

Blueprint Task Force Meeting #6

1.26.17

MEETING SUMMARY

On January 26, 2017, the sixth meeting of the Blueprint Denver Task Force was convened in the CAVEA space at the Metropolitan State University Student Success Building. The purpose of the sixth Task Force meeting was to engage Task Force members in a review of the revised goals and solicit final feedback to confirm them. Additionally, the project team presented on transportation trends in Denver and conducted a small group exercise that helped Task Force members understand priorities and trade-offs associated with different right-of-way strategies.

To begin the meeting, Jay Renkens presented a meeting overview and process update. Joel Noble then announced that starting next month the Task Force will host a Task Force Discussion Series. This series will help to inform the members on topics relevant to Denver and the Blueprint planning process and allow more time for meaningful dialogue among the Task Force on key issues. The first discussion session will be held on February 23rd and will likely be devoted to the topic of equity. This announcement was followed by a revised goals presentation and discussion led by Jay Renkens. Jeremy Klop, from Fehr & Peers, presented on transportation trends and outlined data, case studies and statistics on how people move around cities. The Task Force then worked for the remainder of the meeting in small groups facilitated by the Fehr & Peers Team, discussing right-of-way trade-offs.

The full agenda for the meeting is included on page 12 of this summary and the meeting presentation is posted online at:

[http://www.denvergov.org/content/dam/denvergov/Portals/Denverright/documents/Blueprint/Meeting%20Archive/BP TF Meeting 6 Final 012617.pdf](http://www.denvergov.org/content/dam/denvergov/Portals/Denverright/documents/Blueprint/Meeting%20Archive/BP%20TF%20Meeting%206%20Final%20012617.pdf)



Small group breakout exercise

Revised Goals

Jay Renkens provided the Task Force with a brief overview of the revised goals. To help facilitate discussion during this meeting and enhance feedback, the Task Force members were provided with a goals comment card prior to the meeting. Task Force members were given one additional week after the Task Force meeting to return any comments. In addition to comments recorded on the comment cards, Task Force members had a chance to share their thoughts during a 20-minute facilitated discussion. The following comments were provided:

- General – Do we need to identify what the city can and cannot do?
- Goal #1 Better match income with affordability – add “throughout the City”
- Goal #3 Emphasize geographic distribution of employment centers
- Goal #3 Replace ‘employment centers’ with ‘business environment’
- Goal #3 Include reference to job support for seniors
- Goal #4 How can we ensure that “areas of stability” also absorb change/growth?
 - Need balance between stability and change in establishing neighborhoods
- Goal #4 Remove “maintain”
 - We don’t want to only enhance well-established neighborhoods
- Goal #4 Need a process for allowing this neighborhood to determine their idea for change
- Goal #4 All neighborhoods need to absorb growth; all neighborhoods will be evolving as the city grows
- Goal #5 Add “higher-capacity” transit corridor
- Goal #6 Add “authenticity”
- Goal #6 Public vs. Private spaces
- Goal #8 Specify transit – are we providing services for disabled?
- Goal #9 Add access to outdoors
 - Make language more operational, not so “loose”
 - Climate change
- Goal #10 Change this to “healthy community”
 - Remove barriers to healthy lifestyle

Detailed comments are provided on page 13 of this summary. The Blueprint Denver team will provide the Task Force with revised goals based on these comments.

Transportation Trends

Jeremy Klop of Fehr & Peers gave a presentation on transportation trends, which provided a high-level overview of both local and national trends impacting transportation. The purpose of the presentation was to provide the Task Force with greater knowledge on the factors that are influencing travel choices, including recent trends and some of the tools other peer cities have used to achieve transportation related goals.

The presentation covered 5 topics:

- **Current Conditions** – This included an overview of the City’s existing mode shift goals (as identified in other documents or plans) and a summary of actual mode shift trends in Denver since year 2000.
- **Mode Shift Case Studies** – Data was presented on other peer cities that have been successful at inducing mode shift to walking, bicycling and transit since year 2000 and some of the strategies those cities used.
- **Modal Tradeoffs** –Jeremy discussed the tradeoffs between planning for vehicles and other modes. This included example strategies from other communities that have recently shifted their policies to prioritize achieving land use and multimodal transportation goals over trying to combat traffic congestion.
- **Funding & Financing** – This section provided an overview of Federal, State and local transportation funding sources and models other cities have successfully used to generate local transportation funds.
- **Demographic & Technological Trends** – An overview of the recent demographic and technological trends impacting vehicle miles traveled (VMT) on a national level was presented and discussed. This included a preview of the Trendlab+ tool Fehr & Peers developed, that allows one to compose scenarios for 16 factors that influence VMT per capita. The tool is based on observed travel survey data and academic research.

Polling Exercise

Following the presentation on transportation trends Jeremy Klop led the Task Force in a keypad polling exercise. The Task Forces was polled on 16 trends identified by the Fehr & Peers Trendlab+ tool that have proven to influence vehicle miles per capita. People were specifically asked whether they thought between now and 2040 each of the 16 trends would go up, stay the same or go down in Denver.

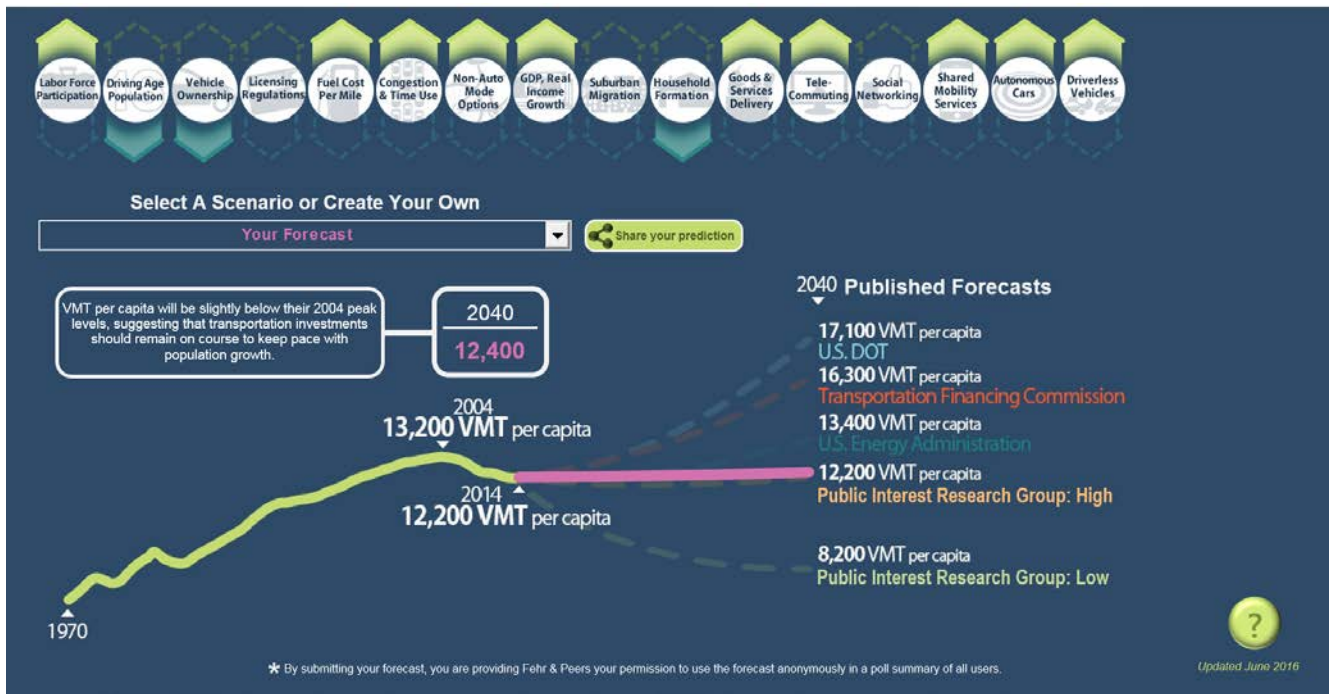
The purpose of this exercise was to get the Task Force thinking about the many factors that impact travel, including which of those this Plan can actually effect. The outcomes of the exercise also informed the project team of the trends the Task Force envisions will occur in Denver over the next 25 years, and was used to forecast what impact these trends would likely have on VMT per capita using the Trendlab+ tool. An important aspect of the tool is the participants are responding how they think the factors will trend, not how they want them to trend. A Task Force member noted the difficulty in separating the “how will it trend” and “how I want it to trend” distinction.

The results of the polling exercise are shown below. A detailed summary of the polling questions and responses by answer are attached as an appendix to this meeting summary.

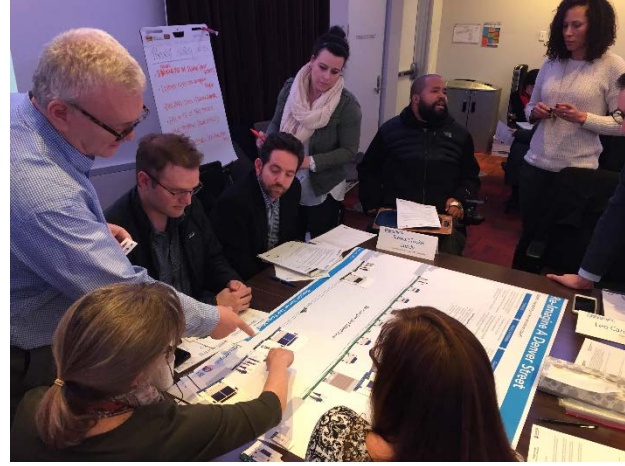
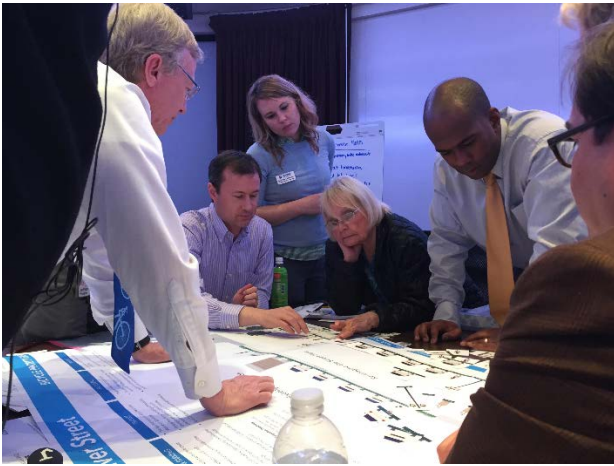
Results of the Polling Exercise: Future Trends in Denver

| Trends to Go Up | Trends to Stay the Same | Trends to Go Down |
|--|--|---|
| <ul style="list-style-type: none"> Labor Force Participation Fuel Cost per Mile Congestion Non-Auto Mode Options Income & GDP Goods & Delivery (Internet Shopping) Telecommuting Shared Mobility Autonomous Vehicles Driverless Vehicles | <ul style="list-style-type: none"> Licensing Regulations Suburban Migration Social Networking | <ul style="list-style-type: none"> Average Driving Age Vehicle Ownership Traditional Household Formation |

Some of the trends that the Task Force predicted would have the effect of increasing VMT per capita while others would cause it to decrease. These trends were input into the Trendlab+ tool and the results, shown below, were presented to the Task Force at the end of the meeting.



Based on the results of the polling exercise the Trendlab+ tool predicts VMT per capita to essentially stay the same in Denver over the next 25 years. The implications of this potential outcome was discussed, including the fact that even if VMT per capita were to stay flat, total VMT would increase substantially in Denver because of the forecast growth in population through 2040. The tool also compares the Task Force forecast to that of other research institutes. The wide range of forecasts demonstrates the complexity in accounting for so many different demographic and technological factors that influence VMT.



Small Groups Breakout: Right-of-Way Tradeoff Exercise

Following the polling exercise the Task Force was divided into four groups for a right-of-way tradeoffs exercise. The groups were provided a cross-section of an existing street in Denver (although the street name was not revealed) and were tasked with re-imagining how the existing street space within the right-of-way could be re-allocated to better support the Denverright Vision.

Each group was assigned one of two different streets for this exercise, one designated as a bicycle priority exercise (West 38th Avenue) and one designated as a transit priority exercise (South Colorado Boulevard). The groups were provided with contextual information about the adjacent land use, traffic operations, parking, transit operations, and bicycling and walking infrastructure on the corridor. To mimic the many voices that influence changes to streets, each person in the group was randomly assigned one of seven roles (such as neighborhood resident, commercial property owner, commuter who lives outside the corridor, parent whose child attend school nearby, etc.) and asked to represent the interests associated with that member of the community. Groups used paper cutouts for various street elements to experiment with different configurations and were challenged to work with what could fit in the existing right-of-way.

At the end, groups were asked to present a summary of their outcome to the larger Task Force, including the following tasks:

1. Describe your cross-section to the Task Force
2. Share one difficult tradeoff your group made in choosing this cross-section
3. Highlight which member (or members) of your group were most affected by the changes

Outcomes were noted and each group shared their highlights at the end of the meeting.

Detailed comments are provided on page 13 of this summary.

Bicycle Priority Exercise Group 1 Outcomes:

- Changes made to ROW:
 - Reduced 5 travel lanes to 2 travel lanes
 - Increased on-street parking from one side to both
 - Added a parking protected bicycle lane in both directions
 - Increased sidewalk with from 5' to 8' on one side and to 10' on the other
 - Added a 4' landscape zone between sidewalk and curb
 - Moved sidewalk 5' closer to buildings (impacting property owners)
- Trade-offs discussed:
 - 11' travel lanes chosen to accommodate buses
 - Reduction in travel lanes to calm traffic and double bus frequency
 - More on-street parking to support small business owners and residents
 - More space and protection from traffic for pedestrians and bicyclists
 - Shorter crossing distance for pedestrians
 - Commuter car traffic most negatively impacted, but traffic volumes are still below the typical threshold for a 2-lane street



Bicycle Priority Group 1 Cross-Section Reimagined.

Bicycle Priority Exercise Group 2 Outcomes:

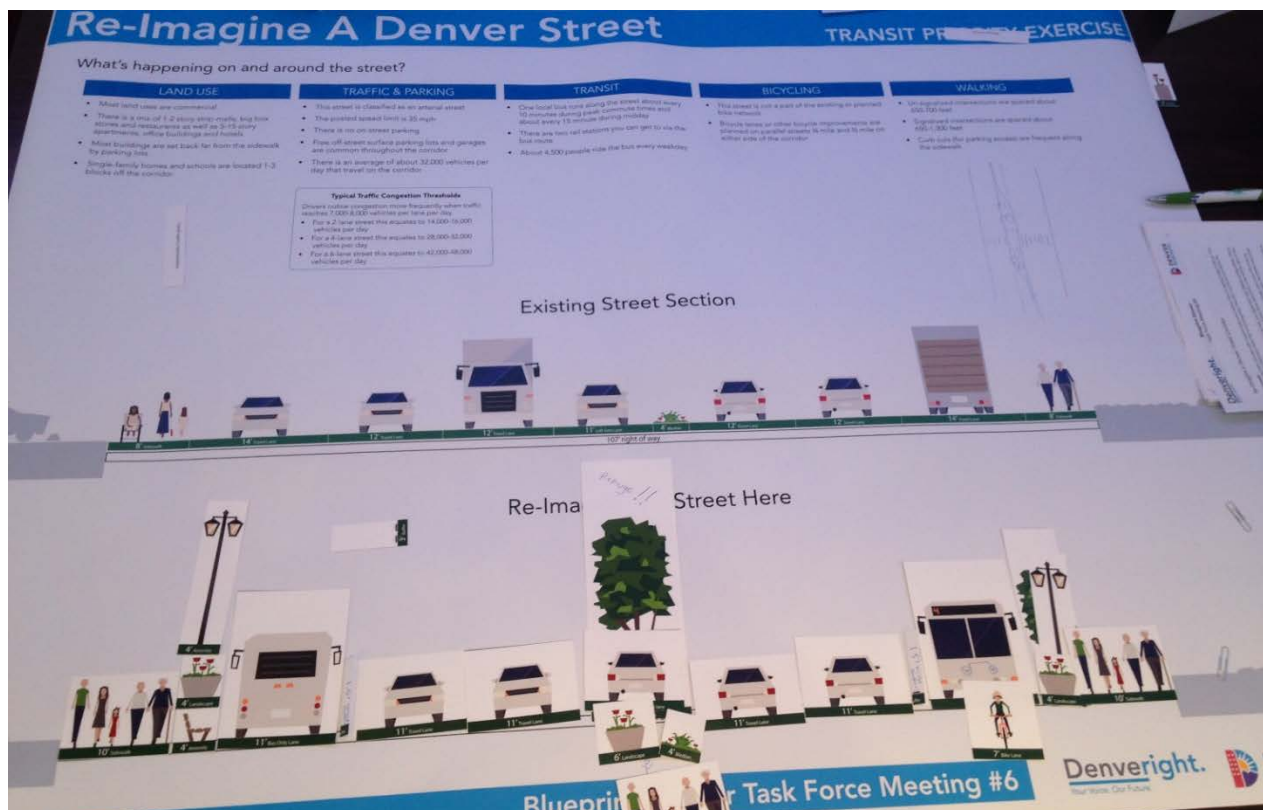
- Changes made to ROW:
 - Kept all 5 travel lanes, but reduced the width of 2 lanes from 11' to 10'
 - Kept on-street parking on one side of the street only
 - Added a raised bicycle lane (cycle track) in each direction separated from the street by a 4' amenity zone
 - Increased sidewalk with from 5' to 6' on both sides adjacent to the raised bicycle lane
 - Moved sidewalks 5' closer to buildings (impacting property owners)
- Trade-offs discussed:
 - Did not want bikes next to vehicle travel lanes
 - Used the amenity as a buffer between bikes and pedestrians
 - Had to reduce bike lane from 7' to 6' to make it fit
 - Thought about adding a median as a pedestrian refuge for safety
 - Commuters that lives far away still have 5 lanes of traffic and can speed through
 - Only one lane of parking provided (impacts property and business owners)



Bicycle Priority Group 2 Cross-Section Reimagined.

Transit Priority Exercise Group 1 Outcomes:

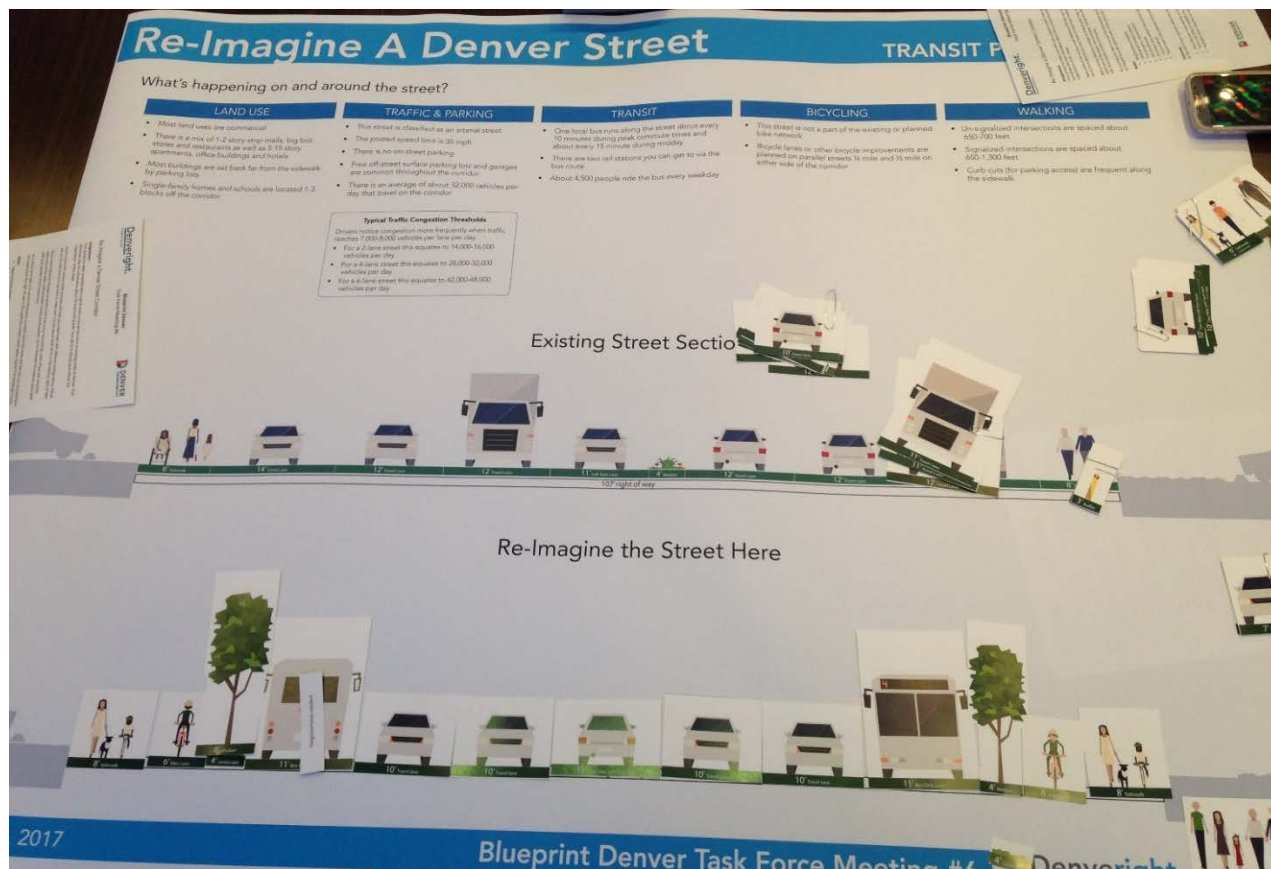
- Changes made to ROW:
 - Reduced the number of general purpose travel lanes from 6 with left turn accommodations to 4 with left turn accommodations
 - Converted one travel lane in each direction to a bus-only lane, with a 1' raised buffer
 - Reduced the width of travel lanes from 12'-14' to 11'
 - Added a landscaped median mid-block with pedestrian crossings
 - Widened the sidewalks on both sides of the street from 8' to 10'
 - Added a 4' landscaped/amenity zone between the sidewalk and the curb
- Trade-offs discussed:
 - Aiming to create a "transit-friendly" street
 - Emphasize creating places where people feel safe to use transit
 - Bikes should be provided infrastructure on parallel network off this R.O.W.
 - Tough to contend with massive R.O.W.
 - Need for mid-block crossings to mitigate conflict and turn lanes; enhance pedestrian priority safety to cross busy streets
 - Raised buffer to allow for bike use of bus lanes at times
 - Reduction in travel lanes puts traffic volumes on the cusp of being congested



Transit Priority Group 1 Cross-Section Reimagined

Transit Priority Exercise Group 2 Outcomes:

- Changes made to ROW:
 - Reduced the number of general purpose travel lanes from 6 with left turn accommodations to 4 with left turn accommodations
 - Converted one travel lane in each direction to an 11' bus-only lane
 - Reduced the width of travel lanes from 12'-14' to 10'
 - Kept sidewalks as 8', but added a 4' landscaped/amenity zone and 6' bike lane between the sidewalk and the curb
- Trade-offs discussed:
 - Focused on through-put of people and not vehicles
 - Employees will have better access to jobs via transit and bicycle
 - Wanted to place a buffer between bikes and cars
 - Wanted larger sidewalks for kids and pedestrian safety, but settled with having a bike path and buffer, due to R.O.W. constraints
 - Narrower lanes will slow traffic
 - Drivers may have to contend with more congestion



Transit Priority Group 2 Cross-Section Reimagined

PROCESS UPDATE AND NEXT STEPS

The MIG Team is working with staff to create an industrial lands assessment (what exists today and what is needed for industrial employment land in the future); finalize draft values, vision, and guiding principles for the Blueprint update; and continue development and evaluation of the alternative growth scenarios.

Task Force Meeting #7 is scheduled for February 23rd and will be the first in the series of Task Force discussions. The topic in February is equity.

At the eighth Blueprint Denver Task Force Meeting on March 23rd, the MIG Team will present alternative growth scenarios and evaluations, facilitate a large group discussion about the scenarios and communication with the broader community, and provide an introduction to place types and street typologies. Outreach activities in early 2017 will include online commenting on the draft Blueprint Vision and Values as well as a supplemental vision questionnaire and outreach targeted to groups under-represented during the first round of public engagement. The team is also starting to plan the content and format for the April Community workshop.

CITY AND COUNTY OF DENVER

Blueprint Denver Update planning process



TASK FORCE MEETING #6 ATTENDEES:

Task Force: Joel Noble, Co-Chair, Kimball Crangle, Co-Chair, Andrew Abrams, Andrew Sense, Caitlin Quander, Chris Crosby, Councilman Christopher Herndon, Councilwoman Mary Beth Susman, Dace West, Gabriel Guillaume, Heather Noyes, Jeff Walker, Jesse Adkins, John Desmond, John Hayden, Leo Carosella, Margie Valdez, Mizraim Cordero, Perry Burnap, Stewart Tucker Lundy, Tim Baldwin, Trini Rodriguez

Other: Jill Locantore, Kate Tooke, Gina Ford

Staff/Consultants: David Gaspers, Sarah Showalter, Brandon Shaver, Sara White, Mallory Bettag, Steven Chester, Courtney Livingston, Jeremy Klop, Patrick Picard, Jay Renkens, Chris Ryerson, Caryn Champine, Brad Buchanan, Evelyn Baker, Gretchen Armijo, Afor Chavez, Kristina Evanoff

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|----------------------|-----------------------------|--|
| Date: 1/26/17 | Time: 1:00 – 3:00 pm | Location: CAVEA at Metropolitan State University 890 Auraria Parkway, Student Success Building Room 420 - CAVEA |
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| Item | Topic | Time |
|------|--|----------------|
| 1. | Welcome, Meeting Overview, and Process Update | 1:00 – 1:05 pm |
| 2. | Blueprint Goals <ul style="list-style-type: none"> • Overview of Revised Goals • Discussion with Comment Card | 1:05 – 1:30 pm |
| 3. | Transportation Trends (presentation with data, case studies and movement of people stats) <ul style="list-style-type: none"> • Current Conditions, Mode Shift Targets and Environmental Goals • Inducing Mode Shift to Transit, Walking and Bicycling • Balancing Modal Tradeoffs • Funding and Financing • Demographic and Technological Trends • TrendLab+ Polling Exercise | 1:30 – 2:10 pm |
| 4. | Small Group Break-outs: <ul style="list-style-type: none"> • Right-of-Way Tradeoffs Exercise - <i>Understand priorities and trade-offs; assign "roles" to people at each table. Begin discussion to inform future conversations about Street Typologies.</i> • Report Out and Large Group Discussion | 2:10 – 2:50 pm |
| 5. | Questions and Comments | 2:50 – 2:55 pm |
| 6. | Next Steps <ul style="list-style-type: none"> • Modal Prioritization and Street Typologies • Scenario Planning and Place Types • Objectives • HOMEWORK: Case Study Examples for Typologies | 2:55 – 3:00 pm |
| 7. | Meeting Close | 3:00 pm |

DETAILED COMMENTS

Below are the comments recorded during the discussion with by Task Force Members during the revised goals and transit small group discussions.

Revised Goals Discussion

- #6 Public vs. Private spaces
- #1 Better match income with affordability – add “throughout the City”
- #3 Distribution of employment centers geographically
- #9 Add access to outdoors
 - Make language more operational, not so “loose”
 - Climate change
- #3 Business environment instead of employment
- #4 How can we ensure that “areas of stability” also absorb change/growth?
 - Need balance between stability and change in establishing neighborhoods
- #3 Job support for seniors
- #8 Specify transit – are we providing services for disabled?
- #4 Remove “maintain”
 - We don’t want to just enhance well-established neighborhoods
- #6 Add “authenticity”
- General – Do we need to identify what the city can/can’t do?
- #4 Need a process for allowing this neighborhood to determine their idea for change
- All neighborhoods need to absorb growth
- #5 Make this “higher-capacity” transit corridor
- #10 Change this to “healthy community”
 - Remove barriers to healthy lifestyle

“R.O.W. Game” Notes

- Bike advocate, council person, transit agency rep, employee who works in corridor
- “Transit-friendly” street
 - 107’ R.O.W.
- Emphasize creating places where people feel safe to use the transit
- Bikes need to be on parallel network off this R.O.W.
- Tough to contend with massive R.O.W.
- Need for mid-block crossings to mitigate conflict and turn lanes
- 1.s’ raised buffer to allow for bike use of bus lanes at times

Bike Priority Exercise Notes

- Common property owner, council person, bike advocate
- Don’t want bikes next to vehicles
- Parking to protect bike lane?
- Use amenity as buffer between pedestrians and bikes

- Removed 4' landscape for 6' amenity zone and 7' bike lane
- Decreased 7' bike lane down to 6'
- Add median for pedestrian safety
- Employee that lives far away higher speed thru lane
- We got larger sidewalks, amenity zone
- Tradeoff of only one lane inbound for 8' parking
- Transit agency is compromised

Transit Corridor

- Width of travel lanes chosen to accommodate bus
- 2 travel lanes (from 5)
 - Double bus amount
 - Calm traffic
- Protect pedestrians and bikes
- Support small business owners
- Designated as a bicycle operating corridor
- On street parking in response to business owners
- Tradeoffs:
 - Sidewalk widths
 - Reduced travel lanes
 - Commuter car traffic most negatively affected

Transit Priority Corridor

- Enhance
- Through-put of people (not vehicles)
- Employee: access job via transit and bicycle
- Bike lanes: issues with snow removal
- Ease of use of bike facilities
- Large sidewalks (parent of child) (safety)
- Green space between sidewalks/bus lane
- Reduction of venue speed
- Placement of buffer between bikes and traffic