



MEETING SUMMARY
Denver Moves: Downtown
Community Task Force (CTF) Workshop #4
November 8, 2019

Meeting Purpose

- Provide an update on the technical process and share how community feedback has influenced progress.
- Introduce and gather feedback on transformative projects.
- Discuss next steps in the project moving forward.

Welcome & Introductions

Meeting Facilitator Andy Mountain welcomed attendees, reviewing the meeting purpose and agenda and meeting guidelines. He then introduced City and County of Denver Project Manager Riley LaMie, who conducted introductions.

Project Update

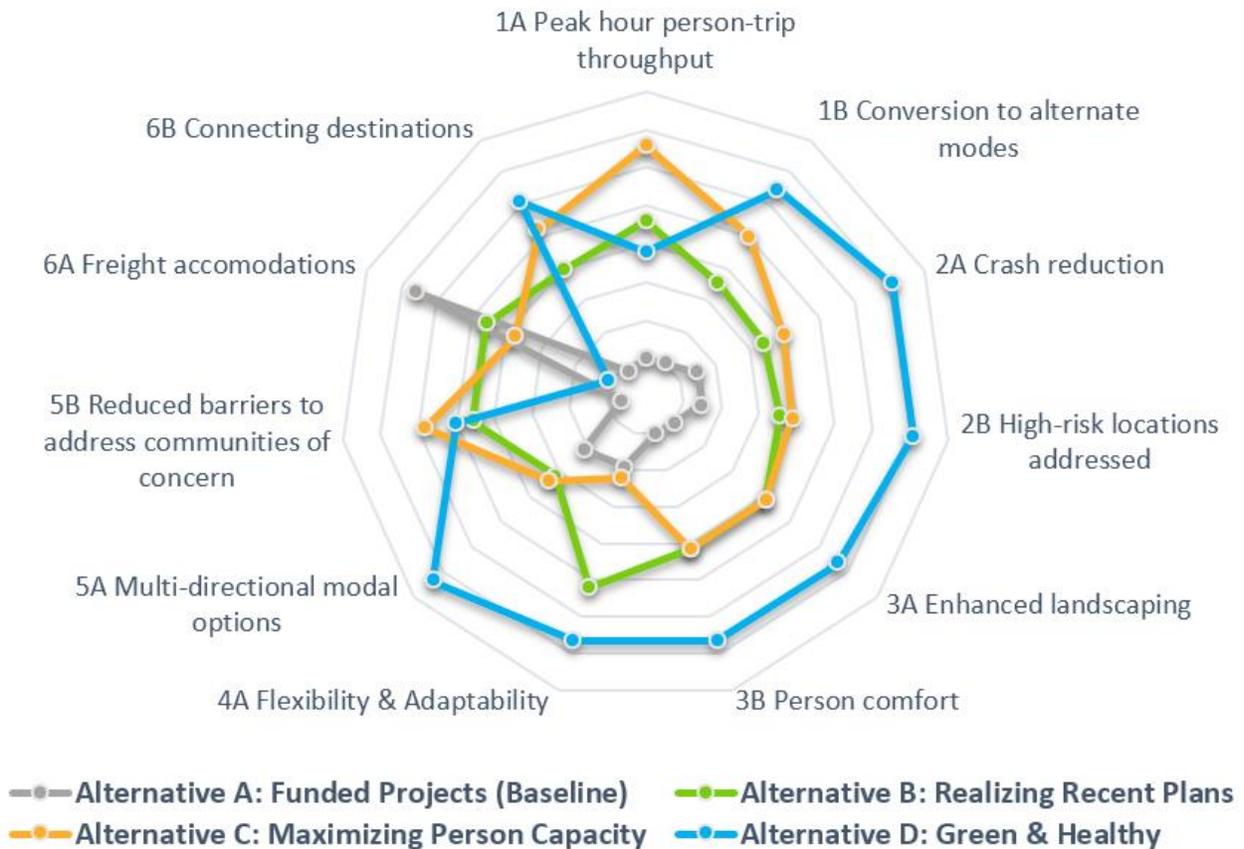
Riley then provided an overview of the challenges and needs downtown that led to this project's inception, including the growing population and employment, downtown emerging as a residential neighborhood, Vision Zero goals and the changing transportation system. He reminded the group of the project's six goals and outlined how the project team identified potential projects, incorporating public and stakeholder input, past plans and data analysis to compile a list of over 300 projects.

Riley also provided an overview of the project schedule, noting current status, recapping what the project team has accomplished, and previewing steps to come as the project moves forward.

Project Consultant Greg Adelberg recapped each alternative CTF members provided feedback on at a previous workshop and explained the evaluation process performed on the alternatives. He showed the group how the alternatives performed against project goals (see image on following page for evaluation results), and walked through key findings:

- Excess street capacity during most times of the day. Significant shifts in ROW dedication from cars to other modes can be made.
- Dedicated bus lanes should be prioritized over rail investments in most cases.
- Two-way street conversions should be pursued wherever possible.
- Streets whose primary purpose is local access should focus on shared space design (i.e. mixing modes).
- Streets whose primary purpose is moving people efficiently should focus on separation of modes via physical infrastructure.

Alternative Evaluation Results



Project Consultant Jason Longsdorf noted that recommendations based on this analysis will include completing modal systems, quick wins and policies, and transformative projects—holistically representing the near-, mid- and long-term project recommendations downtown.

Transformative Projects

Jason presented the project team’s sixteen recommended draft transformative projects, with CTF members asking clarifying questions as needed. The projects as outlined are:

- | | |
|---------------------------------------|---------------------------------------|
| A. LoHi Connector | I. Broadway Grand Boulevard - Central |
| B. 17 th Street Reimagined | J. Wewatta Street Connector |
| C. Traffic Signal Phasing | K. LoDo Bikeways (Blake and Market) |
| D. 5280 Loop | L. The Lift |
| E. Organizing the Curb | M. Bannock Civic Corridor |
| F. L-Line Realignment | N. 20 th Street Reimagined |
| G. Welton Green Street | O. Larimer Reimagined |
| H. Broadway Grand Boulevard - North | P. MetroRide Expansion |

Group Exercise

After wrapping up any final clarifying questions, Andy introduced the group exercise. Each meeting attendee received three blue poker chips and one red chip. He instructed attendees to review the transformative projects posted on the meeting room walls and place their blue chips into the corresponding project buckets representing projects they perceive to have the greatest potential for positive impact, and the red chip into the bucket representing a project they may have concerns about or they believe has the greatest challenges or issues.

Andy noted that the chips would not be counted as a vote, rather the buckets with the most chips would be pulled for further group discussion. After participants distributed their chips, Andy brought the group back together and led a discussion around four projects. The following is a high-level summary* of feedback received:

- A. LoHi Connector
 - Transforms bikeability (would serve as major connector)
 - Concerns around pedestrian and bicyclist safety
 - Recommendations to extend transit only lane further
 - 15th & Blake intersection should be examined to make it safer

- B. 17th Street Reimagined
 - Interest in extending the two-way conversion
 - Larimer/Lawrence is a major bus stop and must be considered with bikeway connection

- G. Welton Green Street
 - Concern that it's linked to the L-Line transformative project
 - Support for two-way conversion of Welton
 - Desire to see more examples of how this project could make Welton "green"
 - Broadway intersection is paramount

- E. Organizing the Curb
 - Consistency is viewed as a major benefit
 - Policy and enforcement plays a large part
 - Freight/loading management concerns around "named streets" approach (i.e., food safety regulations)
 - Tradeoffs must be made between alley activation and loading

*Transcribed flip chart notes taken during the activity are provided at the end of this document.

Closing & Next Steps

Prior to adjourning, Andy addressed key housekeeping items, noting that the next CTF meeting would likely occur in early 2020, and that the project team would reach back out with more details in the next few months.

CTF Workshop Attendees**

Rachel Bolin	Downtown Denver Partnership
Erik Carlson	Pepsi Center
Linda Crain	Larimer Place Condominium Association
Greg Fulton	Colorado Motor Carriers Association
John Hayden	Curtis Park Neighbors
Sydney Ilg	Golden Triangle Creative District
Libby Kaiser	Mayor's Bicycle Advisory Committee
Jill Locantore	Walk Denver
Beth Moyski	Downtown Denver Business Improvement District (BID)
John Riecke	The Shire at Capitol Hill
Tracy Sakaguchi	Colorado Motor Carriers Association
Ken Schroepel	CU Denver – Department of Urban and Regional Planning
Randy Thelen	Downtown Denver Partnership
Jack Tone	Lower Downtown Neighborhood Association (LoDoNa)
James Waddell	Bicycle Colorado

**For a complete list of organizations invited to participate in the CTF please visit the project website.

Transcribed Meeting Notes

Plenary Presentation

- Flag how each works for supporting goods and services to local businesses (access via named streets vs. numbered streets)
- Clarity regarding: key details needing more analysis
- Freight delivery – corner better than center (parking, numbered street delivery)
- Alleys paired with curb management
- Flex zones or others use time zones for flex space
- “Why” important moving forward for messaging – lead with “give”

Transformative Project A: LoHi Connector

- South side of 15th – concerns about pedestrians in bike lane
- Continue transit only?
 - Concerns – conflict with garages
- Yellow curb – rideshare problems
- Wynkoop—Wewatta – extend bus lane up @ Market, Larimer, Blake
 - Continue through – if not, queue jump
- Continue bus-only or bus/bike lane to Blake St. on
 - Alley midpoint Blake to Wazee
 - Road diet further west
- Traffic is bad in this stretch; sidewalks are too narrow on 15th
- Improves bikeability
- Need crossing for pedestrians at intersection
 - Use intersection for bike facility transition?
- Why force switch and not continue two-way facility? Feels safer opposing traffic
- Northbound – heavy right turns into Wazee

- Continue second lane to Wewatta
 - Transit/Right turns only
- 15th & Blake: outdated turn; harden to make a traditional intersection

Transformative Project B: 17th Street Reimagined

- Why two-way ending at Lawrence?
 - Potential to extend?
- Larimer—Lawrence = MAJOR bus stop
 - Move back bikeway to connect

Transformative Project G: Welton Green Street

- Linked to L-Line; can't stand on its own as a project
- Like idea of two-way Welton
- Like green street – prevention of tree planting (RTD)?
- How do green streets and transit coexist?
- Hotel loading/valet zones = conflicts with bicyclists; needs further planning
- Broadway intersection = paramount

Transformative Project E: Organizing the Curb

- Consistency = good
- Parklets = good
- Colors/paint on street desired (+1)
- Prioritization of uses
- Convenience of scooter parking (i.e., building entrances)
- Policy: require off-street loading zones
 - Alley loading times
- Loading docks: height
- Named streets > concerns
 - Food safety regs, etc. – delivery to restaurants
- Additional costs associated with storage centers
- Alleys on either side of Larimer
- Tradeoffs between alley activation and streets (loading)