

Public Feedback on Transportation Issues

2040 Metro Vision, RTP, and Sustainable Communities (2013-14)

Listening Tour

- Robust, efficient, well-maintained, and truly multimodal system:
 - Further connections to DIA
 - Efficient movement of people and goods
 - Reduced congestion

Local Government Survey

- Strategies to address communities' top-identified priorities:
 - Improving sidewalks
 - Applying for grants for more non-motorized connections
 - Design improvements to increase accessibility to the public transportation system
 - Creation of transportation plans
 - Creation of TOD places
- Transportation issues affecting community:
 - Bike and pedestrian infrastructure (27/27 responses)
 - Older adult transportation options (21/27)
 - Bus corridors (20/27)
 - First/last mile connections to transit (19/27)
 - Transportation connections from suburb to suburb (17/27)
 - Light/commuter rail (17/27)
 - Transportation connections from suburb to Denver CBD (14/27)
 - Transportation connections inside/within suburban activity centers (hubs of higher density service, employment, mixed use) (10/27)
 - Access between major transportation projects (9/27)
 - Transportation connections from rural town centers (5/27)
 - Transportation connections from rural town centers to other parts of the metro area (4/27)
 - Transportation connections inside/within rural town centers (2/27)
 - The survey allowed respondents to identify other transportation issues impacting their communities. Additional issues identified include:
 - Transit service costs are too high for the service provided
 - Transportation connections between communities within DRCOG
 - Connections to recreation opportunities within the community and outside the region

- Need to focus on complete streets

- Barriers preventing multimodal transportation:

- Bicycle and Pedestrian Infrastructure

- No bicycle or walking trails
 - Arterial intersections are a barrier to bicyclists and pedestrians
 - Deteriorating streets and sidewalks are dangerous
 - Lack of a bicycle and pedestrian master plan
 - Limited right-of-way to build bicycle lanes and detached sidewalks
 - No secondary network of streets to funnel bicyclists away from major arterials

- Funding

- Lack of funding for infrastructure improvements
 - No funding for needed retrofits
 - Detailed plan in place, but no funding to implement the plan
 - The inflexibility of existing funding sources
 - Expensive right-of-way needed for improvements

- Access

- Lack of pedestrian access to existing light rail stations
 - Lack of focused city center to focus improvement and connections
 - Lack of transit options outside of RTD service area
 - Major barriers to connections (e.g. rail, major roads, etc.)

- Coordination

- City-wide plans lack coordination with surrounding jurisdictions, RTD, and CDOT

- Policies and/or practices supporting multimodal transportation

- Addressing Multimodal Transportation in Plans

- Comprehensive plans
 - New city-wide bicycle plans
 - Transportation master plans
 - Trail plans
 - Capital improvement plans
 - Open space and trail corridor plans
 - Corridor master plans
 - Neighborhood plans
 - Station area plans
 - County-wide transportation plans

- Strategic Investment

- Increased signage on bus routes and trails
 - Improvements and expansions to Call-n-Ride services
 - Prioritized list of sidewalk investments, including coordination with the school district
 - Encourage higher-density, pedestrian-oriented, and mixed-use development along mass transit

- Expansion to trails
- Improvements to bicycle facilities and infrastructure at strategic locations
- Revised construction standards to include wider sidewalks, bike lanes, etc.
- Integrating land use, transportation, and recreational needs in the multimodal trail system

Policies and Regulations

- Citywide requirements for new streets to be multimodal
- Adoption of a complete streets policy
- Ensure Metro Vision recognizes and supports local priorities

Transportation Opportunities

- Increase emphasis on multimodal transportation planning
- Continue and increase outreach on key transportation issues
- Continue support for multimodal travel options including last-mile connections
- Increase support for policies to limit the addition of general-purpose lanes and support the addition of managed and HOV lane use
- Update the arterial roadways standards to include more livable designs
- Initiate discussion concerning the creation of a vision for transit needs beyond FasTracks
- Identify and seek additional resources for transportation that emphasize transit, walking, and bicycle facilities

Metro Vision 2040 Committees

CAC- May 2013 Meeting

- Regional Points of Emphasis Activity
Transportation:
 - City transit – schedule advancements/more frequent trips/more stops
 - Public transit to the mountains
 - Transit costs/access to EcoPass
 - Better access to park and ride
 - TOD
 - Congestion
 - Integration of land use and transportation
 - VMT
 - Transportation in low income/racially segregated areas

CAC- August 2013 Meeting

- What questions should DRCOG be asking the public?
Transportation questions to ask:
 - How do you commute to work and why do you use that option?
 - What are the best transit options for elderly people, people with children, and people with dogs?
 - Do you have access to a vehicle?
 - Are you familiar with FasTracks?
 - How are the streets in your neighborhood?
 - Passes (EcoPasses)?
 - Marketing, informing the entire community?Transportation questions NOT to ask:
 - Would you like to only own one car instead of two or three?

MVPAC- June 2013 Meeting

- Motion to select, clarify, and prioritize additional regional planning topics that may be explored during the process to develop Metro Vision 2040

Multimodal Transportation:
 - Consideration of emerging new modes, such as electric bikes should be considered for regional policy discussions
 - A strong emphasis on bike connections, last mile challenges, and more enhanced bus corridors with more frequent service to drive development should be considered
 - Opportunities in multimodal corridor development along arterials. Suggest working on improving funding streams for multimodal development that don't fit in existing TIP categories

- A more “local” focus should be emphasized as impact of equity issues and access to opportunity is important between major projects.
- How to better evaluate projects that don’t fit “neatly” into categories—should we emphasize project elements that contribute to an overall regional network of multimodal facilities.
- The traditional focus has been major projects—a more appropriate focus might be on smaller projects that fill gaps in the network.
- Concept of living streets should be considered including enhancing development along the public right of way.
- Health should be a consideration in the discussion of multimodal transportation
- Summary recommendation: Needs to be strong policy tied to multimodal transportation within Metro Vision 2040. More detailed policies that stress the importance of multimodal connections including trails, cycling and walkability should be considered. Access to opportunity should be an overall consideration throughout the policy discussion.

Growth and Development

MVPAC Infill Development Focus Group- meeting with MVPAC members to discuss infill development in DRCOG's local government member communities

- What are the biggest challenges your community faces with regard to infill development in urban centers and along corridors?
 - Parking maximums are needed, 2/3 of a site is given up to large areas of parking that the developers are demanding
- Are there unique challenges that smaller communities or communities outside the immediate Denver metro area face with respect to infill development?
 - TIP scoring is weighted by only 10 points for urban centers, this is not aligned with the DRCOG goal of providing 50% of new homes and 75% of new employment within urban centers
- Are there steps you have taken to help enable infill that would be helpful or transferable to other communities?
 - Investment in roadways and state highway connectivity has proven successful for us in preparing for future development
 - No parking requirement downtown

Infill and Redevelopment Issues Paper- Written by Clarion to identify major issues facing infill and redevelopment in the region

Local Strategies for Encouraging Infill and Redevelopment

- Comprehensive Plans: Transportation (pg. 18)
 - At the local level, comprehensive plans must address how transportation systems and corridors integrate with their policies on housing, employment, and land use.
 - The linkage between transportation and land use is integral to the conversation, and one that most comprehensive plans are addressing in depth.
 - Comprehensive plans should also address multi-modal transportation as a major element to foster a systematic approach to future development patterns that accommodate people of all ages and abilities, and various modes of transportation (walking, bicycles, transit, etc.).
 - As areas are identified for potential infill and redevelopment, transportation policies should respond to support that type of growth.
- Transportation and Corridor Plans (pg. 19)
 - Transportation and corridor plans at the local level should not only integrate with regional transportation planning goals and policies, but should also consider infill and redevelopment during the development and prioritization of recommendations.
 - Linkage between transportation and land use is an important consideration for accommodating infill and redevelopment and remains a central premise behind Metro Vision.
- Development Standards: Parking (pg. 20)

- Parking requirements could be reduced for infill or redevelopment projects or areas designated as infill or redevelopment areas
- More communities are instituting shared-parking regulations and offering alternative transportation methods
- Infill and redevelopment projects will benefit from those approaches as well as a straight exemption from or reduction of the number of required parking stalls per land use
- There is a fine balance between providing enough parking and providing too much
- Too much parking undermines the aesthetic value of the site (especially with surface parking), whereas not enough parking results in congestion and the basis for neighborhood opposition
- Cost for parking is also worth consideration
- Desired densities near targeted areas such as urban centers may warrant construction types that would require structured parking to meet both the minimum density and minimum parking requirements
- The costs for structured parking can be significant and may make some projects infeasible. As such, this issue should be considered within the context of a specific area (e.g., within an urban center or downtown)

Environment

Parks & Open Space Feedback- we conducted a survey via MindMixer, SurveyMonkey, and through our CAC members concerning parks and open space throughout the region

- Strengths of the current regional parks and open space system
 - Urban biking and walking trails and areas have under road paths
 - Connectivity with bike and walking trails
 - Connectivity of trails between jurisdictions
 - Beginnings of a great connected trails system, and
 - Excellent alternative to driving
- Weaknesses of the current regional parks and open space system
 - Lack of connectivity with population areas
 - Accessibility issues for wheel chairs and strollers
 - Needs to be better access by bus biking and walking
 - Not linked by trails
 - Lack of safe pedestrian crossings
 - Needs to be easier access to all modes of transportation
 - Some parks do not have transportation options other than a car
 - Poor multimodal accessibility
 - Bicycle paths are not well-marked and bicyclists using paths cause confusions and congestion
 - Wayfinding signage is lacking, and
 - Lack of recognition of cyclists in the park
- Suggestions to accomplish the Metro Vision 2035 parks and open space goal
 - Open up trails to everyone in the region and bike and ped trails specifically dedicated to each
 - Better connectivity with bike trails
 - Dedicated bike trails and bike lanes connecting to parks with population areas
 - Design more interlinking trails that keep bikers runners and walkers off the road, and
 - Clearly marked paths and bike lanes between park units

Health

Health Focus Group with Health Professionals - “kick-off” meeting to engagement for health with health professionals to discuss health efforts around the region, the possible role of DRCOG, and next steps

- DRCOG’s role
 - TIP criteria should fund projects that promote healthy and active choices and should be integrated into any project like Complete Streets

Health Focus Group with Local Government Staff- meeting with local government staff to discuss what the ultimate vision/goal for health be for the region, health metrics, and the overall role of DRCOG

- What should the ultimate vision/goal for health and wellness be for the region?
 - Land use patterns and transportation systems that support healthy lifestyles
 - Destinations are key to successful walkable and bikable built environments, and
 - Accommodate automobiles while creating active built environments for all users
- How should our progress as a region be measured going forward?
 - Community connectivity (e.g. miles of trails) measure trips made by walking or biking and do not limit the survey to only include commute tips (front range travel counts survey)
- How could Metro Vision support your programs/projects/initiatives? What might be the overall role for DRCOG?
 - Integrate health and wellness considerations into TIP funding criteria
 - Community health and wellness should somehow be tied to the TIP evaluation process
 - Consider integrating health metrics into TIP criteria
 - DRCOG should be facilitating or participating in regional and local walking and safety audits
- What is working well to address community health and wellness at the regional level?
 - Improved public transit system throughout the region, resulting in increased activity, improved air quality, and walkable TOD
 - Urban centers designations result in favorable development patterns at a walkable scale
 - Well-connected trails systems- multiple jurisdictions collaborating to make connections viable for all users
 - Stated goals for VMT and SOVs are providing the framework necessary to further dialogue
- Who else should be part of these conversations/discussions?
 - CDOT, RTD, and Transit Alliance because it is important to insure the linkage to transportation

Health Focus Group with MVPAC Members- meeting with MVPAC members to discuss the ideas heard at the local government focus group above

- How would Metro Vision support your program/projects/initiatives? What might the overall role for DRCOG be?

- Be mindful of policy decisions DRCOG has control over (e.g. TIP)

Community Health and Wellness Issues Paper- paper written by Clarion to identify emerging trends in health across the region

- Importance of community health and wellness in the region
 - The transportation system, including options for transportation and overall mobility, as well as lack of choice or options, can have a profound influence on public health.
 - Transportation modes and commuting patterns also directly affect regional air quality which can lead to health issues such as asthma, lung cancer, and heart disease.
- Land Use and Transportation Patterns (pg. 17)
 - The accessibility of care is a key factor that contributes to the overall health of a population.
 - Overall patterns of development and transportation options to all destinations, not just care facilities, present many challenges for health and wellness across the region.
 - Balanced transportation choices, including walking, bicycling, and public transportation systems, can bring health benefits to communities.
 - A mix of development intensities help improve options for the region's residents so that they can choose to live near their places of employment and/or desired shops and services, and spend more time pursuing leisure, recreation, etc. and less time commuting.
- Retrofitting existing communities and building healthier new communities (pg. 18)
 - There are some very distinct opportunities and challenges associated with retrofitting existing neighborhoods and communities to improve health and wellness. These unique challenges and considerations apply as well to newly developing areas.
 - Small incremental changes, rather than costly, large-scale projects may be most realistic or effective in retrofitting existing areas to support community health and wellness.
 - Areas that are already well set up from a land use or transportation perspective, such as traditional neighborhoods, might provide inspiration or metrics to inform adaptations and healthy improvements in existing neighborhoods.
 - Discussions with residents and neighborhoods groups can also help determine and prioritize needs.
 - Local governments could be focusing on improving the health and wellness of these existing areas by adjusting the plans, policies, and regulations to facilitate positive change through infill, redevelopment, and other targeted projects and initiatives.
 - In many existing, older neighborhoods and corridors, the layout of parcel, blocks, and use of land are often well-established, and it may be difficult to make major changes to support healthier communities without facing major obstacles such as costs, physical space, or resistance from neighbors. However, pursuing such retrofits and amenities can lead to many positive health benefits and outcomes.
 - Many existing roadways lack sufficient right-of-way to incorporate a variety of transportation modes. Some lack sidewalks or bike lanes, and others lack directness or connectivity to link people to their desired destinations.
 - Competing priorities on roadways, including moving traffic, providing safe routes for bicyclists and pedestrians, integrating transit service, and maintaining attractive corridors, means that communities must be strategic and deliberate about which roadways are optimal to retrofit, and which improvements will most positively benefit overall health and wellness.

- DRCOG's Role in Addressing Community Health and Wellness
 - Leadership (pg. 24)
 - Decisions made at the local level and regional level could include additional criteria for evaluation of community health and wellness performance, such as land use and transportation, bicycle and pedestrian mobility, and design of the built environment.
 - DRCOG consider ways to expand the Transportation Improvement Program (TIP)¹ project criteria and evaluation process to incorporate elements of community health and wellness. For example, projects could be given higher priority if they improve access to healthy foods for a given geography, or if the project expands mobility options and increases overall connectivity of an area. Linking TIP criteria in this manner would send a clear message to member communities and regional stakeholders that the built environment consider health and wellness in design and implementation.

Housing

Equity Subcommittee Meeting- meeting facilitated by BBC with housing professionals to discuss defining equity/access to opportunity and opportunity indicators

- How would you define “equity/access to opportunity? Indicators (attributes of high/low opportunity areas)
 - Accessible by transit
- What does success look like when you consider incorporating equity/access to opportunity in the process/Metro Vision 2040?
 - Incorporate equity and the Fair Housing Equity Assessment (FHEA) results into TIP formulas. Identify areas that are really needed and incorporate that into TIP funding

Fair Housing Equity Assessment (FHEA) Meeting- meeting facilitated by BBC with local government staff to discuss the draft FHEA

- FHEA Recommendation 4: improve housing opportunities and transit for persons with disabilities and seniors
 - Link transportation funding
 - Incentivize what things the region needs, priorities, and scoring criteria to incentivize production
 - DRCOG should reach out to RTD to discuss what connections look like/don't in communities

Regional Housing Strategy (RHS) Meeting- meeting facilitated by BBC with local government staff to discuss the draft RHS

- Overall comments
 - Lowering transportation costs as a meaningful way to help low-income residents
 - The TIP is a broad measure indicating one-size and you can't get TIP funding if you don't hit certain numbers
- RHS Recommendation: expand transportation solutions
 - Not sure circulator is best solution, maybe consider something more at local level to connect people to services
 - Need to connect rural and urban areas, but may not be as easy as a circulator
 - DRCOG could play role in leadership, but either way needs more exploration
 - Would be great to tie transportation funding to affordability
 - What does affordability mean in TIP context, they are typically a series of simple statements and too hard to have such a one-size approach.
- Overall comments- what's missing? What should be on the table for consideration?
 - What are existing options for low-income residents without a car? Not just RTD, but (innovative senior centers with a van) other options to supplement/expand what is already there

Neighborhood Focus Groups- BBC facilitated focus groups in the Westwood Neighborhood, Park Hill, and Adams County

- Access to transportation
 - Bus fares are too high and not affordable

Interviews with housing stakeholders- BBC conducted interviews with housing stakeholders around the region to discuss the FHEA and RHS

- Which areas within the region would you identify as having the most potential to increase opportunity? Why? What are the catalysts to increasing opportunity in those areas?
 - Provide transportation for residents who are going to school and/or receiving job training
- What steps should DRCOG take to lay the ground work for a more regional perspective of furthering fair housing in the region?
 - DRCOG should prioritize funding in areas that support affordable housing/transit/jobs and education centers
 - DRCOG funding should intentionally include a public benefit component. (RTD example, the board considers a proportion of affordable housing in a proposed development as criteria when selecting development partners for construction of housing on RTD land)
- What would you suggest are the top 3 housing needs within the region?
 - Need to examine if residential development being built near transit is senior-friendly
- What are the top 3 opportunities to improve access to opportunity in the region?
 - Need to think about how to get innovative with smaller, transit circulators that can link areas of need within both urban and suburban areas. These circulators could connect seniors, people with disabilities and low income, working households with service and employment centers
 - Focus on expanding transit in areas on the fringe and explore suburb-to-suburb transportations
- Are there communities you know of that have employed such efforts and have been successful?
 - Creating innovative transit circulators that take advantage of existing busses and link residents to school/jobs/housing/services. DPS', "success express" was mentioned as an example.
- What should be the goal(s) of a regional housing strategy? What should the development and implementation of a regional strategy accomplish? Discuss the elements that should be included in a regional housing strategy?
 - RHS could be a platform for beginning to explore how transit can connect suburbs. Right now, transit is designed as a spoke, with Denver as the hub. As the region grows and density increases within suburban urban centers, connections between the suburbs (i.e., not having to go through Denver) will be important.
- In your opinion, what are the perceived barriers, benefits, or opportunities to urban centers 50% new housing/ 75% new employment goal?
 - More coordination between transit and housing planning around urban centers is needed
 - If TIP funding focuses on urban centers, suburban counties are at a disadvantage

Economy

Interviews with economic development stakeholders- EPS conducted interviews with economic development stakeholders from around the region to discuss the regional economic development strategy

- DRCOG Regional Strengths & Weaknesses
 - Communities are looking for ways to address the increase in truck traffic and associated safety and roadway wear and tear impacts
- Economic Development Issues
 - Transit and FasTracks
 - Transit benefits not universal - large areas not served by the existing/planned investments
 - Communities in FasTracks rail line consider the investment as an asset that increased their ability to attract employers and employees
 - Rail is designed to get people in/out of downtown, doesn't serve suburban communities well
 - Better suburb to suburb (radial) service
 - Better arterial express bus service to connect neighborhoods
 - Better service and retail job locations with the rail transit system
 - Jobs and residents along high volume/activity corridors do not have high frequency transit
 - RTD fare zones and zone structure is higher than competitive cities and is an issue for accessing service worker and middle skills employees
 - It is not significantly less expensive than driving
 - Suburban employment districts with free parking, light rail is not cost competitive with driving
 - RTD's EcoPass system works well in downtown but not in the suburbs
 - RTD needs to develop a more effective EcoPass program for suburban locations
 - Suburban office parks- transit mode share is 10 percent or less, makes the employee benefit less important and the cost per employee high
 - Many large transit investments made to develop the FasTracks system at expense of equally important road infrastructure investments
 - West side of the region sees great opportunity for employment center development at rail stations particularly in Jefferson County. Concern that DRCOG's promotion of residential development would create an even further imbalance and overlooking an opportunity to promote business development.
- Last Mile Connections and Workforce Access
 - Not enough attention has been paid to connecting neighborhoods and businesses around the stations outside downtown
 - Circulator services desired to connect shopping and employment districts, and housing with nearby stations and have frequent service (e.g. less than 15 minutes)
 - Many of the suburban and "non-downtown" stations are not in a built environment context that already supports safe bicycle and ped access

- Metro Vision Plan
 - Some communities see Metro Vision and the TIP process as an infringement on local control and are frustrated with trying to compete for transportation funds
- Information and Data
 - Commuting patterns
 - Better data is needed on commuting patterns at the district or neighborhood level
 - Region-wide survey of businesses, employees, and their commuting patterns would be useful in tailoring transit planning, last mile solutions, fare subsidies such as RTD's EcoPass, and ridesharing to local needs
- Roles, Policies, and Relationships
 - Economic viewpoint
 - Incorporate economic development or economic impact in the TIP scoring
 - OR have a committee or board evaluate projects or policies from an economic perspective and make recommendations to the Board
- Last mile connections
 - No clear recommendations for a role for DRCOG was identified
 - A potential role of Metro Vision and DRCOG would be to evaluate the issue and highlight best practices for it to be part of the planning and development vocab

DRCOG's MindMixer Site Feedback

- What are the Denver metro area's needs?
 - Investment in transportation
 - Need to make alternative transportation a priority, with thought to improve I-70 from Denver-west through the mountains which is Colorado's economic backbone.
 - A sense of place and a way through space
 - We need to create place in the suburbs of the region; this is directly connected to travel through the area- more trails and transit

- What are the Denver metro area's strengths?
 - Alternative transportation
 - This population also tends to favor expansion of transit, bicycling, and other alternative forms of transportation
 - Transportation: what works and where we need more and better
 - Much of our town has pretty access to transportation. Sadly, some areas do not, and those are usually the areas with the most need

- List an asset that the East Corridor has. OR list a challenge the East Corridor Faces
 - To extend the bike trail network along the East Line
 - "...in order to connect to the Cherry Creek / South Platte bike paths (including along Smith Road). It would be nice to be able to make a big loop and ride all around Denver."

- What is your vision for the East Corridor?
 - Rail line walkability investment and infrastructure
 - Securing and prioritizing funds to conduct a series of walkability audits by trained experts, community leaders, and residents in neighborhoods surrounding the East Corridor rail line stations.
 - Efforts would be coupled with further investment in appropriate infrastructure improvements (i.e. sidewalks, street lighting, wayfinding) to create a safe and enjoyable walking experience to and from rail stations, schools and local retail districts.

- How will you use the East corridor rail line?
 - Mostly for DIA, maybe some shopping or connecting to I-225
 - Has there been any thought to bus connections (maybe routes 12 or 44) to that station?
 - Most obvious time I'll ride the East Line is when I need to go to DIA. But that's only a few times a year.
 - Not clear how easy it will be to get to and from the shopping centers at Quebec Square or Northfield Stapleton, but I'd hope to be able to go there more often
 - Think about changing to the I-225 Line to go to Aurora Town Center

- If Route 43 keeps 15-minute headways, I'll probably transfer to it to get home than going up to the East Line for a longer walk back
- What is your vision for the Gold Corridor?
 - Facilitated and economical access to both Golden and Denver
 - I'd like to be able to hop the train, and easily go either to Denver or Golden without using my car, without contributing negatively to the carbon footprint, and to do it quickly and economically. I'd like to be able to take the Gold Line into Denver, and transfer to DIA.
 - Sell it to the private partners
 - Pay a one-time fee for \$100 million and let them run it as a for-profit enterprise. Then cut funding for highway expansion to entice people to ride the trains. We cannot and should not support both modes of transportation. It is expensive, counterproductive, and not environmentally friendly to do so.
- What specific amenities or features would you like to see along the Gold Corridor? At which station(s)?
 - Arvada Ridge
 - How about a shuttle bus between the rail station and all the nearby stores like Target? They'd probably have to kick in some funds
- What are your goals for the Gold Corridor?
 - Student accessibility
 - I think it's important for there to be a continued focus on the Gold Corridor student service/accessibility
 - Response from other member/user, "I like this idea too, especially if it involves high schools and facilitates the ability of students to attend college level courses while still in high school"
 - Response from other member/user, "RTD should organize some special schedules just to get people downtown for Broncos games and special things like the Colfax marathon. Then people can celebrate their events without the hassle of driving and parking, plus they can be together with a like minded group before and after and continue the fun"
- What are your goals for the northwest Corridor?
 - Transforming the region's understanding of Bus Rapid Transit
 - I think many of us, including myself, have very little understanding of what Bus Rapid Transit is and how it is different than other public bus services. The Northwest Corridor has the opportunity to educate the region about this mode of transit and the benefits that are unique to Bus Rapid Transit - such as greater route flexibility and frequency of service.
 - Exceed the ridership and create better station identity
 - We have learned much from the South Corridors and now the West Corridor. It would be great to exceed the ridership rates of those lines from the beginning. I think more importantly, the identity of the stations could be better. When I ride the Southeast Corridor

- it is generally to and from a destination. I don't see any identity along the way pulling me to get off and take a look around. By allowing each station to become a community focal point this can only encourage ridership. When this vision is achieved, it will truly be a success.
- Response from other member/user, "I agree that getting more ridership would be good. However ...
 - For the line ending in Littleton, this line is pretty much maxed out for work commuters. The parking lots are full fairly early in the morning and it is hard for additional people to get to the station. This is the "last mile" topic. But, for Littleton, I would propose that significant investment (at least in planning, and possibly in money) is needed to make it easier for people to get to the light rail stations.

 - Where should infill development efforts be focused in the Denver region?
 - Along transit corridor and around nodes, i.e. Stations- ¼ mile/five minutes
 - Integrate transportation and land use planning. Public policy should guide development to increase density around stations and if possible, create catalysts for private investment to follow the public lead (whether provision of investment or locating of facilities).
 - Infill to enhance walkability
 - Infill to enhance walkability- so near housing, transit, employers, etc. There's nothing worse than walking from your home, past blocks and blocks of vacant lots, to get to the grocery store or bus line. Realistically, infill needs to be where employers will be established or near transit; this seems like the best way to make it accessible to a broader population.

 - What are some key design standards you would like to see in a proposed infill development project in your community?
 - Bicycle access
 - I recently purchased a peddle assist electric bike. It has a range of over 50 miles. It has reduced my miles driven substantially simply because I can ride anywhere without being all sweaty, etc. As a result, communities should like to safe trails where we don't have to mingle with cars. Automobile drivers don't even know we exist. Every day I avoid an accident with a bad auto driver.
 - Ashley responded
 - Response from other member/user, "Here is a locally made (Fort Collins) bike assist that allows you some storage room for things like groceries. They also have a version for a kid bike trailer: <http://www.ridekick.com/> Here is an article on e-bikes: <http://sustainablecitiescollective.com/node/59976> I think that there is a significant potential for making bikes a more prominent mode of transportation, but to do this, the biking infrastructure should include families with your kids and seniors. For example bike share stations with bikes with kid trailers and 3 wheeled bikes."
 - Response from other member/user, "I also think that for increasing bike use, there will be a need for better route finding. For example on the Mary Green Carter portion of the bike path along the river in Littleton it is prohibited to put up signs indicating a nearby

commercial business. There are some apps that have been made to help with this, but not everyone has a smart phone and trying to use one while riding is not ideal.”

- Response from other member/user, “ebikes are the most logical and functional and healthy alternative for the automobile.”
- Response from other member/user, “Residents and business owners are pushing for a dedicated bike lane for the redevelopment of Brighton Blvd...http://www.denvergov.org/Portals/736/documents/BrightonBlvd/denver_moves_facilities_compressed.pdf%20-%20Adobe%20Acrobat.pdf”
- Accessibility has to be equitable
 - Let's face it. If pedestrian access becomes the focal point, outsiders will feel shut out and won't come. That means their \$\$s will go some place more accessible. So there has to be vehicle equality too. This can be in the form of bike trails, perimeter parking and boundary access to bus or rail.
- Bike/ped design
 - I'd love to see infill/redevelopment designed for bicyclists and pedestrians, rather than those features being an afterthought- wide sidewalks, bike lanes, places to sit, safe bike-lock locations/features, trees, separated sidewalks (from the street),, things that make bike/peds feel safe and welcome
- Reduce the dominance of the car
 - In all cases the car parking ratio is to satisfy 1.planning requirements 2.financial underwriting expectations 3.actual demand. Furthermore, the size of spaces limits compact spaces to 10% of total in Denver. Add the need for on-street parking and its easy to see why "Place Creation" is adversely impacted by the car.
- What positive impacts can infill development have on the quality of life in a community?
 - Increase exercise and overall healthy
 - More than ever, people are discovering walking and running as good ways to get the exercise they need. If there are enough, quality trails leading to and from trains, it will give people the opportunity to walk or run to a train that will take them to even better places where they can walk, run, or bike for exercise.
 - Access by a variety of means
 - For me, the beauty of public transportation is that it allows people to reduce how much time they spend in their cars in addition to helping clean up the air. I'd like to see areas around the train build easy, non-vehicle access to their facilities.

If people are just going to drive their cars there, it kind of defeats the purpose. Build sidewalks, and bike paths that link to the train, are that are large enough, lighted enough, and secure enough to entice people to leave their cars at home. Maybe, the facility can become so good that people consider giving up their cars altogether.

- What are some good examples of infill development or redevelopment within the Denver region?
 - Bike Trails and walking trails
 - There are many opportunities west of the city for people take a hike, enjoy nature, and breathe clean air. Why not build more hiking trails and bike paths that link to the trains so that people can take the train out the trail, spend an afternoon enjoying the splendor of Colorado, and then take the train home again at the end of the day?

Have rental bikes available, along with maps, rest areas, access to potable water, bathrooms, and maybe even tour guides. This could turn out to be a great way for an inner city family with little access to transportation to take the whole family out to the country for an afternoon.

- How do we become a healthier region?
 - More bike lanes and traffic separated bike lanes
 - Trading in your vehicle commute to work for a bicycle commute is a great way to get your daily exercise. With all the great weather and sunshine we have here in Denver there are many opportunities to get on your bike. I think if we could increase the region's bike lanes and add traffic separated bike lanes along key corridors we would see a rise in bicycles commuters.
 - Robust investments in a multi-modal transportation system
 - Opportunities to conveniently and safely walk, bike, and take transit for everyday work (and non-work) trips need to expanded throughout our region. According to the 2011 Front Range Travel Counts, 21 percent (2,074,426) of drive trips were less than one mile. If through our planning, design, and funding decisions we can help shift some of those trips to walking, biking, or transit trips, there are tremendous health benefits to be realized, as well as economic and environmental benefits.
 - Ban Cars!
 - Well, that's not going to happen, but getting people onto mass transit would be a good start. Right now light rail is really expensive, unless you're over 65. There also needs to be a discount allowed for low income. It's just too convenient to drive!
 - Reduce commuting time to work
 - Take light rail or mass transit

- What assets does the Denver region have that contribute to a healthy place?
 - Safe bike trails and walking paths, and access to recreation
 - Two of the most easy and pleasurable ways to get exercise is to bike or walk. Where we live, we are very close to the Clear Creek trail that we can used to ride or walk all the way into Golden if we choose without being close to speeding drivers. We are also walking or biking distance from a number of parks, and open spaces that are enticing enough to get people out instead of keeping them at home.

- When choosing a home, what are the most important considerations for amenities or services in your new neighborhood? (Choose up to 3)
 - 63 votes
 - Walkable neighborhoods: 14 votes
 - Access to parks and trails: 14 votes
 - Access to public transportation: 6 votes

- If an older adult needed to relocate closer to you, what type of housing and amenities would be most important?
 - Walkability
 - One of the current issues in gerontology is their loss of independence as they age. Basic needs should be within walking distance of each other.

- What opportunities currently contribute to the region's economic success?
 - Sustainable Transportation
 - In addition, robust future investment in bicycle, pedestrian, and transit facilities throughout the region will be central to our success. A transportation network that includes these facilities reduces motorized demand, which reduces wear & tear, which in turn reduces the need for repair and replacement over time. Further, affording more residents and employees opportunities to walk, bike, and take transit can reduce their fuel costs and healthcare costs due to an increase in regular, physical activity. Further, many of the (out-of-state) regions that Denver is directly competing with for investment, employees, and rooftops are making robust investments in these facilities, and to keep up and achieve our potential as a region, we need to prioritize the build out of a system that will enable people to work, live, play, and spend via a variety of modes.
 - Expanding transportation options
 - Bike lanes, b share, and car share in ALL communities, not just higher income. Occasional car should receive funding to locate in lower income markets
 - Response from other user/member, "I love this idea. This idea benefits everyone in a number of ways. The big problem is getting people to give up or park their cars that they have been so conditioned to love, and so conditioned to rely upon."

- SCI Spring Symposium: Housing and Transit (05/29), "What are the next steps and pressing needs?"
 - Transit Needs and Next Steps (SCI Housing Symposium)
 - Discounts for Car2Go, B-Cycle, etc.
 - Circulators
 - Access and frequency
 - Pilot routes running long enough to gauge success
 - More public-private partnerships to build-out and complete FasTracks
 - The next phase of FasTracks
 - Planning for it today
 - EcoPasses for people living in affordable housing units

- Affordable transit
 - Statewide connections through CDOT transit planning
 - More funding is needed for infrastructure
 - Funding is needed for transit agencies to maintain existing stations
- Wednesday, June 25 was the region's annual Bike to Work Day! The Denver Region hosts the second largest bike to work day event in the country. Last year more than 27,000 people participated, saving 24,756 gallons of gasoline and preventing 486,208 pounds of CO2 from being emitted. What suggestions do you have that would make biking to work an easier and better option?
- So much room for improving bike infrastructure
 - Jobs closer to where people live.
 - Safer routes ... where we live there are some bike lanes with a simple white line separating the bikes and cars. Bikers do not act like they feel safe in these bike lanes and car drivers mimic that lack of safety by swerving 50-75% into the oncoming lane to give the bikers more room.
 - Better connections ... ie more direct routes for the bikers
 - Better bike accommodations at destinations ... even simple bike racks are missing at many potential destinations
 - More paved shoulders
 - Clean (no gravel) paved shoulders
 - Separated bike lanes
 - Needs to be separated bike lanes and more on road facilities that lead directly to work places in addition to the more winding trails
 - More dedicated bike lanes, clear crossings with pedestrians
 - If bikes feel safe, they will ride more
 - Better bike facilities on rail
 - At the moment its difficult
 - More connections
 - To trails
 - Easier access to trails
 - It's difficult to get to bike trails
 - Safer connection to Cherry Creek Trail from 12th Ave
 - The entry on to the trail from 12th Ave is impossible during evening rush hour when the traffic is backed up on Speer...I end up riding on the sidewalk for a block from 11th, it's well worth risking a ticket for my own safety. I've witnessed many near cyclist/motorist accidents at that location. It could be as simple as having a mid-block bike crossing (painted lines and a couple signs) that cars leave clear when stopped in traffic, much like motorists are asked not to block intersections when traffic is backed up. Thanks for listening!
 - Ashley responded
 - Well-connected, well-signed network of protected bike lanes

- A new study out of Portland State University demonstrates impressive stats on number of riders (existing and new) in locations where protected bike lanes have been added. Given that many people don't ride due to safety concerns, protected facilities offer a key ingredient - separation from motorized vehicles.
 - o I love to ride, but riding safely is what makes it fun. I seldom if ever ride to the office due to the lack of a safe, segregated bike route. I used to believe bike trails and lanes were a luxury as a society we couldn't afford. I now believe they are just as integral to a true multi-modal transportation system as any other piece. Additionally, the only safe bike transit system focuses on segregation.
 - o Ashley responded
 - o Response from other member/user, "Ashley, happy to talk off-line if helpful. I have some thoughts. Safe accommodation of 'avid / advanced' cyclists throughout the region is important, however so is meeting the bike facility needs of the many who are not, including the 'interested but concerned'; those who want to bicycle more often but are concerned due to a real or perceived absence of safety (i.e. lack of separation from motorized vehicles). Again, can chat by phone if you wish."
 - o Ashley responded
 - o Response from other member/user, "And let's hope for that. Denver being selected as a Green Lanes city is a very positive step in that direction. Hopefully our capital and the surrounding region will see many of these within the next 5-10 years
- Integration to promote segregation!
 - Every new road improvement should include an integrated bike, pedestrian path that allows segregation from traffic. For instance, right now, the intersection of Arapahoe Rd. and I-25 is being redesigned. This plan should include a way for pedestrians and bikers to travel east to west and visa versa without having to fight the automotive traffic.
- o What change or improvement would you make in our region's transportation system? Do you have any ideas for how we can make that change?
 - Bigger, more user friendly sidewalks
 - As it is now, many places have tiny, one person sidewalks next to speed limits that are often exceeded or ignored. With people speeding, texting, phoning, or otherwise distracted, it would be nice to have a larger comfort zone to make people feel safer using pedestrian walkways. As far as that goes, it might not be a bad idea to install barriers of some type as well.
 - o Ashley responded
 - Response from other member/user, "Especially on busier streets. I see so many people in wheelchairs, (they live together in my neighborhood), and the sidewalks are too narrow for them, so they use the street, but they are impossible to see because most don't use flags, and they are lower to the ground than cars. It's very dangerous."
 - Lower cost public transportation
 - Lower the cost of light rail.

- \$8/person round trip from Littleton to Denver is not a family friendly price. It is cheaper to just drive and pay for parking
- Ashley responded
 - How would you prioritize transportation improvements? (Choose up to 2)
 - Pedestrian: 1 vote
 - Rail (light rail and commuter rail): 2 votes
 - Other: 2 votes
 - For "other" I would suggest Low Speed Vehicles (LSV)/Neighborhood Electric Vehicles (NEV). In addition, add bike/LSV/NEV sharing stations at every light rail stop (as a start and then expand extensively. Consider a private type solution such as having a business or group of businesses pay for the sharing station in exchange for advertising at this station and in the maps and other documentation listing the location of the sharing stations.
 - Public meetings in the suburbs to remove misconceptions of riding a bus/benefits.

Corridor and Urban Center Interviews

Corridor Interviews- Interviews conducted by local government staff about transportation corridors in their community

- What is the current role of the corridor, either locally or within the greater region (e.g. economic generator, connecting centers, automobile mobility, freight corridor, etc.)
 - The importance of the corridor serving an important role in getting people to transit facilities and urban centers since there is no light rail nearby (Speer/Leetsdale)
- What is the corridor's role in providing mobility?
 - Modes are not balanced and its difficult for peds to cross the street (Broadway- Englewood)
 - Pedestrian environment is poor and needs improvement (Federal- Denver)
 - More vehicular control is needed to make it safer for cyclists (Speer/Leetsdale)
 - Complete missing sidewalks and enhance transit to counter increasing car traffic (Wadsworth- Arvada)
- Is there a shared vision for the future of the corridor? What is the current thinking about the future role of the corridor locally and in the larger region?
 - Public works is focused on vehicular mobility while the planning department has a more holistic view (Broadway- Englewood)
 - Improve the ped environment along the commercial portion to better serve transit: improve bus stops, widen sidewalks, and add amenities (Broadway- Denver)
 - Needs a more robust transit corridor to complement SE and East transit lines serving urban centers and residential (Speer/Leetsdale)
 - Among various departments there's a balancing of urban design and mobility goals; can't just focus on moving cars, have to consider economic development goals (Wadsworth- Wheat Ridge)
- What key challenges do you see in meeting the desired outcomes or the vision for the future of the corridor? What entity is primarily responsible for working to ensure the vision is achieved?
 - Transit- related challenges: O line not as efficient as it could be due to the fact there are many feeder lines to it, need to complete improvement at I-25 and Broadway interchange (\$36 million) (Broadway- Denver)
 - Struggles to figure out how to apply Living Streets initiative to improve crossings and nodes (Speer/Leetsdale)
 - State highway, but don't see CDOT prioritizing corridor or identifying projects for improvement (Wadsworth- Wheat Ridge)

- What role does the corridor play in the location of future population and employment- is it a place that will see continues development and/or redevelopment? How will it relate to urban centers in the future?
 - Cherry Creek is concerned about parking and traffic getting worse, so it's important to create more robust transit along Speer to alleviate growing congestion (Speer/Leetsdale)
- What innovative policies, programs, or actions have been effective in advancing the corridor? What other innovative approaches are you considering? (e.g. approaches to economic development, complete streets, placemaking, funding strategies, safety improvement, etc.)
 - Blueprint Denver completed in 2002 which emphasized multimodal transportation and looked at person trips not just vehicle trips, living streets initiative is an innovative approach to considering streets holistically, Public Works makes a strong case for how ped improvements will make Federal safer, and completed Strategic Transportation Plan that focused on person trips rather than VMT (Federal- Denver)
- Are there conflicting priorities for the corridor (e.g. throughput vs. other goals)? How has your jurisdiction handled these conflicts?
 - Tension between planning and public works, although PS did a transportation study focused on pedestrian trips rather than vehicle trips, rapidly growing bike population on Broadway, and many constrained ROWs make it difficult to accommodate all needs (bike vs. parking vs. travel lanes) (Broadway-Denver)
 - Federal stimulus funds allowed for a grant to do greater streets policy document (Broadway-Englewood)
 - Relating transportation to land use; its an auto-oriented environment where people want their drive-ins vs. having building-forward design with parking behind; requires trade-offs - how wide are vehicular lanes vs. sidewalks for example; providing a safe area for cyclists for at least short spans; using Living Streets initiative to balance (Federal-Denver)
 - Mobile home parks on east side of businesses along the corridor don't want medians limiting access, but CDOT is constructing 16 islands along the corridor (Federal-Adams Conty)
 - Motorists want to speed through vs. Cherry Creek wanting people to stop and visit; 1st Ave is a 6-lane arterial connecting to major destinations; Clayton Lane used to be closed and was opened up to improve connectivity as was Fillmore Plaza with high-quality treatments that can be closed for special events; improved connectivity across 1st Ave (Speer/Leetsdale)
 - Trying to balance all transportation modes (Wadsworth-Arvada)
- What regional initiatives and partnerships have contributed to the corridor? What proactive efforts have you made to coordinate with other jurisdictions, regional entities, and state or federal agencies related to the corridor? What is the role of DRCOG and other regional entities in assisting you in meeting your goals for the corridor?
 - RTD at stations and money from the TIP to do station plans (Broadway-Denver)
 - TIP funding for station area plans for Bates, Englewood, and Oxford Stations (Broadway-Englewood)

- Work with CDOT, worked with RTD to id bus stops and improvements with a \$3 mil grant, Denver Liveability Initiative which considers food systems transit and bike boulevard, updated TOD strategic plan, and there is an opportunity to think more holistically about arterials that cross jurisdictions; corridors play a very important role along with urban centers and Metro Vision should consider how corridors can increase transit and liveability (Federal-Denver)
 - Federal-Adams County
 - CDOT, but communication was poor: County was considering medians, then found out CDOT had already designed them after flyers went to businesses
 - Working with RTD, but difficult to make them understand the County's landscaping standards
 - Working with Tri-County Health to do an HIA for Federal Blvd. looking at bike/ped connections, crossing improvements, and whether the County should do a bike/ped plan
 - CDOT and FHWA will be staffing PEL study which will involve adjacent jurisdictions, and participating with DRCOG and Arvada on the Gold Line which has been helpful to id each jurisdictions' priorities and make sure all transportation facilities work together (Wadsworth-Wheat Ridge)
 - DRCOG could help facilitate discussions regarding what enhanced transit means (Wheat Ridge-Arvada)
- What local efforts are you using to monitor and evaluate whether the corridor is meeting established goals? What metrics or indicators are you using? (e.g. level of service for one or more modes, land use metrics, property values, etc.)
- Bus ridership, counts of traffic volumes, qualitative analysis, and bus stop study to determine their adequacy (Federal- Denver and Speer/Leetsdale)

Urban Center Interviews- Interviews conducted by local government staff about urban centers in their community

- What other factors have contributed to (or inhibited) the success of the center?
- I-25 and C-470 proximity is an advantage and includes a future light rail station as part of the SE line extension (RidgeGate West- Lone Tree))
 - Proximity to the new BRT on McCaslin Blvd. and proximity to regional trail system/bikeway along US 36 which provides access to employment to north and recreation to the west, will also construct grad-separated bikeway from development to BRT (Superior City Center)
- What is your sense of the center's current and future role locally, and in the region? How do you see it evolving?
- RidgeGate road will serve as a minor arterial with somewhat heavy traffic (RidgeGate West- Lone Tree)

- What role does the center play in your community's overall plan for future growth (including housing and employment growth)? IS it a priority area for future growth?
 - Emphasizing walkability with wide sidewalks and low speeds (25 mph) (Superior City Center)

- What innovative policies, programs, or actions have been effective? What other innovative approaches are you considering? (e.g. funding strategies, business development initiatives, redevelopment strategies, placemaking, sustainability, and quality growth, etc.)
 - Assist in permitting for streetscape, cycling and alternative mode infrastructure, and reinforce pedestrian charter (Cherry Creek)
 - Bridge over 58 (Downtown Golden)
 - Parking and ped action plan focused on enhancing ped environment, its being updated now to also address bike mobility and parking (Downtown Louisville)
 - Shared parking opportunities / parking management, which has been fairly controversial with the Board; other than Boulder, the area isn't know for managed parking; town is trying to figure out how it will compete with Louisville and other downtowns that have free parking; Boulder Valley Ice will be underparked - will need a special events parking plan to shuttle folks to other parking reservoirs like Costco; modified Code parking requirements to reduce parking; included on-street parking spaces in Ice's requirements (Lakewood Center)

- What regional initiatives and partnerships have contributed to the center? What other organizations, other than local government, are actively pursuing implementation activities? What proactive efforts have you made to coordinate internally, with other jurisdictions, and regional entities related to the center? What is the role of DRCOG and other regional entities in assisting you in meeting your goals for the center?
 - With RTD and how to leverage transit infrastructure (Cherry Creek)
 - Convinced CDOT to reroute traffic outside of downtown 30 years ago, never applied for any TIP funding because it wouldn't score well as there are no adjacent regional highways or arterials, end of light rail line in nearby, circulator bus feasibility study, and a ped bridge at the light rail station which RTD has decided not to fund (Downtown Golden)
 - Downtown Louisville
 - RTD Centers Initiative helped finalize design of underpass connecting downtown to revitalization district north of South Boulder Road; DRCOG grant funded it
 - Highway 42 Corridor plan with CDOT along the edge of downtown
 - Only coordination is with RTD and CDOT
 - RidgeGate West- Lone Tree
 - SPIMD (Southeast Public Improvement Metro District) is an umbrella district over several others with a mill levy dedicated to transportation and aesthetic improvements
 - Denver South Transportation Management Association got \$300,000 grant from DRCOG to do economic analysis of I-25 corridor looking at future job growth and where employees will be coming from and how they'll get there and what transportation improvements will be necessary
 - Douglas County parntership of local govns - transportation

- county, city and developer have a good working relationship; county has paid for Ridge Gate road extension to prime access for City Center
- CDOT
 - On I-25 Corridor, but not on the west
 - Funding for the TMA Corridor study
 - Funding for station area planning
- Superior City Center
 - County is developing regional trails
 - Cooperating with US36 improvements with Mayors and County Commissions group that includes Boulder, Westminster, Broomfield, and Louisville
 - Fear Jefferson Pkwy will cause more congestion on McCaslin, which is 2-4 lanes and it would be very expensive to widen
- Have any local transportation policies or initiatives been adopted to ensure a complete transportation network for all modes of travel?
 - Cherry Creek
 - want to improve transit within the area; 1st/ Speer/ Broadway; partnership with RTD
 - good peak-hour service now connects to Downtown, but non-peak service limits access
 - better connectivity is needed to Downtown, the airport line, and south to Colorado Center
 - Denver Moves proposes bike improvements: sharrows already on St. Paul, but need to create facilities on Garfield, and from Cherry Creek to Washington Park; multi-use sidewalks planned for 1st Ave and Steele
 - bike station ran out of funding, but City would like another one
 - Alameda is a designated parkway; trying to determine an engineering solution to introduce the parkway
 - Downtown Golden
 - Integrated transportation plan
 - Complete streets program
 - Most successful Call N Ride on the W line
 - Haven't accomplished any bike share programs yet due to the lack of density
 - A few bike routes end and turn around at 10th and Washington
 - Downtown Louisville
 - Highway 42 plan calls for connectivity
 - Complete Streets policy
 - Boulder County is also committed to transportation funding
 - Lakewood Center
 - Connected to a light rail via shuttle
 - Connectivity study at Union, which has resulted in improvements
 - Prioritized ped improvements, not just roadway, but connections between 4 parcels need to be improved for ped and vehicular traffic
 - Wadsworth gets pretty congested and could be fine tuned to make it work better; signage and access

- RidgeGate West- Lone Tree
 - just got \$100,000 grant from Kaiser to evaluate Lincoln, Yosemite, and Park Meadows to study bike mobility on nearby corridors and what can be done in City Center to better accommodate bike facilities; commuter bike network not good, although the recreational system is good
 - city and major businesses partnering for a 10-minute headway circulator connecting center to Lincoln Station and onward
 - SkyRidge runs its own shuttle bus to Lincoln Station
- Superior City Center
 - Updated Transportation Plan for trails, transit, and travel demand strategies
 - Member of US36 Commuting Solutions TMA
- Thornton City Center
 - The North Metro Line is about 1 mile from the center; follows the railway line, and not I-25; funding given in October 2013, but planning not quite started yet
 - Circulator shuttle to connect North Metro Line and I-25
- How can DRCOG support your efforts to achieve the current vision for the center?
 - Getting FasTracks and other alternative transit (Downtown Louisville)
 - Help identify travel demand management strategies (Superior City Center)

Additional Sources

East Corridor Working Group- comprised of local government planning, economic development and public works departments, housing authorities, anchor institutions, and other key stakeholders with the resources and capacity to lead and/or contribute to TOD implementation strategies.

- Opportunities and Challenges: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\East\East Corridor Opportunities & Challenges brief 8-14-13.pdf
- Recommendations for Implementation Matrix: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\East\East Corridor Recommendations for Implementation Matrix 11-7-13.docx
- Draft Vision and Goals: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\East\East CWG draft Vision and Goals_090413.pdf
- CWG Interview Summary: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\East\SCI East CWG Interview Summary_050813.pdf
- February 2013 meeting summary: http://www.drcog.org/documents/SCI%20East%20CWG%20Meeting%201%20Summary_%20050813.pdf
- May 2013 meeting summary: <http://www.drcog.org/documents/East%20CWG%20Mtg%20%20summary.pdf>
- June 2013 meeting summary: http://www.drcog.org/documents/061213%20East%20CWG%20Meeting%20Summary_070313_draft.pdf
- August 2013 meeting summary: http://www.drcog.org/documents/081413%20East%20CWG%20Meeting%20Summary_081913.pdf
- October 2013 meeting summary: <http://www.drcog.org/documents/100913%20East%20CWG%20Meeting%20Summary.pdf>
- November 2013 meeting summary: http://www.drcog.org/documents/East%20CWG_Nov2013.pdf
- January 2014 meeting summary: <http://www.drcog.org/documents/010814%20East%20CWG%20Agenda%20121913.pdf>

East Corridor Stakeholder Committee- comprised of community leaders who live, work, or do business in the East Corridor.

- January 2013 meeting summary: http://www.drcog.org/documents/Meeting%20summary_2.11.13_Eng.Span.pdf

- February 2013 meeting summary:

http://www.drcog.org/documents/DRAFT_meeting%20summary_2.26.13.pdf

- March 2013 meeting summary:

http://www.drcog.org/documents/final_meeting%20summary_3.28.13.pdf

- June 2013 meeting summary:

http://www.drcog.org/documents/draft_meeting%20summary_6.25.13.pdf

- July 2013 meeting summary:

http://www.drcog.org/documents/draft_meeting%20summary_7.23.13.pdf

- August 2013 meeting summary:

http://www.drcog.org/documents/draft_meeting%20summary_8.27.13.pdf

- January 2014 meeting summary:

http://www.drcog.org/documents/draft_meeting%20summary%2001-28-14.pdf

Gold Corridor Working Group- comprised of local government planning, economic development and public works departments, housing authorities, anchor institutions, and other key stakeholders with the resources and capacity to lead and/or contribute to TOD implementation strategies.

- Opportunities and Challenges: Z:\MetroVision2040\Consultant_support\Shared

Files\SCI\Corridors\Gold\Gold Line Corridor Opportunities_Challenges_brief_9-11-13.pdf

- Recommendations for Implementation Matrix: Z:\MetroVision2040\Consultant_support\Shared

Files\SCI\Corridors\Gold\Gold Line Corridor Recommendations for Implementation Matrix_11-12-13.docx

- Draft Vision and Goals: Z:\MetroVision2040\Consultant_support\Shared
<Files\SCI\Corridors\Gold\Gold CWG draft Vision and Goals.pdf>

- CWG Interview Summary: Z:\MetroVision2040\Consultant_support\Shared

Files\SCI\Corridors\Gold\SCI_Gold CWG interview summary_080113_approved.pdf

- May 2013 meeting summary:

http://www.drcog.org/documents/052913%20Gold%20CWG%20Meeting%20Summary_draft_060613.pdf

- July 2013 meeting summary:

<http://www.drcog.org/documents/070213%20Gold%20CWG%20Meeting%20.pdf>

- August 2013 meeting summary:

http://www.drcog.org/documents/080613%20Gold%20CWG%20Meeting%20Summary_081913.pdf

- September 2013 meeting summary:

<http://www.drcog.org/documents/090313%20Gold%20CWG%20Meeting%20Summary.pdf>

- October 2013 meeting summary:

[http://www.drcog.org/documents/100113%20Gold%20CWG%20Meeting%20Summary_100813%20\(2\).pdf](http://www.drcog.org/documents/100113%20Gold%20CWG%20Meeting%20Summary_100813%20(2).pdf)

- November 2013 meeting summary:

http://www.drcog.org/documents/Gold%20CWG%20_Nov2013.pdf

- December 2013 meeting summary:

http://www.drcog.org/documents/120313%20Gold%20CWG%20Meeting%20Summary_121313.pdf

Gold Corridor Stakeholder Committee- comprised of community leaders who live, work, or do business in the Gold Corridor.

- June 2013 meeting summary:

http://www.drcog.org/documents/Draft%20Meeting%20Summary_6.18.13_E-S.pdf

- July 2013 meeting summary:

http://www.drcog.org/documents/Draft%20Meeting%20Summary%207.16.13_E-S.pdf

- August 2013 meeting summary:

http://www.drcog.org/documents/Draft%20Meeting%20Summary_8.20.13.pdf

- September 2013 meeting summary:

http://www.drcog.org/documents/September_Draft%20Meeting%20Summary_9.24.13_no%20action.pdf

- November 2013 meeting summary:

http://www.drcog.org/documents/November_%20Draft%20Meeting%20Summary%2011_19_2013.pdf

- January 2013 meeting summary:

<http://www.drcog.org/documents/January%20Draft%20Meeting%20Summary%2001-21-14.pdf>

Northwest Corridor Working Group- comprised of local government planning, economic development and public works departments, housing authorities, anchor institutions, and other key stakeholders with the resources and capacity to lead and/or contribute to TOD implementation strategies.

- Opportunities and Challenges: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\Northwest\2013-1126 NW Corridor Opportunities_Challenges Brief.pdf

- Recommendations for Implementation Matrix: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\Northwest\2014-0103 NW Corridor Recommendations for Implementation Matrix with Priorities v1.docx

- Draft Vision and Goals: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\Northwest\2013-1212 DRAFT NW Corridor Vision and Goals v6.pdf
- CWG Interview Summary: Z:\MetroVision2040\Consultant_support\Shared Files\SCI\Corridors\Northwest\SCI Northwest CWG Interview Summary Final.pdf
- October 2013 meeting summary: http://www.drcog.org/documents/2013-1002%20SCI%20Northwest%20CWG%20Meeting%20Summary_Final.pdf
- November 2013 meeting summary: http://www.drcog.org/documents/2013-1106%20SCI_NW%20CWG%20Meeting%20Summary%20Final.pdf
- December 2013 meeting summary: http://www.drcog.org/documents/2013-1203%20NW%20CWG%20Meeting%20Summary_Final.pdf
- January 2014 meeting summary: http://www.drcog.org/documents/2014-0108%20NW%20CWG%20Meeting%20Summary_Final.pdf

Northwest Corridor Stakeholder Committee- comprised of community leaders who live, work, or do business in the Northwest Corridor.

- November 2013 meeting summary: <http://www.drcog.org/documents/NW%20%20Draft%20Meeting%20Summary%2011-12-13.pdf>
- December 2013 meeting summary: <http://www.drcog.org/documents/NW%20%20Draft%20Meeting%20Summary%2012-03-13.pdf>
- January 2014 meeting summary : <http://www.drcog.org/documents/NW%20%20Draft%20Meeting%20Summary%2001-07-14.pdf>

MVPAC- Transportation has been indirectly discussed/mentioned throughout the MVPAC meetings

- January 2013 meeting summary: Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\02-20-13 MVPAC Mtg-February\Final Agenda Packet - Feb 2013\A-MVPAC Mtg 01-23-13 Summary_BC.docx
- February 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\03-20-13 MVPAC Mtg-March\Final Agenda Packet-March 2013\Final Pdfs-March 2013\A-02-20-13 MVPAC Mtg Summary.pdf>
- March 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\04-24-13 MVPAC Mtg-April\Final Agenda Packet-April 2013\Final Pdfs April 2013\MVPAC Mtg Summary 03-20-13.pdf>

- April 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\05-15-13 MVPAC Mtg-May\Final Agenda Packet-May 2013\A-MVPAC Mtg 04-24-13 Summary FINAL.docx>

- May 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\06-19-13 MVPAC Mtg-June\Final Agenda Packet - June 2013\Final Pdfs June 2013\06-19-13 MVPAC Mtg Full Agenda.pdf>

- June 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\08-21-13 MVPAC Mtg-August\Final Agenda Packet-August 2013\Final PDFs\08-26-13 MVPAC Full Agenda.pdf>

- August 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\10-16-13 MVPAC Mtg-October\A-08-21-13 MVPAC Summary.docx>

- October 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\11-20-2013 MVPAC Mtg-November\A-MVPAC Mtg 10-16-13 Summary FINAL.docx>

- November 2013 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2013 MVPAC Meetings\2013 MVPAC Summaries\MVPAC Mtg 11-20-13 Summary FINAL.docx>

January 2014 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2014 MVPAC Meetings\2014 MVPAC Summaries\MVPAC Mtg 01-15-14 Summary FINAL.docx>

February 2014 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2014 MVPAC Meetings\2014 MVPAC Summaries\MVPAC Mtg 02-19-14 Summary FINAL.docx>

March 2014 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2014 MVPAC Meetings\2014 MVPAC Summaries\MVPAC Mtg 03-19-14 Summary FINAL BC.docx>

April 2014 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2014 MVPAC Meetings\2014 MVPAC Summaries\MVPAC Mtg 04-16-14 Summary FINAL BC.docx>

May 2014 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2014 MVPAC Meetings\2014 MVPAC Summaries\MVPAC Mtg 05-21-14 Summary FINAL AMENDED.docx>

June 2014 meeting summary: <Z:\MetroVision2040\Committees\MVPAC-Main\2014 MVPAC Meetings\2014 MVPAC Summaries\MVPAC Mtg 06-18-14 Summary FINAL.docx>