

## TRANSPORTATION & MOBILITY PLAN

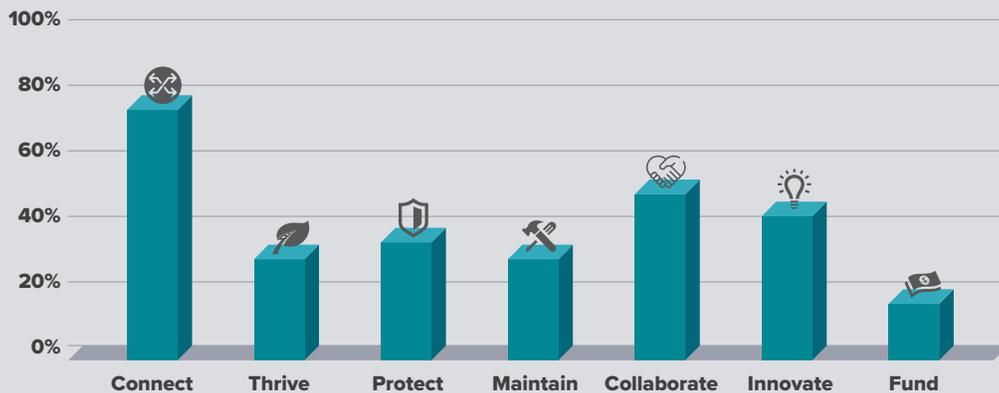
# COMMUNITY ADVISORY TEAM MEETING #1 SURVEY RESULTS SUMMARY

In addition to community outreach, the development of Westminster's Transportation & Mobility Plan will be informed by the input from a Community Advisory Team (CAT) comprised of over 30 individuals representing various community interests. Since the CAT was unable to convene in-person due to group gathering limitations associated with COVID-19, the first CAT meeting was completed through a virtual presentation and survey activities that the CAT members could view and complete on their own time between June 10 and June 24, 2020.

This document summarizes the results of the TMP CAT Meeting #1 survey-based activities. The results will inform the plan development as well as the development of the upcoming community engagement activities. Twenty-two CAT members completed the online activities.

### TMP DRAFT VISION AND GOALS

The draft Transportation & Mobility Plan vision and seven goals were presented to the CAT. The CAT members were asked to select up to 3 goals that they think are important for Westminster's transportation future and that resonate with them the most:



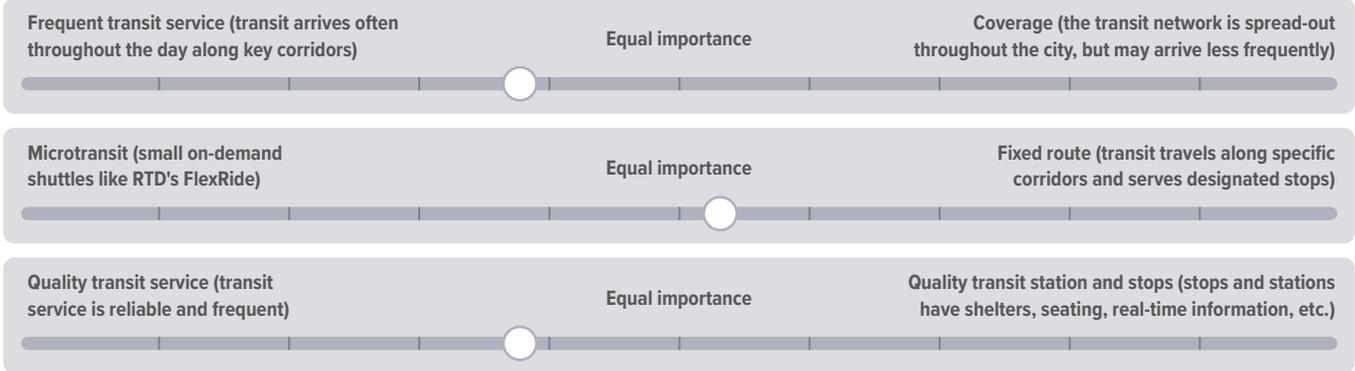
The CAT members were also asked to explain *why* they choose those goals, such as a personal connection, story, or something important to their community or organization. Some responses include:

- ▶ "It is important to connect various modes of transportation, otherwise, they are not viable options. As someone who has walked, biked, and driven to work, I have used all modes of transportation minus mass transit. Before starting a job so close to home, I would have gladly used services other than a car, but they are either unavailable, do not connect to one another, or are more inconvenient than driving."
- ▶ "Collaboration is key, especially when we discuss taking on projects for all modes of transportation"
- ▶ "Innovation naturally flows out of collaboration as you discover that combining approaches allows for a totally different answer or possibility than what you might have initially envisioned"
- ▶ "Innovation is necessary to answer some of the issues that face Westminster as we grow into a major municipality. For such innovation to succeed, we will require collaboration among all concerned parties. City leaders and regular citizens alike will have to connect with each other for all three of these factors to work"
- ▶ "Connections to more segments of the city and the region are crucial for our communities to be economically prosperous"

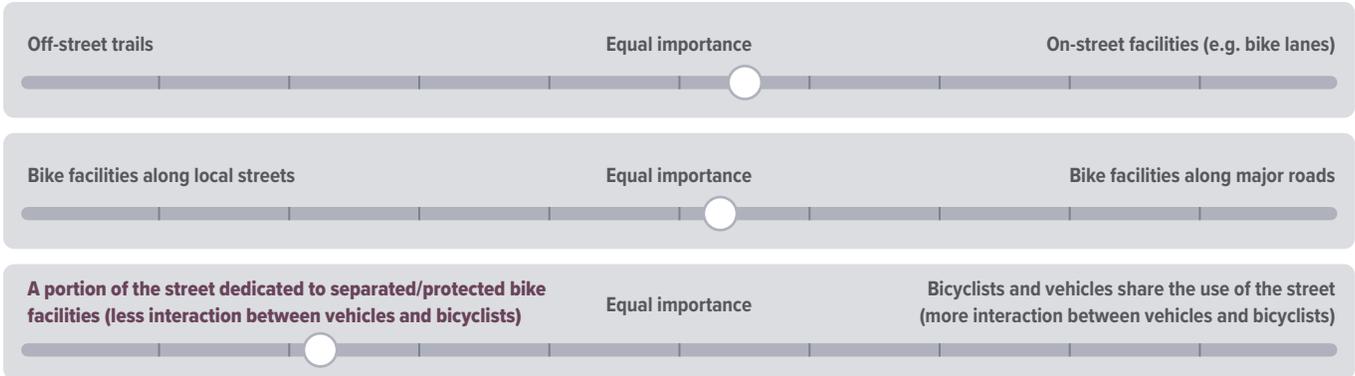
# TRANSPORTATION IMPROVEMENTS & TRADE-OFFS

The CAT members were asked to indicate on a scale what types of transportation improvements are most important while considering different trade-offs such as funding limitations, street type and width, and more. The aggregated results are shown below. The strongest preferences are **bolded**.

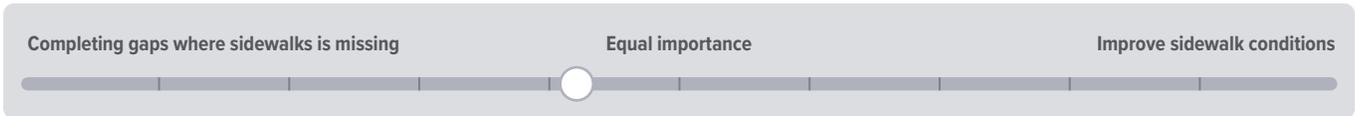
## TRANSIT



## BICYCLE FACILITIES



## PEDESTRIAN FACILITIES



## STREET DESIGN



## TECHNOLOGY AND INNOVATION



# DESIGN YOUR STREETS

The CAT members were asked to rank the most important street elements to include in the different street types within Westminster. Graphics illustrating street layouts for four different street types were provided as examples.

For every street type, pedestrian facilities were the highest ranked element, followed by enhanced crosswalks and bike facilities. Other street elements such as travel lanes, additional turn lanes, and on-street parking were consistently ranked lower than facilities for walking and biking.

STREET TYPE	PRIORITY ELEMENTS	COMMENTS FROM THE COMMUNITY ADVISORY TEAM
<p><b>MAJOR ARTERIAL STREETS</b></p> <p>Example major arterials include Sheridan Boulevard, Huron Street, and 92nd Avenue</p>	<p><b>Highest ranked element:</b> pedestrian facilities</p> <p><b>Other top-ranked elements:</b></p> <ul style="list-style-type: none"> <li>• <b>Enhanced crosswalks</b></li> <li>• <b>Bike facilities</b> such as sidepaths or protected bike lanes</li> <li>• <b>Transit priority enhancements</b> (such as a dedicated bus lane)</li> </ul>	<p>"I would prioritize pedestrian access, amenities and comfort first, second, biking amenities, third public transport, and last, automobile traffic. This way I believe that Westminster will become less car-oriented and more community-minded. People are more likely to get acquainted with each other walking on the sidewalk, riding bikes or even riding on the bus or light rail together. Such a trend could make our city a happier, healthier place."</p> <p>"I feel the car has had enough dominance in our transportation system. It's time to reclaim the streets and move PEOPLE, not cars."</p> <p>"Finances are limited and there needs to be a balance between vehicle traffic and foot/bike traffic. Thinking ahead, creating an environment that encourages non-vehicle traffic while still allowing traffic flow will improve the quality of life for everyone."</p> <p>"The human safety factor is important when designing a major arterial street; it should be built from this perspective first."</p>
<p><b>MINOR ARTERIAL STREETS</b></p> <p>Example minor arterials include Westminster Boulevard (north of 104th Avenue) and 112th Avenue</p>	<p><b>Highest ranked element:</b> pedestrian facilities</p> <p><b>Other top-ranked elements:</b></p> <ul style="list-style-type: none"> <li>• <b>Bike facilities</b> such as bike lanes or buffered bike lanes</li> <li>• <b>Enhanced crosswalks</b> at intersections</li> <li>• Additional <b>turn lanes</b></li> </ul>	<p>"Minor arterial roads serve as an important connection and experience for community members as they consider their mobility options. Each of what I selected focuses on the person, rather than the vehicle itself."</p> <p>"My responses are focused on improving the quality of the pedestrian/bike/family walk without diminishing the experience of the driver/bus rider."</p> <p>"Minor arterial streets are utilized by pedestrians and bicycles more. Their safety should be considered."</p>
<p><b>COLLECTOR STREETS</b></p> <p>Example collector streets include Lowell Boulevard, Yates Street, and Pierce Street</p>	<p><b>Highest ranked element:</b> pedestrian facilities</p> <p><b>Other top-ranked elements:</b></p> <ul style="list-style-type: none"> <li>• <b>Enhanced crosswalks</b> at intersections</li> <li>• <b>Bike facilities</b> such as bike lanes</li> <li>• <b>On-street parking</b></li> </ul>	<p>"I feel like bus stops are typically going to be located on the Arterials/Minor Arterials, so lighting and wayfinding will be more important on the collectors as people are walking to their destinations."</p> <p>"Connector streets should continue to actively encourage pedestrian and cycling modes of transportation, rather than accommodating additional vehicles."</p> <p>"As I think of these streets I think of children playing. Good lighting, sidewalks and enhanced crosswalks should be of importance."</p>
<p><b>MAIN STREETS/DOWNTOWN STREETS</b></p> <p>Example main streets include streets in Downtown Westminster, portions of 73rd Avenue, &amp; Bradburn Boulevard</p>	<p><b>Highest ranked element:</b> pedestrian facilities</p> <p><b>Other top-ranked elements:</b></p> <ul style="list-style-type: none"> <li>• <b>Enhanced crosswalks</b></li> <li>• <b>Bike facilities</b> such as bike lanes</li> <li>• <b>Pick-up and drop-off zones</b></li> </ul>	<p>"Focus on enhancing the experience of patrons so business partners would see an increase in customers as a result of the spaces being visually enticing and easy to access."</p> <p>"Providing amenities, lighting, and landscaping will all help to create a more inviting space for both visitors to main street as well as those taking transit."</p> <p>"Probably the most difficult [street] because of the competing priorities and integration of so many modes. Increased lighting and safety have to be at the top because of the mix of cars, bikes, and pedestrians on busy main streets."</p>

## ENGAGING YOUR COMMUNITY

The CAT members were asked to share creative or unique ideas for engaging their communities and organizations, especially with the challenge of social distancing and large group gathering limitations. The top themes that emerged from CAT members' input include:



- Partnering with other departments, employers, schools, community organizations, and agencies to disseminate information and send link to surveys



- Utilizing both outreach of hard-copy flyers/mailers and digital posts to platforms like Facebook, Next Door, etc.



- Hosting live videos such as Facebook Live and Zoom Meetings



- Asking short polls and/or questions that respondents can answer quickly

## EXAMPLES OF STREET LAYOUTS INCLUDED IN THE CAT SURVEY:

