

Blueprint Task Force Meeting #4

10.27.16

MEETING SUMMARY

On October 27, 2016, the fourth 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 fourth Task Force meeting was to engage Task Force members in an open dialogue on Blueprint 2002's successes and shortcomings in the areas of transportation and creation of mixed use areas (which will be used to evaluate Goals 3 and 4 of the Blueprint Denver 2002 Diagnostic) and to elicit feedback to help better define and utilize these constructs in the Blueprint Denver update. Additionally, the project team introduced the draft emerging Community Values, Vision Elements and Guiding Principles and asked Task Force members to provide feedback on these components of the preliminary draft vision framework.

To begin the meeting, the Task Force was presented with an overview of Survey #2 responses and a summary of the five Community Visioning Workshops held on October 4th and 5th. David Gaspers and Joel Noble presented an overview of the Western Lands and Communities Exploratory Scenario Planning exercise. This was followed by a presentation by Sarah Showalter and David Gaspers on the draft Community Values, Vision Elements and Guiding Principles identified from input by the community (through workshops and online surveys) and the Task Force so far during the process. A large group discussion followed where Task Force members critiqued the draft elements and provided feedback on major concepts that were missing from the list presented. This conversation was followed by a presentation on the effectiveness of implementing the Blueprint 2002 goals of improving the functions of streets (Goal 3) and promoting mixed-use development/urban centers (Goal 4). Finally, a large group discussion offered Task Force members the chance to discuss how effective 2002 plan strategies have been in achieving the goals and to begin identifying what it will take to better achieve goals around multimodal transportation – particularly shifting travel preferences further towards transit, walking and biking.

The full agenda for the meeting is included on page 7 of this summary and the meeting presentation is posted online at:

http://www.denvergov.org/content/dam/denvergov/Portals/Denverright/documents/Blueprint/Task_Force/BP_TF_Meeting_4_Final_102716.pdf

My Vision for Denver in 2040 is...



Community Visioning Workshop sample responses to 'My Vision for Denver in 2040 is..'

Draft Community Values, Vision Elements, and Guiding Principles

Sarah Showalter and David Gaspers gave a presentation on the 16 values, five vision elements and five guiding principles that have emerged out of responses to the surveys, discussions with the community during engagement events this summer and fall, the Community Visioning Workshops, and the Community Think Tank, and from feedback received from the Task Force. The presentation was followed by a large group discussion.



Community Visioning Workshop activities provided attendees the opportunity to prioritize their community values.

Key Points from the Large Group Discussions

After the presentation, Task Force members were asked if any major concepts were missing from the draft Community Values, Vision Elements, and Guiding Principles presentation. A complete, detailed list of comments is available at the end of this document. Below is a summary of the most common higher-level discussion points that emerged during the facilitated discussion.

- Vision elements should be more aspirational and not simply restate common current visions;
- There needs to be an effort to make these vision elements more forward-looking;
- In general, the five draft guiding principles resonate on top priorities for Blueprint Denver;
- There are opportunities to break-up a few of the guiding principles into two separate statements; and
- Terminology and phrases used were largely supported, however suggested items to be incorporated included: public realm, multi-modal, governance and public policy, and transit dependent communities.

Diagnostic Analysis: 2002 Plan Priorities for Transportation

Goal 3

After the large group discussion, Jeremy Klop from Fehr & Peers presented an evaluation on the effectiveness of implementing transportation strategies since 2002. Specifically, the analysis addresses how well the city has implemented and achieved Goal 3: “Improve the function and use of streets to move people in more ways”.

The diagnostic analysis compared 2002 projections to evolving mode share trends (walking, biking transit, and automobile) in Denver’s neighborhoods. This comparative data was used to evaluate how successful 2002 Blueprint was in relation to the goal of moving more people in more ways.

Fehr & Peers also presented an assessment of strategies related to the following transportation themes:

- Transit;
- Neighborhood Traffic Management;
- Pedestrian Enhancements;
- Bicycle Enhancements;
- Parking;
- Access Management;
- Travel Demand Management;
- Transportation System Management; and
- Roadways and other Infrastructure.

Each of these strategies was presented along with the supporting policies or actions. To assess the progress made since 2002, each of the supporting policies or actions was ranked on a scale of ‘Completed’ to ‘Still needs attention’. Detailed information and statistics from the diagnostic analysis and strategies assessment can be found in the presentation posted on the Denverright Blueprint website. A summary of the overall findings follows.

- Mixed success in implementing policies and actions.
- Some strategy goals, such as those identified in Bicycle Enhancements, have either all been completed or have had some progress made towards completing them.

- Others, such as Access Management, have seen little progress with all or most goals still needing attention.
- A continued dialogue is needed to determine which of these strategies and goals are still relevant with Denver’s evolving transportation trends.

Lessons Learned and Staff Comments

To conclude the presentation on Goal 3, Riley LaMie, City Staff from Public Works, shared with the Task Force a summary of staff comments about 2002’s plan priorities for Transportation and “lessons learned” from implementing the concepts over recent years. Below are the summary conclusions:

- Challenge to implement;
- Partnerships are critical;
- Some plan priorities provided policy direction that led to important next steps that impact Denver’s transportation; and
- Others lacked clear direction on ‘big idea’ concepts.

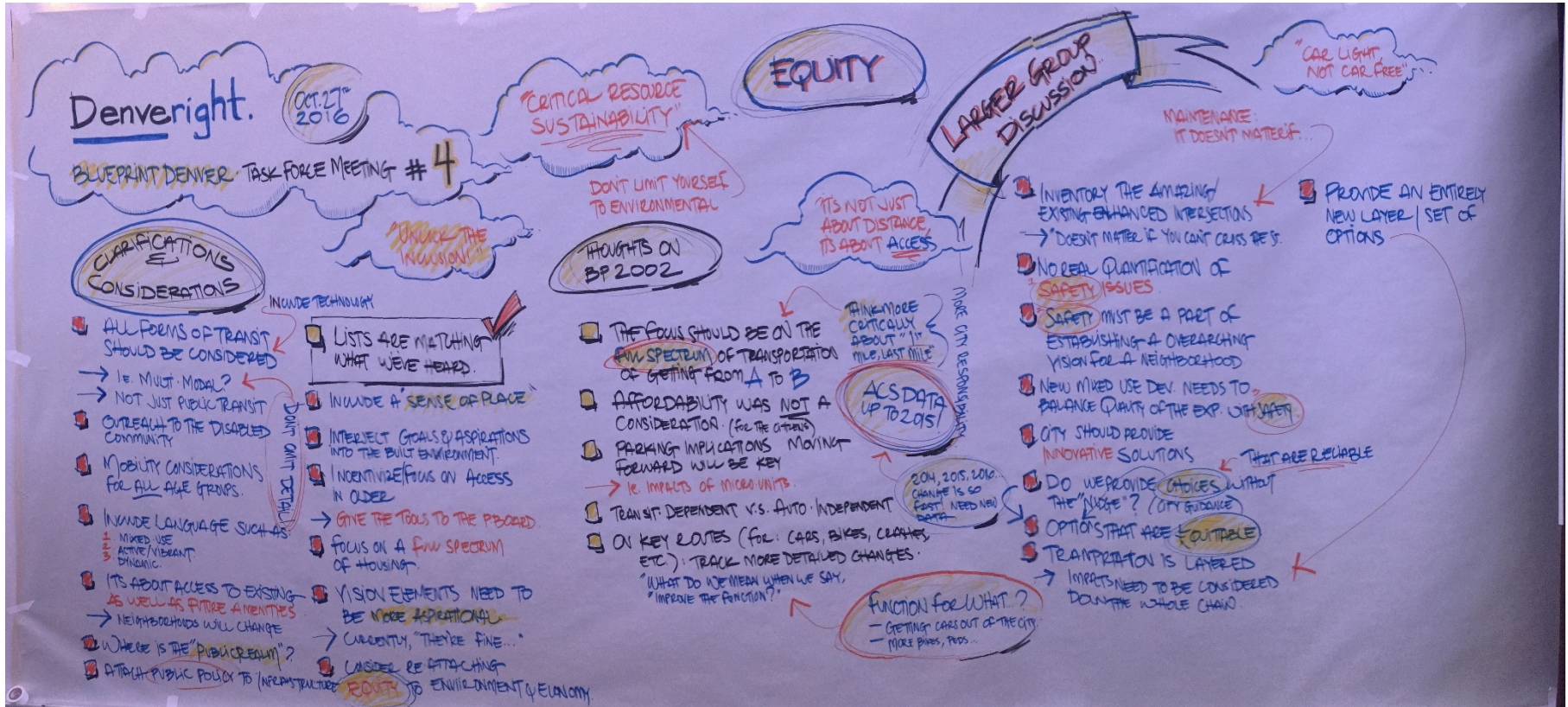
Goal 4

The diagnostic section of the analysis concluded with a brief review of approaches the team is considering to measure the success of Goal 4: “Promote Mixed-use Development/Urban Centers.” This goal has proven harder to define and measure than the other three Blueprint goals; as such, the team is actively testing several potential geographies and a variety of measures to see which have available data and reveal clear conclusions. The range of measurements under consideration can be found in the presentation posted on the Denverright Blueprint website.

Large Group Discussion

Following the presentation, a facilitated discussion with the full Task Force occurred about the successes and shortcomings of the transportation and land use goals from the 2002 Blueprint and how they should be addressed in the Blueprint update. Comments from that discussion were recorded on the wall graphic shown on page 5 of this document and are also included in the detailed comments starting on page 8. Below is a summary of the most common higher-level discussion points that emerged during the facilitated discussion.

- People might want to be less auto-dependent, but options don’t necessarily exist or people are unfamiliar with options;
- There needs to be a concerted effort to focus on developing the first and last mile;
- Mobility and connectivity infrastructure can be designed and built but if people don’t have access to it or cannot afford it then it is wasted; and
- To understand how our streets are to be used, we must more clearly define what we mean by ‘improve their function’— moving people from point A to point B or improving safety, increasing the quality of the experience for pedestrians, bicyclists, and transit riders, and reducing fatalities.



Blueprint Task Force Meeting #4 Wall Graphic Recording

PROCESS UPDATE AND NEXT STEPS

The MIG Team will work with staff to complete the Blueprint Diagnostic analysis, conduct an industrial lands assessment (what exists today and what is needed for industrial employment land in the future), and refine draft values, vision, and guiding principles for the Blueprint update. At the fifth Blueprint Denver Task Force Meeting on December 8th, the MIG Team will lead the Steering Committee through an initial high-level scenario planning exercise. The Blueprint Community Profile will be finalized and distributed over the next couple weeks and will serve as a valuable resource throughout our process. Blueprint Survey #3, soliciting public input on the vision elements, will be available online in mi- to late November.

CITY AND COUNTY OF DENVER

Blueprint Denver Update
planning process



TASK FORCE MEETING #4 ATTENDEES:

Task Force: Joel Noble, Co-Chair, Kimball Crangle, Co-Chair, Andrew Sense, Brent Bowman, Caitlin Quander, Chris Crosby, Councilman Christopher Herndon, Councilwoman Mary Beth Susman, Gabriel Guillaume, Geneva Hooten, Heather Noyes, Jeff Walker, Jerry Tinianow, John Desmond, John Hayden, Stewart Tucker Lundy, Tim Baldwin, Andrew Abrams, Trini Rodriguez, Jesse Adkins, Norman Brambila, Perry Burnap, Mizraim Cordero, Annie Levinsky, Leo Carosella, Angelle Foucher

Other: Jessica Vargas, Brad Calvert, Melissa Soteco, Valerie Kerns, Melissa Horn

Staff/Consultants: David Gaspers, Chris Ryerson, Nicole Hofert, Mark De La Torre, Matthew Prosser, Sarah Showalter, Brandon Shaver, Sara White, Mallory Bettag, Steven Chester, Courtney Livingston, Jeremy Klop

Date: 10/27/2016	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
1.	Welcome and Meeting Overview
2.	Process Update <ul style="list-style-type: none"> • Survey #2 Overview • Overview of Community Workshops • Western Lands and Communities
3.	Emerging Values, Vision Elements, and Guiding Principles <ul style="list-style-type: none"> • Community Values, Vision Elements, and Guiding Principles • Task Force Comments and Questions
4.	2002 Blueprint Diagnostic Highlights (Part 2) <ul style="list-style-type: none"> • Overview of Goals 3 and 4 • Highlights of Diagnostic • Lessons Learned from Staff
5.	Large Group Discussion <ul style="list-style-type: none"> • Overall Thoughts/Impressions • Approach for Mobility and Access in Current Effort
6.	Questions and Comments
7.	Next Steps <ul style="list-style-type: none"> • Deliverable: Community Profile • Deliverable: Draft Final 2002 Blueprint Denver Diagnostic • Survey #3: Vision and Guiding Principles • Task Force Meeting #5: December 8th
8.	Meeting Close

DETAILED COMMENTS

Below are the comments recorded during the discussion with by Task Force Members during the large group discussions.

GUIDING PRINCIPLES

- Guiding Principles –In general the GP’s List resonates on top priorities
- Guiding Principle #1 and 3– Transit
 - Public implied but also private options exist
 - Access to transit: Existing and new – need to clarify that these exist and that they are evolving to include more of these.
- Guiding Principle #2 – Built Environment
 - Context sensitive design
 - Is there a way to interject aspirations of built environment in guiding principles or values?
- Guiding Principle #3 – Multi modal instead of ‘walking, biking, transit’
 - Mixed reactions to recommendation. Better to list, then to lump together. Some believed multi-modal was exclusive of walking
- Guiding Principle #3
 - Include ‘technology’ and ‘transit dependent communities’
- Guiding Principle #4
 - Resilient? Means different things to different people
 - Keep ‘Environmental and Economic’ together or separate into 2 guiding principles; depends on how you move forward
 - Place term ‘sustainability’ before environment
 - Critical resources sustainability
 - Include language about ‘governance and public policy’
 - This is important and should not be neglected
- Guiding Principle #5
 - Use word ‘public realm’;
 - Parks, trails, city streets, homes, all lead to ‘public realm’
 - Safe, healthy and active
 - Should these be singular? Does ‘Safe’ belong here?

VALUES

- Values support binary of historic vs active, vibrant districts
 - Not choosing between historic or dynamic; historic districts are dynamic and vibrant too

OVERALL VISION

- Should be aspirational; challenge us to be more future looking

2002 BLUEPRINT TRANSPORTATION AND LAND USE DISCUSSION

- You can build miles of sidewalks, but if you can't cross the street then it doesn't matter
 - Can we identify the 'best' intersections as examples?
- Quantification of safety issues
 - If people don't feel safe, then they won't use the infrastructure
 - Think about Colorado Blvd.
 - It is a massive mover of people but it's loud, has high emissions, and is dangerous
 - SE corner of Denver -> 2 ft. sidewalks; safer to use streets than sidewalks
- How can people safely cross Colorado, Alameda, Federal, etc. because we can build great mixed-use areas but if it's not safe to walk/bike to/from people will drive because it's safer
- Use technology, such as auditory tech, to make crossing the street safer
- Handicap access/ Aging population
 - How do we better reach these people?
- People might want to be less auto-dependent, but options don't necessarily exist or people are unfamiliar with options
- 'Car free vs. car-lite'
 - Make reduced child ticket prices or offer free weekends
- What is function of streets?
 - Get people from point A-B fast
 - Decrease fatalities, make streets safer
- We must define "function" first
- First and last mile – need to focus on the connections
- Embrace Smart City idea and use technology to manage congestion, roadways, ways to move people
- People will use transit if its:
 - Reliable (in terms of on schedule with few break downs)
 - Provides Options – it will get you where you need to go (a line that doesn't connect A-B-C does people no good)
- Need to use 2015 ACS stats; not just 2002 to 2010 or 2014
- Infrastructure in historic neighborhoods (Cap Hill, etc.) does not support accessibility/mobility
 - In zoning code, encourage ADA buildings/design
 - Parks have great accessibility but how do you get there?
 - Tools to planning board/city council to unlock inclusion on the different neighborhoods
- Not just a land use document but a policy document as well
 - Need to look at document having opportunities that make things more accessible/affordable; policies can be created to aid in ADUs and co-housing investments as well as aging in place strategies