

A banner for the Denver Region Sustainable Communities Initiative. It features a background image of a modern residential building and a park area with a paved path and trees. The text 'Denver Region Sustainable Communities Initiative' is written in a white, cursive font over a dark blue horizontal band.

Denver Region Sustainable Communities Initiative



Northwest Corridor Stakeholder Committee January 7 Meeting Summary

Introductions and Recap of Second Meeting

- Chris Quinn from RTD gave an update on the Northwest Area Mobility Study (NAMS) and the US 36 BRT
 - RTD will be holding public meetings concerning NAMS January 15th, 16th, and 27th
- Audrey DeBarros from 36 Commuting Solutions gave an overview of the organization's First and Final Mile Study and the organization's work with enhanced bus shelters in the BRT corridor

Current Planning Efforts in the Corridor

Ashley provided updates on the NAMS, 36 Commuting Solutions' US 36 First and Final Mile Study, and provided updates on station specific planning efforts at the stations:

- Westminster Station (NW Rail)- Westminster Station TOD Area Specific plan in progress
- Westminster Center Station (BRT)- Westminster Mall Redevelopment into a mix of uses
- US 36 & Church Ranch (BRT)- The area is mostly built-out, but there are some opportunities
 - DRCOG staff will send NW CSC members the RTD link to the renderings of the station
- Broomfield Station (BRT)- The 2008 Broomfield Original Neighborhood Plan envisions TOD with maximum densities of up to 50 dwelling units per acre
- Flatiron/96th Station (BRT)- The goals of this station are to create a "gateway image" conveying the values of the Broomfield community
- Louisville Station (BRT)- The goals of this station are to strengthen and enhance adjacent residential neighborhoods
- US 36 & McCaslin Station (BRT)- The 2012 Superior Comprehensive Plan recommends enhancing last mile connections to the McCaslin Park-n-Ride
- Table Mesa Station (BRT)- There are opportunities to provide connectivity with the new Table Mesa pedestrian bridge
- Boulder Junction (BRT)- The station is being planned to provide more than 2,000 residential units including multifamily and single-family townhomes as well as a hotel

Opportunities and Challenges Small Group Activity

NW CSC members broke up into small groups to discuss the opportunities and challenges of specific stations and of the corridor

- Westminster Stations: Westminster Station (NW Rail) and Westminster Center Station (BRT)



- Strengths
 - o Land is available
 - o Good access
- Challenges
 - o Connecting to existing neighborhoods
 - o Lack of grocery stores
- Boulder Stations: Table Mesa Stations (BRT) and Boulder Junction (BRT)
 - Table Mesa Strengths
 - o High traffic area
 - o Parking
 - o Great Views
 - Table Mesa Challenges
 - o No commercial
 - o Limited service/schedule
 - o The area is intimidating at night
 - Boulder Junction Strengths
 - o Centrally located
 - Boulder Junction Challenges
 - o In a high traffic area
 - o Far from civic areas
- Broomfield Stations: Broomfield Station (BRT) and Flatiron/96th Station (BRT)
 - Broomfield Station Strengths
 - o Maturing development with entertainment
 - o Easy to navigate to local bus connections
 - o Residents are within five minutes walking distance
 - Broomfield Station Challenges
 - o Lack of amenities
 - o The east side is an eyesore due to lack of development
 - o Lack of parking on the east side
 - Flatiron/96th Station Strengths
 - o High workforce population
 - o New residences
 - Flatiron/96th Station Challenges
 - o The mall is not within walking distance
 - o Lack of nearby locations
 - o Not very visible
 - o Lack of connectivity and adjacency with densities
 - o The underpass is scary
 - o Poorly connected
 - o Not pedestrian- friendly
 - o



- Northwest Corridor
 - Strengths
 - Lots of retail
 - Access to many things like Denver, Boulder, etc.
 - Serves lots of people and communities
 - Challenges
 - With so much retail, it's hard to do mixed-use
 - With so much open space, there is no opportunity for development
 - Reverse commute traffic

Northwest Corridor Vision Discussion

NW CSC members reviewed the proposed goals from the Northwest Corridor Working Group (CWG)

- Gaps in the goals
 - Limited bus service (DIA, surrounding connections, etc.)
- Additions to the goals
 - The corridor should grow and evolve with needs (communities, ridership, changing demographics, etc.)
 - Open space and agriculture
- Additional concerns and thoughts
 - Get Adams County involved, specifically Commerce City
 - Is there a goal to increase ridership?
 - The culture of using transit should be portrayed as a cool thing
 - High fares
 - Since there is a perception of rail being more efficient, provide information on how riders will actually experience BRT

OUR Shared Vision MindMixer Preview and Discussion

Ashley provided an overview of what the MindMixer site is and asked NW CSC members for feedback on what questions should be posted for the Northwest Corridor within the next few weeks

- What would encourage and inhibit you to use the system?
- What is preventing you from using the system?
- Have FRESC help promote MindMixer through its one-on-one interaction with communities
- Let people know that once you figure out how to use the site, it's easy to use
- Please let Ashley know if you would like copies of the MindMixer flyer to distribute to your networks

