

# West Area Plan West Plan Small Working Group Meeting #7



Date and Time: July 20, 2022 at 4 pm  
Location: Zoom

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## Attendees

### WORKING GROUP MEMBERS (PRESENT)

Chala Mohr  
Kathy Sandoval  
Sean Brady  
Heidi Newhart

### ELECTED OFFICIALS/COUNCIL DISTRICT AIDES

Katie Heideman, Council Aide, District 3

### COMMUNITY PLANNING PROJECT TEAM

Valerie Herrera  
Courtland Hyser  
Chelsea Bennouna  
Eugene Howard

## Meeting Summary

### **Main Takeaways:**

### **AGENDA**

### **NOTES**

#### **Eugene:**

Gives update on the way that we are rethinking the way to information is organized

#### **Kathy:**

Look at it through the QoL lens and connect the content like crashes and vision zero and sidewalks, and see how we can connect the dots to improve quality of life

We have the data, but we don't quite make the bridge to recommend how we might improve the situation

Like, if we are looking at gaps in sidewalks, lets suggest improving gaps there to improve QOL

#### **Heidi:**

Backs up Kathy

And then says, we don't see the bold changes we state reflected in the maps

This section feels like it leans on what DOTI is recommending or planning, but the mobility opportunities map should reflect what WE want and are recommending

We need to look at where we are recommending density where transit is

The recommendations are not yet bold and don't match where density is going to be

I also don't understand these maps

How does this tie into water?

How do we get trucks out of 'hoods?

Can we have a mobility plan for people outside of SOV and represent the POV of people who are walking, rolling, biking and not a workaround to supporting what already exists

**Kathy:**

Along those lines, I'm wondering about Green Streets and Complete Streets as it connects to the mobility maps.

Especially as it relates to modal priorities.

**Eugene:**

I love layering maps; however, it can be difficult for people who are unfamiliar with reading complex maps to have a lot of information layered together

But maybe it can be valuable to have a composite view somewhere

**Chala:**

Agrees putting layers on maps can be helpful, but also agree with Eugene it can be inaccessible

Maybe we can split out the information on a different map as we go through each policy

This might help create a visual connection back to understand each map

**Kathy:**

We have loose language under M16 around crashes and traffic calming

We should do more than study it as this rec suggests

**Val:**

Any other suggestions on recs?

Maybe we can add some call out boxes

**Heidi:**

When we are talking about layering

If we are layering each idea on each other, the base map of waterways and green streets should help

14<sup>th</sup> is not mentioned hardly at all , and we know that 14<sup>th</sup> with increased development in west Colfax, we need to mitigate these effects, 17<sup>th</sup> too

We need to start setting these as priorities so cars can start understanding these streets are for everyone

This can be one map

**Val:**

Yes, and this ecologically based planning is what we are hearing

**Kathy:**

In looking at the modal priorities map with the existing pedestrian challenges and are they syncing with each other. All the missing sidewalks seems to be missing in this connection and this topic always seems to come up as a priority for residents.

**Sean:**

Agreed, sidewalks are huge

My biggest priority are the sidewalks

The bike infrastructure on West is pretty good, but the sidewalks are horrible, that's number one priority

**Jonathan:**

If we look at modal priorities as part of our adopted vision zero plan

Technically, there should not be any road on here that is not at least pedestrian priority- there shouldn't be any blanks

I don't know how useful that map would be, but maybe the ones that are not JUST pedestrian would be helpful

**Kathy:**

That's why I am also asking us to highlight the missing sidewalk gaps

In looking at the modal priorities map with the existing pedestrian challenges and are they syncing with each other. All the missing sidewalks seems to be missing in this connection and this topic always seems to

What comes up for me as you say that Heidi is the safety factor. The lack of use of the light rail at night and the sense of not feeling safe at the Knox Ct, Sheridan Station and the increase use of drug use that today seems to be coming up from Union Station.

**Heidi:**

What does the future of multi modal look like?

How do we plan for more multimodal density?

Asks how we work with DOTI

<Eugene explains>

**Heidi:**

I would say that we own the streets

It feels like we don't have a say then

Who owns the plan? I am confused

There is not a safe way to get across federal, it is dangerous to go under the pass, and to cross over.

**Kathy:**

Unfortunately, Heidi the silo effect between departments.

**Sean:**

What if we had a gondola into downtown?

This neighborhood has historically had a lot of blockades

I don't know about that being an alternative to the light rail and how expensive and feasible it is

This would be a great way to get above barriers, but it might not be different than the light rail

I am hearing that DOTI owns all the streets

If we are not going onto the street in a protected tank, then good luck

**Courtland:**

Some of our recommendations are pretty visionary and it is a little late in the process to be coming up with ideas of that magnitude

But we can recommend whatever you think is needed, but usually something like that requires a support study, we might be able to recommend studying it

**Chala:**

Portland has a gondola

**Heidi:**

Or a protected bike lane

When I see multimodal infrastructure working, its because there is actual infrastructure that is there

I would like to see more specifics in the plan

**Kathy:**

At least in this point in time we see the climate funds and the Feds having available funding for Racial Equity with highways as it relates to the separation of neighborhoods. The funding opportunities that fit with a solution listed in this plan are opportunities to tie to this plan.

We could do something over I-70 like Golden did

Let's beef up some of the recommendations for the implementation component of the plan after its adopted

**Heidi:**

If we can put that in the plan, then maybe staff can be dedicated inside DOTI or CDOT to go after those funds.

**Courtland:**

Sure, this needs to feed into the prioritization though and if there are funding opportunities, we should call that out and say that's why we think it's a short-term priority

But also, this is a long term, 20-year plan, and we need to be specific that at the time of writing, here are the temporary federal funding opportunity.

**Heidi:**

Long term, dedicate staff to always be going after these funds :)

**Val:**

We will think more about parkways and gulches and whether we have the right language for a 20-year vision

**Kathy:**

Right, look at the recommendations and see if they are already listed in other places to recapture again as a recommendation in mobility

Maybe look at federal and consider a new crossing

**Chala:**

Add traffic calming at 1<sup>st</sup> and Knox

Also, we have a restaurant at 1<sup>st</sup> and Knox and it is not represented on this map

I would also love to have this intersection painted

**Kathy:**

I notice a lot of traffic calming along federal, but what does that really look like?

**Eugene:**

Without going into specifics, there are ways to create friction that has been shown to help slow cars down

Art on the street, trees, these can help slow cars

Discussion about funding

DEDO and NEST have some programs

**Val:** We may want to revisit Barnum and Barnum West neighborhood chapters, it may be lacking around design, art, signage, lighting – those components that address community safety, we can absolutely add and incorporate that type of language into the neighborhood chapter

For everyone, if your neighborhood chapter feels like it is lagging, let us know, and what we missed and we can help beef it up

**Heidi:**

I have quite a bit that myself and the mobility committee would like to add specifically to the west Colfax section...wondering when that is appropriate to talk about.

**Chala:**

I have been making notes in the neighborhood sections, is that what we will be addressing next week?

**Val** explains we were thinking next time would be an overview

But the door isn't necessarily closed – if there are comments you want to submit, we can meet one on one, you can submit through the OpenForms or konveio

But let us know and we can unpack it with you

**Chala:**

I like the suggestion of being able to tie this portion into the neighborhood section

**Val:**

We will follow up to make sure we address this

**Kathy:**

I think after we have the overview of all of the sections and see that you heard us

And then we can figure out what to add and emphasize in the neighborhood sections

I would like to see the neighborhood chapter for Villa Park be more deliberate with city staff to integrate the ideas that have come up in the working group.

**Heidi:**

The integration would be great to see first. Agreed.

**Kathy:**

TDM – transportation demand management, do we have the reality that's listed here to see it happen with BIDs or the mile high metro stadium district?

Is this an attainable piece? It has been mentioned so many times

Generally, the M17 recommendation talking about TDM- we never see those small transportation systems developed

I would hate to keep having the same rec that seems to be something that is not working

**Eugene:**

Maybe we can talk about this offline, but TDM is part of the municipal code

It may have been aspirational at one point, but now for developments of a certain size it is a requirement

**Kathy:**

Well, we need to find out more about this, maybe this part of the code needs to be integrated more

**Heidi:**

How do make sure we aren't handing over our greatest resources of connectivity to developers, and in the end, we still can't cross federal?

How do we do this?

You look at the Fox station, and there is more car congestion around that station now than there was when there wasn't a transit station, and there is no infrastructure



When I think about that, it makes me nervous to have DOTI driving the bus on our mobility planning and visioning - how do we make sure this doesn't happen everywhere else in the west plan?

**Courtland:**

Explains that there is information, and we can deliver on the cross references, and directing people to this information

Heidi agrees that this would be helpful

But I also think the maps are really really important and we need to make sure those are really clear

But the implementation is just as important as a section

**Val:**

Yes, and agreed, we can make things clearer like tweaking the header, description, legends, etc.

**Sean:**

This neighborhood feels like it got screwed with in the past, and there is a level of mistrust

I don't know how to solve that

**Heidi:**

I think that sounds great, and to the earlier discussion around DOTI having so much say around our mobility plan and how we manage streets in our neighborhoods. So, we really do need to make sure that the plan is more advising DOTI then DOTI advising our plan

**Val:**

I would echo as the person spearheading equity, diversity and inclusion for the department, we are most definitely top 5 most progressive and innovative cities in the country. Makes me proud to be here compared to my little hometown of El Paso, TX. It's night and day!

**Heidi:**

I have a question around Transit-Oriented communities.

We really need to define TOD; I think there is a department or someone in charge of that at CPD and I don't see that in the plan

We need to make sure it really is transit oriented and not just transit adjacent

**Kathy:**

The safety feature needs to be integrated here on the mobility side more, it is not elevated as an issue that needs to be connected in the mobility section

This is regarding not only personal safety and some stations, but also physical safety driving or riding a bike, and all those pieces of being able to ride functionality, so people don't get run over, and we are also talking about crime

Val suggests inviting the whole stakeholder committee next week

**Kathy:**

We want to get sense from you if you have really heard us, and did we get that shared understanding

And I don't want to introduce new people to come into that conversation before we have had the chance to do that

I would like to see that spreadsheet in advance to be able to unpack it

**Eugene:**

THIs working group has been working so diligently, and I think there is an opportunity to invite the rest of the steering committee to understand what this SWG has been working group on

Next week we are not going to come with all of the answers

What we can do is come back and share how we have summarized and encapsulated these larger ideas of what we have heard from you and our approach

It will take us some time; I hope it only takes a few weeks to make a dent in these comments in revisions

I would like to propose that we come back next week to share how we are consolidating this information, our ideas for addressing it, and then we can get some guidance and direction from you on our approach so we can use the next few weeks to begin really acting on those comments

Then on the august steering committee, we hope to show you the progress we are making

We know school is right around the corner for parents, and we want to make sure we are being mindful of time

We also have other communities waiting for us

**Kathy:**

I still want to keep next week just for the small working group

Eugene:

And my suggestion is we invite other steering group committee members

**Chala:**

I don't have a strong opinion one way or another

I am just looking forward to seeing the information and sharing it however we decide

**Sean:**

I agree with Chala

**Heidi:**

I am not sure the whole steering committee would be able to even comment on what we have been working on has been included since these working groups have been intense

Let's keep it to the small group, because I think our voice would be lost if we tried to have feedback from a larger group

**Courtland:**

Ok, this makes sense, but i would ask for suggestions on what the process should be on looping the steering committee back in

We want to make sure that what comes out of the working group is aligned with the rest of the steering committee

We want to start working on this right away, so we feel like having a touchpoint is very important

We don't want to wait until the 16<sup>th</sup> to do that

So, are there ideas on how to address that?

**Kathy:**

We can have an earlier steering committee meeting

**Chala:**

Can we add a 9<sup>th</sup> meeting?

**Katie:**

We can doodle poll the steering committee

Val agrees

**Chala:**

Also suggests we move the time to 5 or 6 pm so that more people are available, and keep it to 1.5 hours

**Val:**

This is more like rescheduling a steering committee meeting

**Heidi:**

And I can't do the 3rd at any time, family in town.