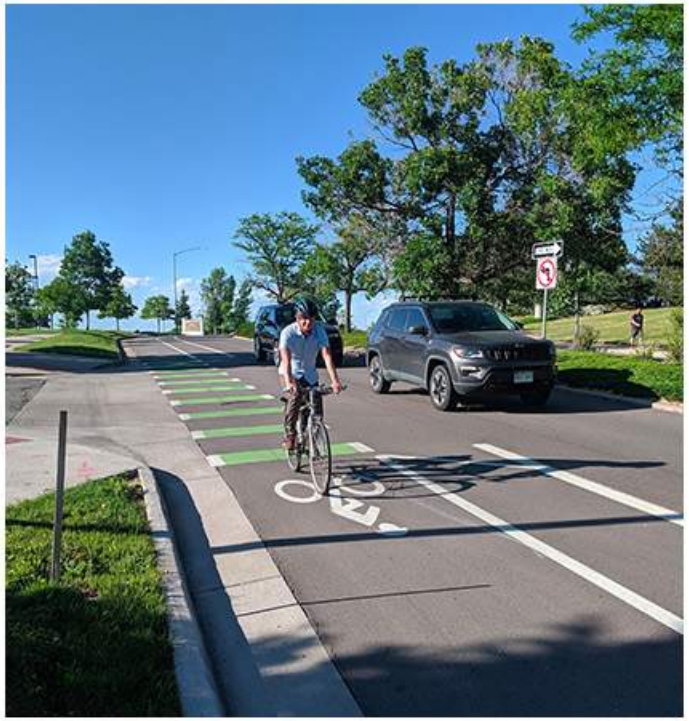
WESTMINSTER

TRANSPORTATION & MOBILITY PLAN



COMMUNITY ADVISORY TEAM MEETING #2

November 9, 2020

SOUND CHECK AND INTRODUCTIONS

- Roll call and audio check with TMP Community Advisory Team and audience members
- Please provide your name and what organization, agency, or community interest you represent

CAT MEMBER ATTENDANCE

Name	Agency/Organization Interest	In Attendance
Andy Stratton	CDOT	No
Annemarie Heinrich	Tri-County Health Department	Yes
Caitlin Stafford	Westminster Environmental Advisory Board	No
Cathy Pellish	Front Range Community College	Yes
Chris Chovan	Adams County	Yes
Clay Cunningham	Community Reach Center	Yes
Deya Zavala	Mile High Connects	No
Doug Monroe	RTD	Yes
Emily Atencio	St. Anthony's North Health Campus	Yes
Greg Jackson	Jefferson County School District	Yes
Igor Petrovic	Adams 12 Five Star Schools	Yes
Jan Stevenson	Bike JeffCo	Yes

CAT MEMBER ATTENDANCE, CONT.

Name	Agency/Organization Interest	In Attendance
Jodene Monroe	Westminster Public Schools	Yes
John Carpenter	Resident/Central Westminster	Yes
John Revels	Panorama Pointe	No
Kristen Gines	Jefferson County Housing Authority	No
Larry Dunn	Westminster Planning Commission Member	Yes
Laura Kuehl	Swisslog Healthcare	Yes
Linnea Bjorkman	Maiker Housing Partners	No
Marissa Silverberg	Jefferson County Public Health	Yes
Matthew Helfant	DRCOG	Yes
Selena Shepard	Resident/Historic Westminster/Maiker Housing Partners Representative	Yes
Tim Matlick	Jefferson Academy	Yes
Tina Francome	Westminster Chamber of Commerce	Yes
Yelena Onnen	Jefferson County	Yes

CITY OF WESTMINSTER STAFF ATTENDANCE

Name	Agency/Organization Interest
Dave Loseman	City Engineer
Debra Baskett	Sr. Transportation & Mobility Planner
Heath Klein	Transportation Engineer
Kristina Evanoff	Transportation & Mobility Planner

OPEN REMARKS AND MEETING PRESENTERS

- **City of Westminster *(TMP Management Staff)***
  - Kristina Evanoff, Transportation & Mobility Planner, TMP Project Manager
  - Heath Klein, Transportation Engineer, TMP Principal
- **FHU *(TMP Consultant Team)***
  - Jenny Young, Consultant Team Project Manager
  - Kelly Leadbetter, Multimodal Transportation Planning and Community Outreach
  - Holly Buck, Principal and Transit Lead
  - Annie McFarland, Technical Facilitator
- **Apex Design *(TMP Subconsultant Team)***
  - Jessica Hernandez, Transportation System Management and Technology

MEETING AGENDA

- Opening Remarks and Meeting Administration
- Vision and Goals Refresher
- Recap of CAT Meeting #1 Activities
- Recap of Community Outreach (Summer 2020)
- Overview of Modal Plans
- Modal Plan Breakout Groups
- Next Steps
- Report Out

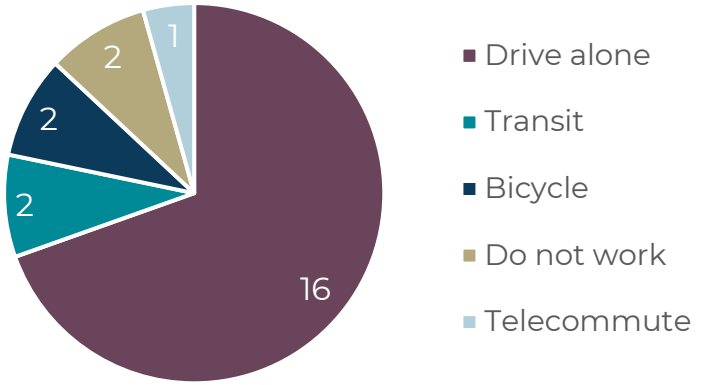
MEETING ADMINISTRATION

- Participants will be muted during presentation – if you have a question, please write it in the chat box
- Small group break-out sessions for each topic area
- Meeting presentation slides and summary will be posted online (a link will be sent to TMP CAT members)
- Grubhub giftcard: please email Kristina if you haven't already indicated you do/do not want a gift card

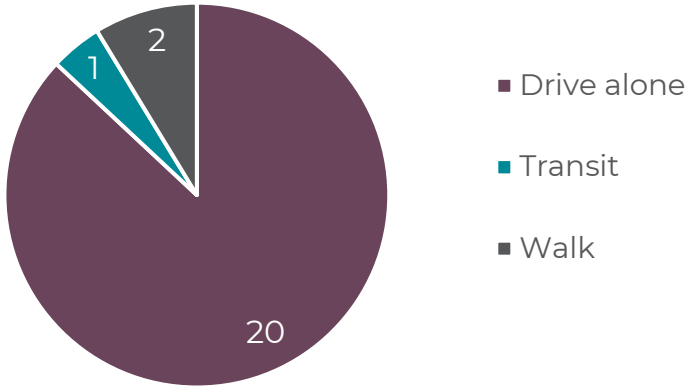
TMP COMMUNITY ADVISORY TEAM

- Great input received from TMP CAT to-date
- Impacts to TMP CAT membership due to COVID-19
- Staff continues to evaluate methods to engage with youth
- Third and final meeting of TMP CAT in early 2021 (date TBD)
- Assistance with outreach announcement dissemination

TMP CAT Members: Modes of Transportation Used For Commuting (on average, pre-COVID)



TMP CAT Members: Modes of Transportation Used For Errands (on average, pre-COVID)



TMP VISION AND GOALS

VISION:

Westminster is supported by an inclusive multimodal transportation network that provides safe and well-connected transportation and mobility choices to connect people to local and regional destinations.

GOALS:

The Transportation & Mobility Plan goals will help guide the development of policies, recommendations, and implementation measures of success. The goals will also inform the prioritization of transportation projects and resources. The goals were developed using key components from existing transportation plans, Westminster's current Strategic Plan, community and staff input received to-date, and transportation industry best practices.

CONNECT
Develop a comprehensive multimodal transportation network that includes convenient, safe, and accessible transportation options for all and integrates land use.

THRIVE
Support the community's economic resilience, environment, public health, and quality of life.

PROTECT
Reduce traffic-related deaths and injuries by improving the safety and comfort for all modes of transportation.

MAINTAIN
Maintain the City's transportation assets and optimize the use of the transportation network.

COLLABORATE
Identify and utilize opportunities to coordinate projects and funding with local, regional, state, and private partners.

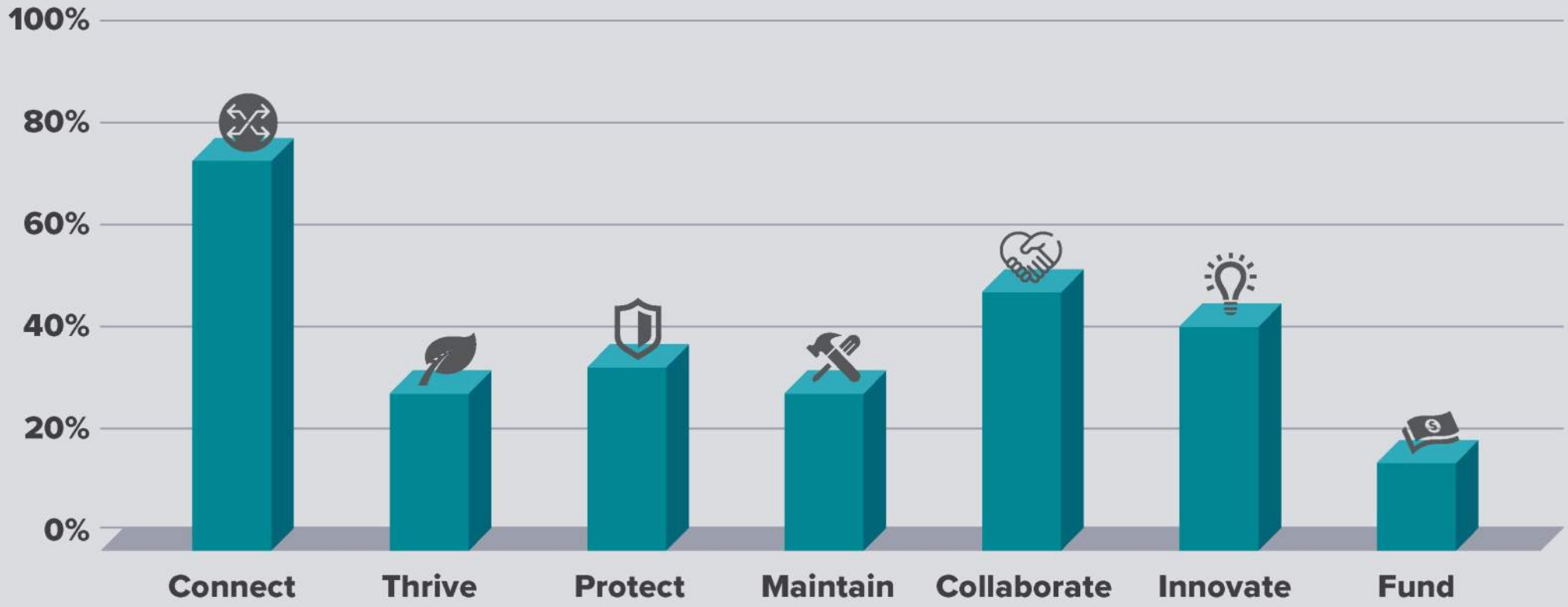
INNOVATE
Apply creative, sustainable, and cost-effective solutions to address transportation and mobility needs.

FUND
Pursue revenue resources to build, maintain, and operate new and existing transportation infrastructure and services.

RECAP OF TMP CAT MEETING #1 INPUT

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:



TRANSPORTATION TRADE-OFFS

TRANSIT

Frequent transit service (transit arrives often throughout the day along key corridors)

Equal importance

Coverage (the transit network is spread-out throughout the city, but may arrive less frequently)

Microtransit (small on-demand shuttles like RTD's FlexRide)

Equal importance

Fixed route (transit travels along specific corridors and serves designated stops)

Quality transit service (transit service is reliable and frequent)

Equal importance

Quality transit station and stops (stops and stations have shelters, seating, real-time information, etc.)

BICYCLE FACILITIES

Off-street trails

Equal importance

On-street facilities (e.g. bike lanes)

Bike facilities along local streets

Equal importance

Bike facilities along major roads

A portion of the street dedicated to separated/protected bike facilities (less interaction between vehicles and bicyclists)

Equal importance

Bicyclists and vehicles share the use of the street (more interaction between vehicles and bicyclists)

TRANSPORTATION TRADE-OFFS

PEDESTRIAN FACILITIES

Completing gaps where sidewalks is missing | Equal importance | Improve sidewalk conditions

STREET DESIGN

Designing streets that provide travel time reliability | Equal importance | Designing streets that provide safety for all modes

Designing streets to focus on the movement of vehicles | Equal importance | **Designing streets for multimodal transportation options (vehicles, biking, walking, and transit)**

TECHNOLOGY AND INNOVATION

Tried and true, wait and see | Equal importance | **Be a leader in innovation**

RECAP OF SUMMER 2020 COMMUNITY INPUT

WHO WE HEARD FROM:

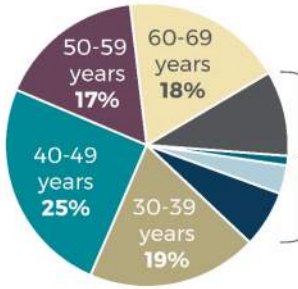
SURVEY PARTICIPATION

331 participants

Goals, Strategies and Trade-offs survey
- **301** English
- **3** Spanish

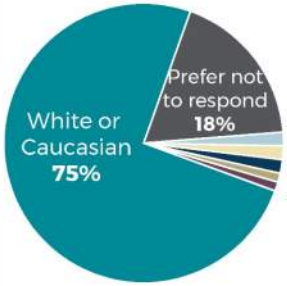
Design Your Streets survey
- **27** English
- **0** Spanish

What is the age of the survey participants?
Responses: 185



- 70-79 years: **10%**
- 80 years+ : **1%**
- Prefer not to state: **3%**
- 19 years or younger*: **0%**
- 20-29 years: **6%**

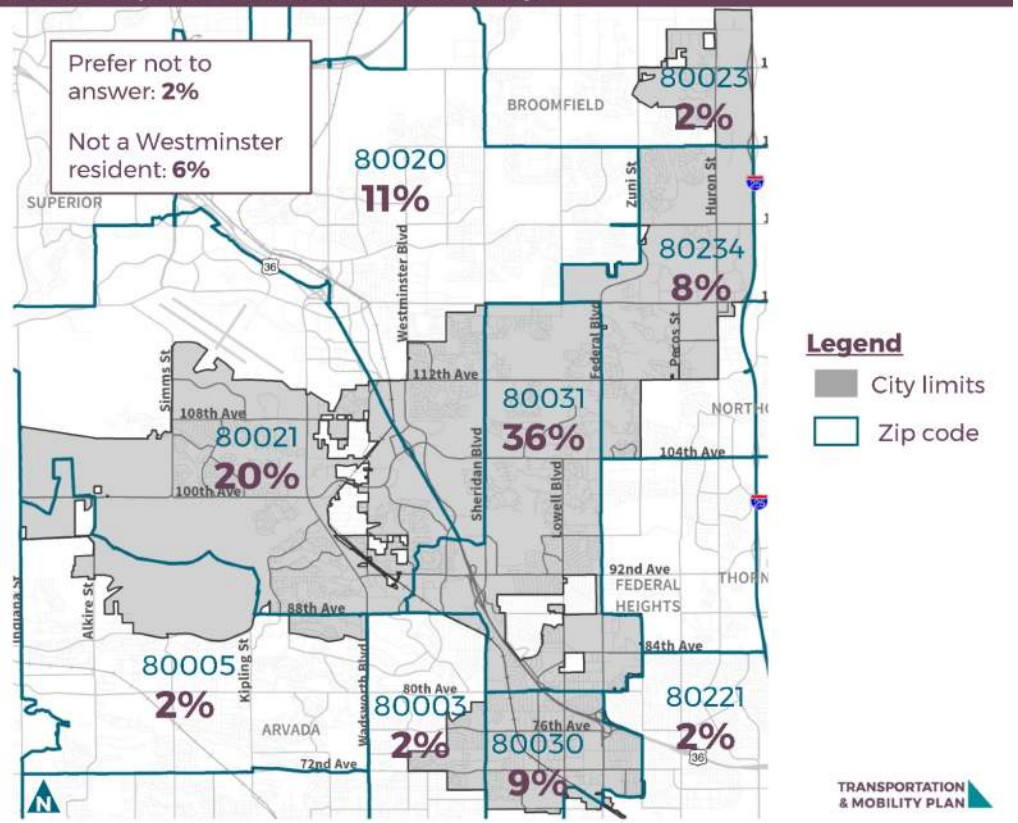
What is the races of the survey participants?
Responses: 192



- Native Hawaiian or other Pacific Islander: **0%**
- American Indian or Alaskan Native: **1%**
- Asian or Asian American: **2%**
- Black or African American: **2%**
- Another race: **2%**
- Other race (specified): **1%**

Hispanic, Latino or Spanish Origin:
Cuban: 1%; Mexican, Mexican American, Chicano: 3%, Puerto Rican: 1%, another Hispanic, Latino or Spanish origin: 2%, prefer not to state: 15%, other (specified): 2%, not of Hispanic, Latino or Spanish origin: 78%

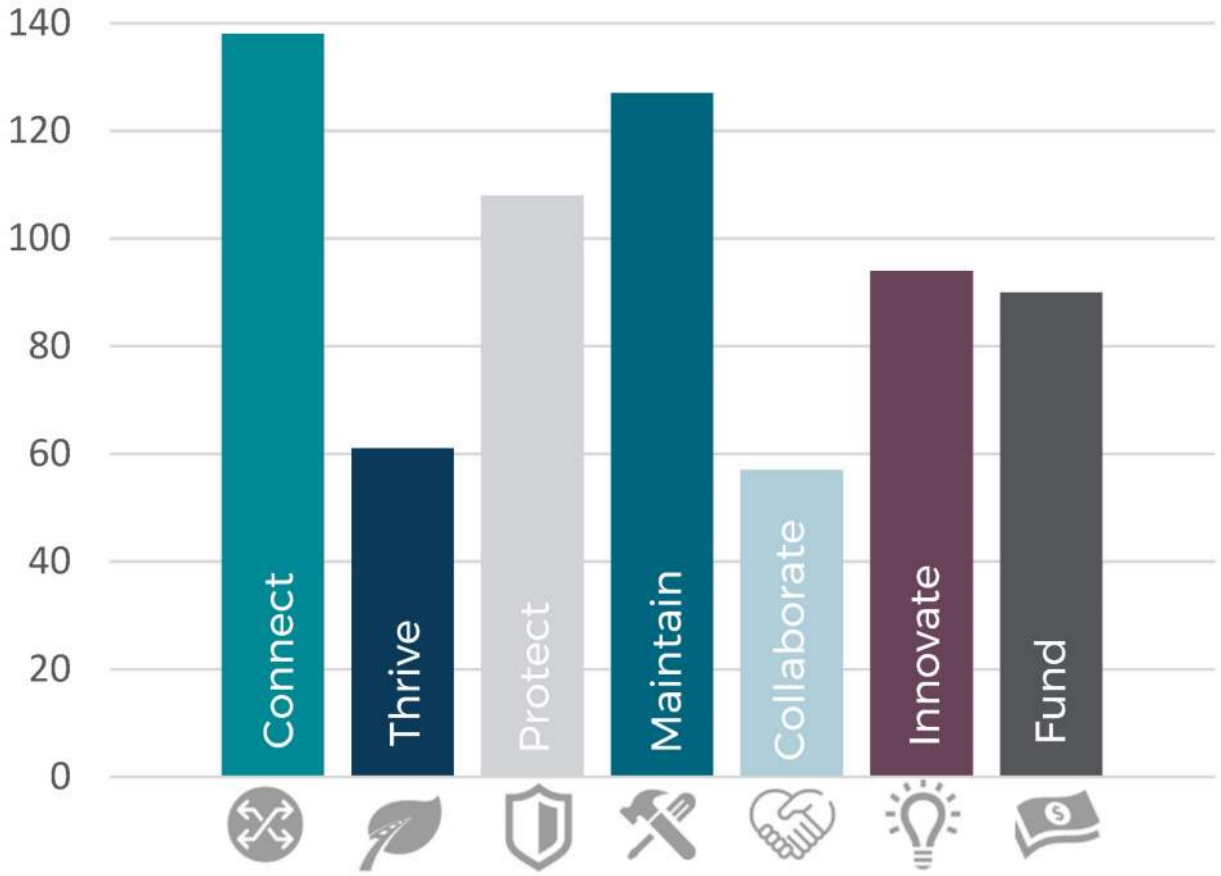
WHERE WE HEARD FROM (residence zip code)
Data based on the 331 responses received from all surveys



TRANSPORTATION & MOBILITY PLAN GOALS

Data based on the 675 responses received from the Goals, Strategies and Trade-offs survey

Participants were asked to select up to three goals they think are important for Westminster's transportation future and that resonate most with them.



TRANSPORTATION TRADE-OFFS

Street Design

Design streets to decrease travel delay for vehicles (with potential impacts to other transportation modes)

Design streets that provide safety for all modes (with potential delay for vehicles)

Design streets to focus on the movement of vehicles (cars and freight)

Design streets for the movement of all transportation options (cars, biking, walking, freight and transit)

Transit Network

Frequency (transit arrives often throughout the day along key corridors)

Coverage (the transit network is spread-out throughout the city, but may arrive less frequently)

Microtransit (small on-demand shuttles like RTD's FlexRide)

Fixed route (transit travels along specific corridors and serves designated stops)

Quality service (transit service is reliable and frequent)

Quality Infrastructure (stops and stations have shelters, seating, and real-time information, etc.)

Bicycle Facilities

Off-street trails

On-street facilities (such as bike lanes)

Bicycle facilities (e.g. bike lanes or shared lanes) along local streets

Bike facilities (e.g., bike lanes) along major streets

Separated bicycle lanes (A portion of the street is dedicated to separated/ protected bicycle facilities with less interaction between vehicles and bicycles)

Shared bicycle lanes (Bicycles and vehicles share the use of the street with more interaction between vehicles and bicycles)

Pedestrian Facilities

Completing gaps where sidewalks are missing

Improve sidewalk conditions

Technology and Innovation

Tried and true (use existing technological resources with reasonable upgrades to maintain and operate the transportation system)

Leader in innovation (explore and integrate sustainable, cost-effective and innovative technology to improve the transportation system)

OVERVIEW OF TMP MODAL PLANS

TMP DEVELOPMENT PROCESS OVERVIEW

MODAL PLANS & TRADE-OFFS EVALUATION

Bicycle Improvement Ideas

Pedestrian Improvement Ideas

Transit Improvement Ideas

Street Improvement Ideas

Spatial overlay of Modal Plan Improvement Ideas

Trade-Offs

Community and Staff Input on Trade-Offs

Technical Evaluation

Intermodal Connectivity

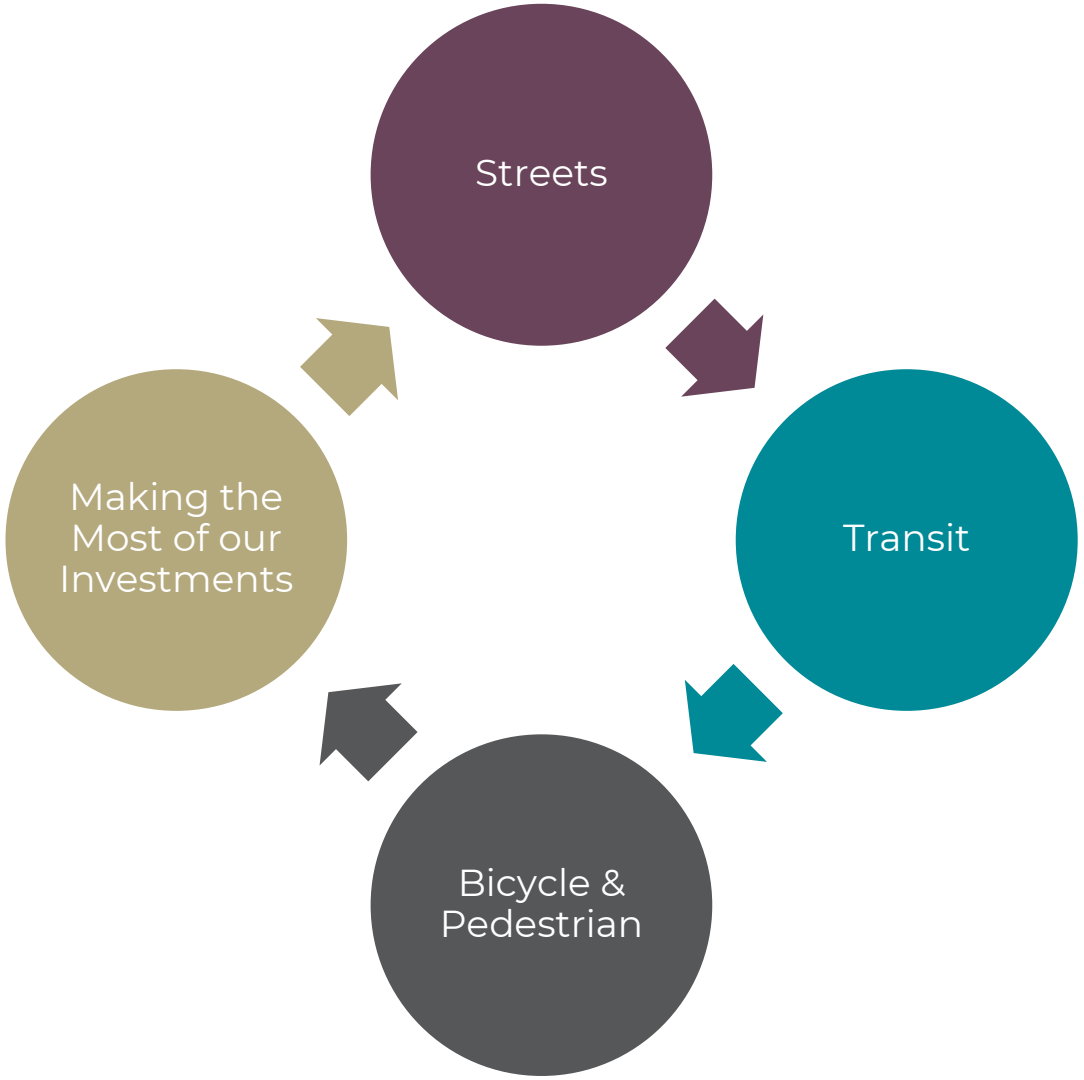
Bicycle Plan Recommendations

Pedestrian Plan Recommendations

Transit Plan Recommendations

Multimodal Street Plan Recommendations

SMALL GROUP DISCUSSION



- TMP CAT members and staff assigned in small groups to break-out “rooms”
- Staff will be attending as observers
- You will automatically be moved to your breakout “room”
- You will have 15 minutes to discuss each topic as a group
- The facilitators will take notes and will rotate to your “room”
- You will automatically be rejoined to the large group
- Highlights from each group will be reported out to the larger group at the end of the meeting

STREETS PLAN DISCUSSION

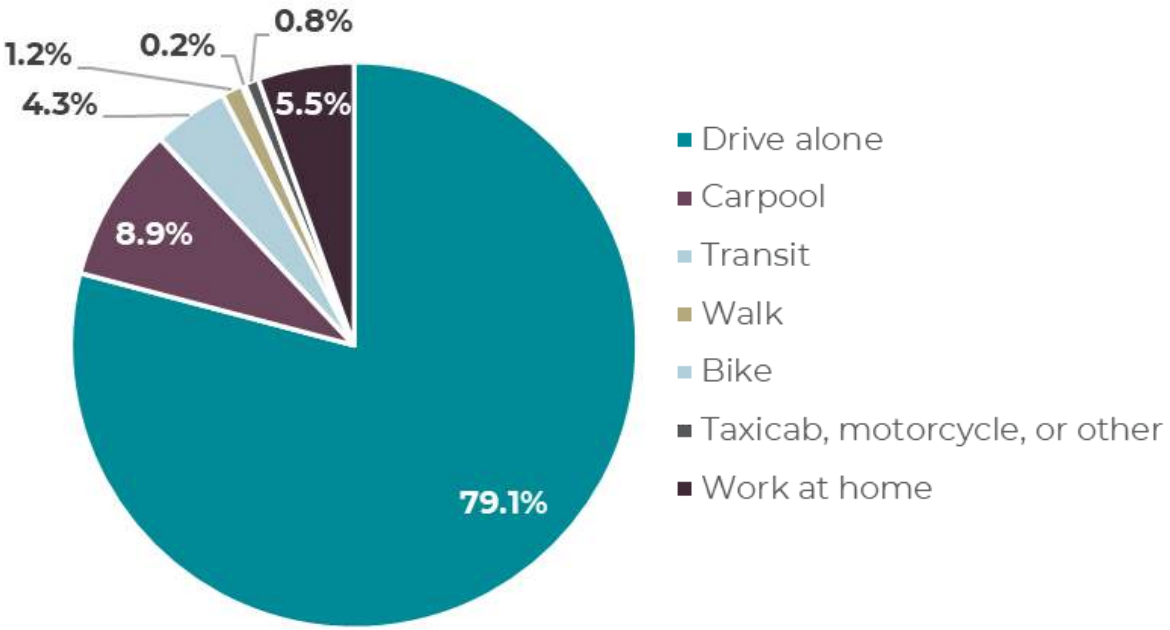
BACKGROUND INFORMATION: STREETS

Arterial streets experiencing congestion:

- 1/4 of streets today
- 2/3 of streets by 2040

Currently, approximately 79% of commuters in Westminster drive alone to work

Westminster's Travel to Work Mode Split (2013-2017)



PRELIMINARY IDEAS

Preliminary Street Improvement Ideas:

- Street Widening (including multimodal improvements)
- Intersection Improvements
- Safety Improvements
- Lane Repurposing Opportunities
- Access Management
- ITS/operational improvements

Preliminary Strategies:

1. Establish a Complete Streets policy
2. Establish a mode split target to increase non-drive alone trips
3. Implement traffic signal technology and intersection improvements to address congestion and safety
4. Widen streets with a focus on multimodal transportation improvements
5. Develop a Vision Zero Plan to eliminate traffic-related fatalities and serious injuries

STREETS DISCUSSION QUESTIONS

1. What types of improvement projects do you think are most critical for addressing congestion in Westminster?
2. Do you support these strategies? Which are most important and why?

TRANSIT PLAN DISCUSSION

BACKGROUND INFORMATION: TRANSIT

Transit service in Westminster is currently provided by RTD and includes:

- Fixed-route bus
- Bus rapid transit (BRT)
- Commuter rail
- Access-a-Ride service
- FlexRide service

386 bus stops and stations in Westminster; highest boardings:

- Wagon Road Park-n-Ride
- US 36 & Sheridan Station Park-n-Ride
- Westminster Station
- US 36 & Church Ranch Boulevard Station Park-n-Ride
- Front Range Community College

PRELIMINARY IDEAS

Preliminary Transit Improvement Ideas:

- Corridor enhancements
  - Travel speed and reliability
- Stop and station enhancements
  - Safety and security
  - User experience/comfort
  - Traveler information
- Connectivity enhancements
  - First and final mile access

Preliminary Strategies:

1. Develop partnerships with transportation providers to supplement existing RTD service.
2. Implement parking, land use and other strategies to incentivize and increase transit ridership.
3. Meet the mobility needs of vulnerable populations and essential trips.
4. Coordinate with regional partners for sub-regional transit service.

TRANSIT DISCUSSION QUESTIONS

1. What types of improvement projects do you think are most critical to support transit in Westminster?
2. Do you support these strategies? Which are most important and why?

BICYCLE & PEDESTRIAN PLAN DISCUSSION

BACKGROUND INFORMATION: BICYCLE AND PEDESTRIAN

Approximately 60% of Westminster's arterial and collector streets are considered "high stress" for bicyclists.

Likelihood of fatality or severe injury for bicyclists and pedestrians increases substantially with higher automobile speeds.

92% of Westminster's arterial and collector streets have sidewalks.

Sidewalk deficiencies include:

- Gaps
- Missing accessible curb ramps at street crossings
- Poor conditions
- Missing or inadequate crossings
- Narrow widths

PRELIMINARY IDEAS

Preliminary Bicycle & Pedestrian Improvement Ideas:

- Complete sidewalk gaps
- Enhance pedestrian environment (placemaking)
- Construct multiuse sidepaths
- On-street bike facilities (bike lanes, buffered bike lanes, etc.)
- Street crossing improvements

Preliminary Strategies:

1. Identify a comprehensive bicycle network that connects to key local and regional destinations.
2. Create low-stress bikeways that are comfortable for all users.
3. Partner with schools to encourage walking and bicycling to school.
4. Evaluate local street speeding tolerances and enforcement.
5. Update development requirements to ensure bicycle and pedestrian improvements and amenities are integrated into developments.

BICYCLE & PEDESTRIAN DISCUSSION QUESTIONS

1. What types of improvement projects do you think are most critical for bicycling and walking in Westminster?
2. Do you support these strategies? Which are most important and why?

“MAKING THE MOST OF OUR INVESTMENTS” DISCUSSION

BACKGROUND INFORMATION: MAKING THE MOST OF OUR INVESTMENTS

Transportation Demand Management (TDM) are strategies aimed at increasing travel choices to reduce single-occupant vehicle trips.

Strategies include:

- Subsidize transit passes
- Carpool or vanpool incentives
- Bicycle storage
- Telework options

Number of parking spaces in the Downtown & Station:

- 600 on-street spaces
- 1,900 garage spaces

Parking management includes:

- Time restrictions
- Paid parking
- Real-time information

PRELIMINARY IDEAS

Preliminary Making the Most of our Investments Ideas:

- TDM toolkit of strategies
- Efficient use of existing parking to enhance pedestrian environment (placemaking)
- Wayfinding and real-time parking information
- Real-time transportation option information

Preliminary Strategies:

1. Expand Westminster's TDM program to include resources for employees, residents, commuters, and businesses.
2. Evaluate potential for repurposing underutilized vehicle parking.
3. Update parking requirements and encourage shared parking.
4. Partner with real-time information providers.
5. Revise development requirements to include electric vehicle charging infrastructure.

MAKING THE MOST OF OUR INVESTMENTS DISCUSSION QUESTIONS

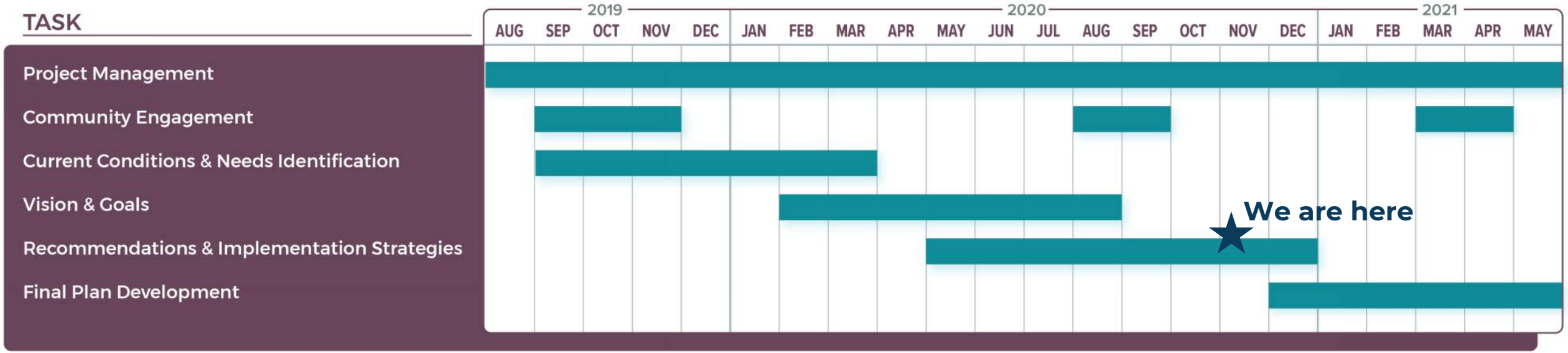
1. What types of TDM programs do you think would be most effective in encouraging modes other than the car?
2. Do you support the parking management strategies? Which are most important and why?

NEXT STEPS

NEXT STEPS: PROJECT SCHEDULE

TRANSPORTATION & MOBILITY PLAN
MILESTONES AND SCHEDULE

WESTMINSTER



Last updated September 2020
Project schedule may change depending on community outreach activities and coordination with other projects

NEXT STEPS: PLAN COMPLETION

- TMP project team is evaluating how to engage the TMP CAT before draft plan release and final TMP CAT meeting
- Anticipated release of draft TMP for community input in early 2021
- Reconvene TMP CAT for third and final meeting during draft plan release (TBD virtual or in-person meeting)
- TMP CAT members to help get the word out about the draft plan outreach
- Ideas for engaging youth during social distancing? Any classes interested in learning about the TMP/providing input? Email ideas to Kristina!

OVERVIEW OF PLAN CONTENT (draft)

- Executive Summary
- Introduction
- Existing and Future Conditions Overview
- Community and Stakeholder Engagement Overview
- Vision and Goals
- Modal Plans (Streets, Transit, Pedestrian, Bicycle)
- "Making the Most of Our Investments" (TDM, micromobility, and more)
- Implementation and Next Steps (targets, metrics, funding strategy, prioritization of projects)
- Appendices (glossary, analysis methodologies and reports, engagement results, corridor profiles, toolkits, status of existing plans/projects)

SMALL GROUP DISCUSSION REPORT OUT

HIGHLIGHTS: STREETS DISCUSSION

- Moving people
- Important to consider people who don't have options
- Signal technology real time optimization
- Wider streets results in higher speeds; more aggressive drivers; greater crossing distances (already hard to cross)
- Vision Zero is critical; complete streets foundational
- Mode is a behavior – it's hard to get people out of their cars
- Congestion is not always the enemy
- Education an important aspect

HIGHLIGHTS: TRANSIT - CAPITAL

- Connectivity first and final mile access
  - Community-wide
  - Westminster Station
- Stop and station safety and security
- Park and Ride north of Wagon Road
- Reliability is key to large employers
- Better traveler information and announcements when off schedules
- Extend/complete rail line

HIGHLIGHTS: TRANSIT - STRATEGIES

- Access/service for vulnerable populations
- Public awareness/education campaign
- Partnerships so high school students want to transition to RTD – good pricing on ECO passes
- Fare buy ups to increase ridership (like Longmont)
- More service coverage north of 120th Avenue
- Transit supportive land uses, perhaps more density
- ECO pass flexibility (number purchased) for employers and schools

HIGHLIGHTS: TRANSIT - OTHER

- Improve reliability and availability of FlexRide and Access a Ride
- Routes/stops eliminated, and people that need access the most don't have the access they used to
- Adams County lacks service and stations near key services such as food pantries
- Conversation should be focused on equity

HIGHLIGHTS: BICYCLE & PEDESTRIAN

- Importance of supporting schools
  - Creating early habits of walking and biking
  - Need for both infrastructure and education
- Importance of completing gaps in the system and integrating the on-street and trails facilities
  - Connecting to neighboring communities
  - Paving trails to support commuting, not just recreation
  - Easier to get east/west than north/south
- The importance of coordinating with other Westminster Forwards plans and projects
- Consider a strategy for temporary conditions when pedestrian and bicycling use is high
  - Around schools (before and after) and events
- Importance of education
  - Education of the laws of bicycling and walking
  - Wayfinding

HIGHLIGHTS: "MAKING THE MOST OF OUR INVESTMENTS"

- Choices need to be convenient, competitive, easy, priced right
  - Frequent, reliable transit
  - Transportation accounts (options)
  - Low cost
- Discounted or free transit passes, esp. <u>students</u>
- Real-time parking information & wayfinding
- Parking pricing – manage & incentivize transit use
- Repurposing on-street & garages
- *Focus on equity and supportive strategies*

CLOSING REMARKS