle
 - Deterioration of infrastructure
- How Denver has not changed
 - Snow removal
 - Access to trail
 - Mixed use zoning
 - Transportation Demand Management
 - Still no funding for pedestrian infrastructure
 - Maintenance of sidewalks
 - Incomplete system to serve all people
 - Funding goes to auto rather than pedestrian maintenance

The 2004 Pedestrian Master Plan includes a variety of policy-related Action Items and projects. Of these policies or projects, which are the highest priority for the City to address as a part of Denver Moves: Pedestrians & Trails?

- Real implementation strategy including funding for geographic equity and implementation
- How to best work with developers
- Policies for future consideration

- Green street
- Traffic calming
- Tress lawn
- Construction of funding and sidewalks
- Connectivity
- Traffic calming
- Curb ramps
- Removing obstacles
- Safety
- Thinking about priorities in an integrated manner
 - Consider the pedestrian realm at the same time as vehicle maintenance
- Policy 3.3.4- Secure funding

Walk Denver Overall Notes

- Walk Denver Policy Committee talked about the goals and safety should be represented
- Equity between modes
 - All should be funded in proportion to mode share goals
 - Allocate funding in proportion to population that does not drive
- Connectivity
 - Micro-level neighborhood scale is one element
 - But there is also between neighborhood connectivity
 - Pedestrian priority corridors
 - Transit
 - Trails
- Vibrancy
 - The great walking cities of the world are enjoyable to walk
 - A place you want to linger

Project timeline, upcoming public involvement report

- Project timeline
 - Now through November
 - Phase 1 public engagement
 - Existing conditions data collection and analysis
 - November through February 2017
 - Network development- ultimate vision
 - Design standards and guidance
 - February through May
 - Phase 2 public engagement
 - Going over project recommendations
 - Implementation strategy- how to implement through different phases/tiers
 - Funding commitments for different phases

- May through October
 - Draft/final document
- Throughout
 - Development of educational material
 - Collaboration with Vision Zero
- October 4-5 Outreach
 - Dates, times and locations
 - October 4, 7:30 - 9:30 a.m. –The McNichols Building, 144 W Colfax (Central)
 - October 4, 3 – 5 p.m. – New Hope Baptist Church, 3701 Colorado (NE)
 - October 4, 6:30 – 8:30 p.m. – North High School, 2960 Speer Blvd. (NW)
 - October 5, 3 – 5 p.m. – Jewish Community Center, 350 S. Dahlia (SE)
 - October 5, 6:30 – 8:30 p.m. –College View Elementary, 2675 S. Decatur (SW)
 - Task Force should spread the word about outreach events
 - All 4 plans will be presenting at each event
 - Will be recorded on Channel 8
- Multilingualism in outreach
 - All of the surveys are available in Spanish and most of the website material are available in Spanish as well
 - Task Force will serve as ambassadors to assist with languages that are needed for translation

Questions and comments

- Can we get a higher quality map of the proposed pedestrian plan from the 2004 Pedestrian Plan? Will these maps be updated?
 - City staff will look in to higher quality map
 - Maps will be updated, in a form that is determined to be most appropriate
- When does the entire Denverright process wrap up?
 - Each plan will wrap up at a different point- within 6 months of each other
 - The intention of Denverright is to bring all 4 planning efforts together
- What is the level of integration of all 4 plans?
 - Project management meetings of all plans frequently
 - Coordination behind the scenes occurs on a regular basis
- Is futuristic thinking incorporated into the planning process? For example, sidewalks and trails need to be bigger to accommodate drop offs of autonomous vehicles and ride share services.
 - We're going to have car-free households and people need to access
 - Blueprint is thinking about these uncertainties of the future with technology and demographic shifts and Fehr & Peers will tie these considerations into Pedestrians & Trails where appropriate
- When is the next meeting?
 - November before Thanksgiving