



SCI Northwest Corridor Working Group – Meeting #3

Westminster City Hall, 4800 W. 92nd Avenue, Westminster, CO, Multipurpose Room

December 3, 2013, 9:00 am – 11:00 am

Meeting Summary (Final Draft)

Attendees

- Audrey DeBarros, 36 Commuting Solutions
- Debra Baskett, City & County of Broomfield
- Lesli Ellis, City of Boulder
- Kathleen Bracke, City of Boulder
- Genevieve Hutchison, RTD FasTracks
- Chris Auxier, Adams County Housing Authority
- Don May, Adams County Housing Authority
- Jeanne Shreve, Adams County
- Joelle Greenland, Adams County
- Alex Ariniello, Town of Superior
- Jared Hall, Boulder County

Project Team

- Paul Aldretti, Denver Regional Council of Governments
- Andrea Meneghel, CDR Associates
- Bill Sadler, Reconnecting America
- Mike Madrid, Reconnecting America

Agenda

- Welcome, Introductions, Agenda Overview and Updates
- Discuss the Corridor Goals and Vision
- Review and Discuss Evaluation Criteria for the Catalytic Site and Technical Assistance
- Discuss the Northwest CWG Work Plan and a Preview of 2014
- Review Action Items/Next Steps

Meeting Materials (available on the Website or FTP Site)

- Meeting Agenda
- Northwest Catalytic Site and Technical Assistance Criteria
- Northwest Draft Corridor Opportunities and Challenges Brief



- Northwest Draft Corridor Vision and Goals
- Northwest Stakeholder Committee Initial Vision Feedback

Action Items

- A revised version of the NW Corridor's goals will be sent to the CWG for comment. CWG members will review and provide feedback by December 11.
- A draft a corridor vision statement and send to the CWG for comment. CWG members will review and provide feedback by December 11.
- A matrix of Recommended Corridor-wide Implementation Strategies that are responsive to the vision and goals will be drafted and sent to the CWG before next meeting for review, response and prioritization. The CWG will be asked for their response by December 20.
- The CWG will provide input about any suggestions for additional criteria that should be included for selecting the corridor-wide Technical Assistance or Catalytic Site project before the January meeting.
- The Project Team will distribute a draft work plan which describes the CWG's activities in the coming months. This will be distributed on December 13.
- If possible, Corridor Working Group members will provide catalytic site proposal ideas for discussion at the January meeting.

Welcome, Introductions, Agenda Overview and Updates

Andrea Meneghel, CDR Associates, presented the meeting agenda and asked for any updates from the Corridor Working Group (CWG).

Updates:

- The first Corridor Stakeholder Committee meeting was held in November, and the second meeting will take place on December 3, 2013 at 6:00pm.
- Reconnecting America has updated the Baseline Data and Mapping Report on December 2, 2013 incorporating all of the Corridor Working Group's comments from the previous meeting as well as those submitted through e-mail correspondence.
- CWG members had no additional comments and approved the NW CWG Meeting #2 Summary, the revised Baseline Reconnaissance Report and Corridor Opportunities and Challenges document.

Northwest Corridor Goals and Vision

Paul Aldretti, DRCOG, explained that the purpose of defining a corridor-wide vision and set of goals is to set a foundation that will then allow for developing implementation strategies that are reflective of those. Doing so is also a necessary step to provide guidance and understanding for where the Technical Assistance funding can be allocated.

Bill Sadler, Reconnecting America, described how the vision statements and goals were developed for the East and Gold Corridors. The draft Northwest Corridor goals that were presented by Reconnecting America were developed from input provided by the CWG members during the interviews and at previous meetings. The group discussed the draft list of goals first and then how those goals support the overall vision.



Comments on the Draft Northwest Corridor Goals:

Compatibility and Connectivity of Corridor's Transportation Modes: It was stated that overall the general goals were good and should make it clear that they are supportive of a corridor that will have multiple modes of transportation available. Some of the comments that were provided included the following:

- Goals should be balanced with a focus on both US 36 Bus Rapid Transit (BRT) and Northwest Rail (NWR) service; in addition to other modal choices that will be available in the corridor to improve mobility.
- The goals should reflect what is understood in Metro Vision 2040, and keeping the Northwest Rail in mind will be beneficial to the corridor for future planning purposes. The Sustainable Communities Initiative provides a unique opportunity to focus on what's possible for both major transportation modes in the corridor to promote strong transit service throughout the entire corridor from Denver to Boulder and all points in between.
- The relationship between the US 36 BRT and NWR service could be emphasized as two of the various choices commuters have in a multimodal corridor. The two transit options should be regarded as complimentary to each other rather than as competing facilities. Conceptually, there should be an "and" instead of "versus" between the modes of transportation in terms of opportunity for both.
- Goals should reflect that not only will you have several transportation choices in the near term, but that the corridor will continue to evolve as a multimodal corridor in the future, with an on-going commitment to implementing Northwest Rail beyond the South Westminster Station.
- There is a lack of connectivity between the 71st and Lowell rail station and the BRT. There should be a goal to resolve this challenge.

Additional Comments:

- A goal focused on environmental sustainability should be included that indicates a commitment to protecting natural resources and encouraging improving air quality. This can be encompassed in an overall sustainability goal that also focuses on the social and economic environments.
- There is a need for a goal that addresses effectively managing population growth and denser development. While it may be inherent in some of the goals already included about population density and housing choices, it may be good to include a specific goal such as the one that the Gold Line has to address density.
- There was strong support expressed for improving first and final mile connections throughout the corridor and understanding that those solutions should extend beyond "just a mile". Audrey DeBarros, 36 Commuting Solutions, emphasized that the study her organization conducted aimed to resolve this issue and added that the SCI can aid in achieving some of the solutions that had been identified.
- Access to transit options is mentioned in four of the goals and should be kept, but combined into fewer goals. Access to employment centers needs to be articulated better in the goals.
- Connecting the region should not only focus on the end-line destinations such as Boulder and Denver, but also include a strong emphasis on the interconnectivity of all of the corridor's communities as a majority of trips occur within the corridor rather than from end to end.
- A goal should be developed to reflect the concept of equity amongst the corridor's jurisdictions.
- A goal should be developed that focuses on preservation of the views of the corridor's landscape.



Feedback about Revising the Goals:

- Some of the goals are very specific and could be considered implementation strategies. These goals should be revised to eliminate the associated strategy. However, those strategies are important to retain and note in the Recommendations of Corridor-Wide Implementation Strategies.
- Some of the goals are very similar in nature. They should be combined to create fewer goals that are more focused.

Comments on the Draft Northwest Corridor Vision:

The group was asked about the concepts that should be highlighted in the corridor's joint-vision statement. Input and feedback included the following comments:

- Becoming a national example for how a multimodal corridor can effectively function and succeed is stated in the goals but seems most appropriate to include in the vision. This should infer that BRT and Rail can work successfully together in the context of a multimodal corridor. This is a high priority of the corridor's communities and should be featured in the opening of the vision statement.
- There are both near and long-term opportunities that can be realized in the Northwest corridor. The vision should clearly support what can be addressed in the near term (by 2015) while maintaining a commitment to the long term vision.

Additional Comments:

The unique features of this corridor's identity and several key concepts should be acknowledged in the vision statement. Some of those key words or concepts include the following:

- A unique identity.
- Becoming a national example of how compatible transportation systems can complement each other in a region.
- Being an employment corridor, home to many company headquarters.
- Being an educational corridor that includes the University of Colorado should be mentioned.
- Emphasize that this is a creative and innovative corridor.
- There is a wide range of housing and employment opportunities for all people.
- Transportation modes are accessible to all residents.
- Recreation, employment, housing, and economic investment opportunities can found all throughout the corridor. A corridor-wide emphasis should be articulated rather than a focus on just the end points of Denver and Boulder.
- Corridor-wide wording to define the vision is preferred rather than mentioning specific locations.
- Emphasize the concepts of mobility, modal choices, environmental sustainability, equity and making smart land use decisions while managing density.
- Emphasize the concept that transit and transportation is accessible to all and inclusive of all demographics.

Discussion of Evaluation Criteria for the Catalytic Site and Technical Assistance

Paul Aldretti reviewed the basic criteria that will be used for selecting a catalytic site and technical assistance for supporting the implementation of the corridor-wide recommended strategies. The difference between the catalytic site and technical assistance is based on what funding can be allocated to or used for. The catalytic site funding is to be used is for a single site specific project, whereas technical assistance is to be



used for corridor-wide initiatives. Catalytic sites must be located within half a mile of a transit station in the corridor.

Paul explained the following about the process and the available funding per the stipulations of the US Department of Housing and Urban Development grant:

- There is \$150,000 available to be allocated to a Catalytic Site project.
- There is \$150,000 available to be allocated to Corridor-wide Technical Assistance.
- There is an additional \$150,000 that can be allocated to either the Catalytic Site project or the Corridor-Wide Technical Assistance based on the CWG's recommendation. This additional \$150,000 can be portioned amongst the two tracks; it does not all have to be allocated to one or the other.
- Once the group determines the project to put the funds toward, the plan goes before the Sustainable Communities Initiative Coordinating Committee and Executive Committee to approval.
- The Catalytic Site funds cannot be spread over multiple sites. The group will decide which technical assistance projects to conduct. There can be more than one technical assistance project.
- The Request for Proposals will be completed and out to the public by March 2014 (tentative).
- The NW CWG will have the opportunity to provide suggestions about additional criteria that should be included.

Comments and Questions

- There was strong support for considering equity when determining how the corridor-wide funding should be spent so that it results in an action that benefits the entire corridor.
- The group felt strongly that it should first focus on what Technical Assistance project should be selected that has region-wide benefits and then to consider a Catalytic Site project that helps to meet those goals.
- The criteria should include 'making a commitment to supporting something that is responsive to achieving what is defined in the vision and goals'.

Recommended Corridor-Wide Implementation Strategies: Bill Sadler provided an example of what the CWG can expect regarding a matrix that describes the possible options that Reconnecting America will identify as corridor-wide implementation strategies to achieve their goals. This has been developed in the East and Gold Corridors and members of those CWG's have reviewed and prioritized which strategies they felt were the most important to pursue. The CWG will receive a draft of the matrix before the next meeting.

NW CWG Work Plan and Preview of 2014

Paul provided a preview of what will be accomplished in 2014 and what is expected of the CWG over the course of the next several meetings. Paul emphasized the importance of maintaining an aggressive schedule in order to be able to issue the Catalytic Site and Technical Assistance RFP's in order to provide enough time for the work to be carried out.

- The project team will distribute a Work Plan that includes the information that was discussed.
- The Scope of Work/RFP's that have been developed by the other corridors will be distributed to the NW CWG to review as examples of what the other CWG's have put together for their respective Catalytic Site and Technical Assistance projects.
- The Corridor Working Group members will provide input on corridor-wide implementation strategies as well as any additional criteria for the Catalytic Site and Technical Assistance.



- If possible, Corridor Working Group members will provide catalytic site proposal ideas for discussion at the January meeting.

